



# Fare Recommendations

2024 Update-June 20, 2024



innovate mobility

# CONTENTS

<b>Fare Overview and Recommendations .....</b>	<b>3</b>
<b>Existing Local Fixed Route Fares .....</b>	<b>3</b>
<b>Dial-a-Ride Fares .....</b>	<b>4</b>
<b>Commuter Service Fares .....</b>	<b>5</b>
<b>Rural Service Fares .....</b>	<b>5</b>
<b>Fare Structure Scenarios.....</b>	<b>6</b>
Current Fare Structure .....	6
Scenario 2: Return Monthly Passes to Pre-Pandemic Levels.....	6
Scenario 3: Introduce Monthly Fare Capping and Increase Fares .....	7
<b>New 2024 Scenario 4: Maintain Discount on Existing Passes and Increase Slightly Over Time .....</b>	<b>8</b>
<b>Recommended Fare Structure .....</b>	<b>9</b>

# FIGURES AND TABLES

- FIGURE 1 – MONTHLY EVENING DIAL-A-RIDE RIDERSHIP ..... 4
  
- TABLE 1 - LOCAL FIXED ROUTE FARES ..... 3
- TABLE 2 - PASSES AND TICKET SHEET COSTS ..... 3
- TABLE 3 - DIAL-A-RIDE FARES ..... 4
- TABLE 4 - COMMUTER SERVICE FARES..... 5
- TABLE 5 - RURAL SERVICE FARES ..... 5
- TABLE 6 - SCENARIO 1 - MAINTAIN EXISTING FARES ..... 6
- TABLE 7 - SCENARIO 2 - RETURN MONTHLY PASSES TO PRE-PANDEMIC LEVELS ..... 7
- TABLE 8 - SCENARIO 3 - ELIMINATE MONTHLY PASSES AND INTRODUCE MONTHLY FARE CAPPING..... 7
- TABLE 9 – COMPARING PROPOSED FARES TO EXISTING FARES ..... 8
- TABLE 10 - NEW 2024 SCENARIO ..... 8
- TABLE 11 - PROPOSED FARE STRUCTURE ..... 9

## FARE OVERVIEW AND RECOMMENDATIONS

The NGTP fare structure proposed a shift away from passes to fare capping on a daily, weekly and monthly basis. This coincided with the grant funding that artificially lowered the pass price to customers being sunset. As a reminder, the fare structure was as follows:

### EXISTING LOCAL FIXED ROUTE FARES

The fare structure for single ride rural and fixed route service is distributed by fare type as follows:

Table 1 - Local Fixed Route Fares

Criteria	Fare	Daily Cap
<b>Non-Discount Single Ride</b>	\$1.50	\$3.00
<b>Senior (age 65+)/Disabled/Youth/Medicare Single Ride</b>	.75¢	\$1.50
<b>Children (age 4-under)</b>	Free with paying adult (limit 2)	

Yuba-Sutter Transit offers a daily cash fare cap (or daily pass) for Connect Card users on the local fixed route system. Once the Connect Card has been used for two cash fare trips in one day, no additional fare will be deducted for additional trips for the remainder of the day. Using a Connect Card to pay cash fare is the only way to access the daily cap. Transfers are no longer issued to any passengers.

Regarding multi-use tickets and passes, Yuba-Sutter Transit provides a variety of options for its riders including:

Table 2 - Passes and Ticket Sheet Costs

Criteria	Fare	Term/Rides Allowed
<b>Non-Discounted Monthly Pass</b>	\$30 (discounted to \$10 until June 2024)	Monthly/Unlimited
<b>Senior/Disabled/Youth Monthly Pass</b>	\$15 (discounted to \$5 until April 2024)	Monthly/Unlimited
<b>Ticket Sheets (valid on all services)</b>	\$10-\$15	20 tickets (\$0.50 and \$0.75)

