



## Board Policy No. 333

### Fare Policy Goals and Methodology

**ADOPTED:** 6/22/2011  
**RECENT AMENDMENT:** 11/12/20  
**Effective:** 11/12/20  
**SEE ALSO:** 333A

**SUBJECT CATEGORY:** SECTION 300, FINANCE  
**SUBSECTION:** FARES  
**CONTROL DEPARTMENT:** FINANCE

#### I. PURPOSE

The purpose of this policy is to set forth the goals and methods on which