## DIAL-A-RIDE FARES

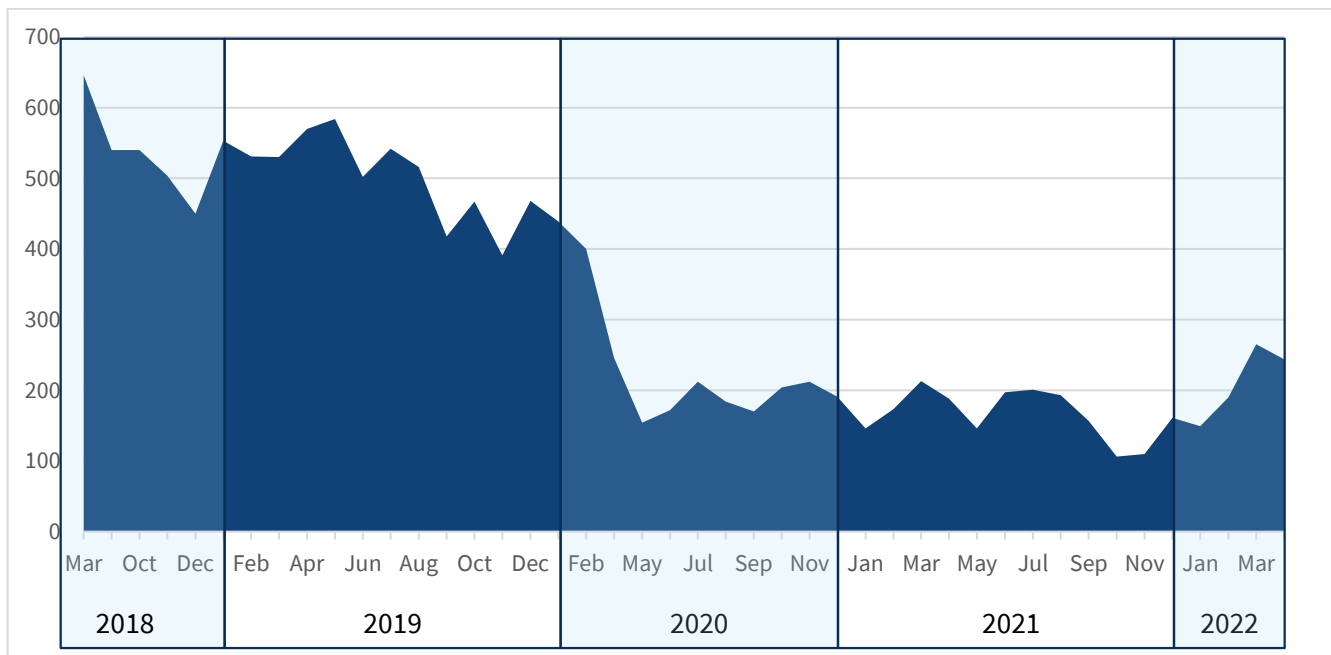
Yuba-Sutter Transit employs a Dial-A-Ride service for ADA and Medicare-eligible customers and opens the service to seniors 65+. Fares for the service include:

Table 3 - Dial-a-Ride Fares

Criteria	Fare
Disabled and ADA-eligible Single Ride	\$3.00 (\$2.00 after 6pm)
Medicare Cardholders Single Ride	\$3.00 (\$2.00 after 6pm)
Seniors (Age 65+) Single Ride	\$3.00 (\$2.00 after 6pm)
Youth Single Ride	N/A (\$2.00 after 6pm)
Non-Discount Single Ride (only eligible after 6:00pm)	N/A (\$4.00 after 6pm)

Yuba-Sutter Transit’s Dial-a-Ride service is open to all riders after 6pm – this is known as evening dial-a-ride. The evening dial-a-ride service extends the Authority’s weekday service span by approximately 3 hours. Ridership on evening dial-a-ride is relatively scant. With the recommended extension of the fixed-route, dial-a-ride, and on-demand service span to 8:00pm, the plan also recommends canceling the weekday evening dial-a-ride service.

Figure 1 – Monthly Evening Dial-a-Ride Ridership



## COMMUTER SERVICE FARES

Yuba-Sutter Transit’s Commuter service only runs on weekdays and generally in the peak direction (to Sacramento in the morning and back in the afternoon). The plan recommends expanding the commuter service to the Roseville Galleria Transit Center to connect with Placer County and the City of Roseville’s transit services. Yuba-Sutter Transit’s current commuter fare structure is as follows:

Table 4 - Commuter Service Fares

Criteria	Fare
<b>Non-Discount Single Ride</b>	\$4.50
<b>Senior/Disabled/Youth (Midday only) Single Ride</b>	\$2.25
<b>Monthly Commuter Pass</b>	\$135.00
<b>Monthly Combined Pass (including SacRT)</b>	\$185.00

## RURAL SERVICE FARES

Yuba-Sutter Transit’s rural service only runs to the communities of Live Oak, Wheatland, and the Foothills areas, including Brownsville, Oregon House, Willow Glen, and Loma Rica. The service operates on weekdays, while the Foothills service only operates Tuesdays, Wednesdays, and Thursdays. The service operates in advanced reservation, scheduled, and flex. Yuba-Sutter Transit’s current rural fare structure is as follows:

Table 5 - Rural Service Fares

Criteria	Fare
<b>Non-Discount Single Ride</b>	\$3.00
<b>Senior/Disabled/Youth Single Ride</b>	\$1.50
<b>Children (age 4-under)</b>	Free with paying adult (limit 2)
<b>Non-Discounted Pass</b>	\$30 (discounted to \$10 until June 2024)
<b>Senior/Disabled/Youth Pass</b>	\$15 (discounted to \$5 until April 2024)

## FARE STRUCTURE SCENARIOS

Yuba-Sutter Transit’s fares are well-priced for the level of services provided. This plan calls for a restructuring of fares rather than any increases during the first three years of service deployment. This restructuring would align with the new types of services provided. To arrive at the proposed recommendations, the plan compared a number of different scenarios. The following tables summarize the various scenarios:

### CURRENT FARE STRUCTURE

Since the pandemic began, Yuba-Sutter Transit has been offering significantly discounted monthly passes. Subsidy funding for these discounts is set to expire in 2024, but alternative sources could maintain the subsidy. Scenario 1 projects maintaining the discounts for monthly passes.

Table 6 - Scenario 1 - Maintain Existing Fares

	Ridership	Fare Revenue	Productivity	Average Fare	Farebox Recovery	Subsidy per Passenger
FY25	570,968	\$586,315.91	7.4	\$1.03	6%	\$15.02
FY26	585,242	\$590,705.59	7.8	\$1.01	6%	\$14.71
FY27	601,044	\$698,955.77	8.0	\$1.16	7%	\$14.77
FY28	612,464	\$714,629.96	8.0	\$1.17	7%	\$15.18
FY29	624,101	\$738,554.02	8.0	\$1.18	7%	\$15.23
FY30	635,959	\$757,194.06	8.1	\$1.19	7%	\$15.28
FY31	648,042	\$776,386.57	8.1	\$1.20	7%	\$15.33
FY32	660,355	\$797,568.36	8.1	\$1.21	7%	\$15.38
FY33	672,901	\$811,070.82	8.2	\$1.21	7%	\$15.44

Under this scenario, Yuba-Sutter Transit would not meet its requirements for farebox recovery ratio for any year of the plan and would need new funding sources to bridge the difference between the discount passes and the pass values. Fares from new riders would mostly offset any inflation-related increases. Revenues, as shown by the average fare, remain constant throughout the duration of the plan.

### SCENARIO 2: RETURN MONTHLY PASSES TO PRE-PANDEMIC LEVELS

Scenario 2 models return the monthly pass prices to \$30/\$15. With the new Community on-demand services projected to launch in 2024, it is anticipated that fewer customers would potentially purchase passes, and more customers would hit the daily fare cap due to more accessible services and a longer span of service.

Table 7 - Scenario 2 - Return Monthly Passes to Pre-Pandemic Levels

	Ridership	Fare Revenue	Productivity	Average Fare	Farebox Recovery	Subsidy per Passenger
FY25	565,259	\$661,930.95	7.4	\$1.17	7%	\$15.03
FY26	579,390	\$650,469.72	7.7	\$1.12	7%	\$14.75
FY27	595,034	\$763,253.97	7.9	\$1.28	8%	\$14.82
FY28	606,339	\$790,694.55	7.9	\$1.30	8%	\$15.21
FY29	617,860	\$817,165.06	8.0	\$1.32	8%	\$15.25
FY30	629,599	\$837,789.13	8.0	\$1.33	8%	\$15.30
FY31	641,561	\$859,024.48	8.0	\$1.34	8%	\$15.35
FY32	653,751	\$882,460.84	8.1	\$1.35	8%	\$15.40
FY33	666,172	\$897,400.48	8.1	\$1.35	8%	\$15.46

This scenario is not anticipated to result in significant fare elasticity, as travel experience and service access improvements would offset any elasticity. Under this plan, farebox recovery would still be below the required threshold, with fares and ridership increases in line with inflation and other cost increases.

**SCENARIO 3: INTRODUCE MONTHLY FARE CAPPING AND INCREASE FARES**

Under this scenario, Yuba-Sutter Transit would transition away from monthly passes on Crosstown/fixed route and Community Services. The Authority would instead create monthly fare caps. These fare caps would act as a makeshift pass and allow riders who ride frequently to still receive a discount for their patronage. Those who ride often (2-3 days per week) would see some level of capping, and those who ride infrequently would pay the full fare for each ride. Discounts would still be offered to eligible riders under this scenario. This scenario includes increasing fares in line with the on-demand systems reviewed earlier. Under this option, fares would increase in FY27 when all the Community on-demand zones would be deployed.

Table 8 - Scenario 3 - Eliminate Monthly Passes and Introduce Monthly Fare Capping

	Ridership	Fare Revenue	Productivity	Average Fare	Farebox Recovery	Subsidy per Passenger
FY25	607,413	\$998,337.47	7.9	\$1.64	11%	\$13.44
FY26	634,515	\$956,944.06	8.4	\$1.51	10%	\$12.99
FY27	759,147	\$1,116,342.10	10.1	\$1.47	12%	\$11.15
FY28	762,285	\$1,170,096.42	10.0	\$1.53	12%	\$11.60
FY29	787,804	\$1,209,268.37	10.2	\$1.53	12%	\$11.46
FY30	807,687	\$1,239,788.56	10.3	\$1.53	12%	\$11.43
FY31	828,159	\$1,271,213.34	10.4	\$1.53	12%	\$11.40
FY32	850,754	\$1,305,895.25	10.5	\$1.53	12%	\$11.34
FY33	865,157	\$1,328,003.45	10.5	\$1.53	12%	\$11.41



**NEW 2024 SCENARIO 4: MAINTAIN DISCOUNT ON EXISTING PASSES AND INCREASE SLIGHTLY OVER TIME**

This new scenario, specifically requested by the Board, augments existing fares slightly, maintaining the discount for passes but increasing pass prices slightly in FY 2027.

The proposed fare structure will be as follows – changes highlighted:

Table 9 – Comparing Proposed Fares to Existing Fares

Fare	Current Fares	FY 2025 Fares	FY 2027 Fares
<b>Crosstown Single Ride/Discount</b>	\$1.50/\$0.75	\$1.50/\$0.75	\$2.00/\$1.00
<b>On-Demand Single Ride /Discount</b>	N/A	\$1.50/\$0.75	\$2.00/\$1.00
<b>Daily Cap/Discount*</b>	\$3.00/\$1.50	\$4.50/\$2.25	\$6.00/\$3.00
<b>Commuter Single Ride</b>	\$4.50	\$4.50	\$5.00
<b>Commuter Midday Single Ride/Discount</b>	\$4.50/\$2.25	\$4.50	\$5.00
<b>Commuter Monthly Pass/Combined</b>	\$135/\$185	\$135/\$185	\$150/\$200
<b>DAR Single Ride</b>	\$3.00	\$3.00	\$4.00
<b>Evening Dial-a-Ride/Discount</b>	\$4.00/\$2.00	N/A	N/A
<b>Rural Single Ride/Discount</b>	\$3.00/\$1.50	\$3.00/\$1.50	\$4.00/\$2.00
<b>Monthly Pass</b>	\$30/\$15 (temporarily discounted to \$10/\$5)	\$40/\$20 (temporarily discounted to \$20/\$10)	\$50/\$25

\* - Daily and monthly caps do not apply to Dial-a-Ride, Rural, and Commuter fares

Under this proposal, farebox revenue would increase 10% over the base scenario; however, it would still be below the required threshold. This could be offset by inflation being below the expected level and elasticity not materializing. Both are realistic options, as the plan includes conservative estimates for both items. Ridership is projected to increase by 21% over current levels with the proposed service plan.

Table 10 - New 2024 Scenario

	Ridership	Hours	Miles	Fare Revenue	Annual Cost	Productivity	Average Fare	Cost per Hour	Farebox Recovery	Subsidy per Passenger
FY25	589,191	76,781	1,153,083	\$776,329.98	\$ 9,159,499	7.7	\$1.32	\$119.29	8%	\$14.23
FY26	615,480	75,354	1,152,478	\$787,062.44	\$ 9,198,562	8.2	\$1.28	\$122.07	9%	\$13.67
FY27	736,373	75,268	1,268,463	\$935,813.98	\$ 9,578,984	9.8	\$1.27	\$127.27	10%	\$11.74
FY28	739,416	76,397	1,282,271	\$939,681.46	\$ 10,014,349	9.7	\$1.27	\$131.08	9%	\$12.27
FY29	764,170	77,543	1,291,895	\$971,139.68	\$ 10,240,799	9.9	\$1.27	\$132.07	9%	\$12.13
FY30	783,456	78,706	1,301,745	\$837,789.13	\$ 10,472,369	10.0	\$1.07	\$133.06	8%	\$12.30
FY31	803,315	79,887	1,311,825	\$859,024.48	\$ 10,709,175	10.1	\$1.07	\$134.05	8%	\$12.26
FY32	825,231	81,085	1,322,136	\$882,460.84	\$ 10,951,336	10.2	\$1.07	\$135.06	8%	\$12.20
FY33	839,202	82,301	1,332,682	\$897,400.48	\$ 11,198,973	10.2	\$1.07	\$136.07	8%	\$12.28

## RECOMMENDED FARE STRUCTURE

The plan recommends implementing Scenario 3 with a fare increase to proposed levels in FY 27 when the Olivehurst Community on-demand zone launches. In addition to the fare increase, the plan recommends the following changes.

- Increase monthly pass prices; however, seek grant funding to maintain discount levels
- Increase commuter single ride and monthly fares and eliminate midday discounts. While this is a small change, reducing fare complexity would create consistency and simplicity in the structure

The proposed fare structure would be as follows:

*Table 11 - Proposed Fare Structure*

Fare	FY 2025	FY 2027
<b>Crosstown Single Ride/Discount</b>	\$1.50/\$0.75	\$2.00/\$1.00
<b>On-Demand Single Ride/Discount</b>	\$1.50/\$0.75	\$2.00/\$1.00
<b>Crosstown/On-Demand Daily Cap/Discount</b>	\$5.00/\$2.50	\$6.00/\$3.00
<b>Crosstown/On-Demand Monthly Pass (30-days)/Discount</b>	\$40.00/\$20.00	\$50.00/\$25.00
<b>Commuter Single Ride</b>	\$4.50	\$5.00
<b>Commuter Midday Single Ride/Discount</b>	\$4.50/\$2.25	\$5.00/NA
<b>Commuter Monthly Pass/Combined</b>	\$135/\$185	\$150/\$200
<b>DAR Single Ride</b>	\$3.00	\$4.00
<b>Rural Single Ride/Discount</b>	\$3.00/\$1.50	\$4.00/\$2.00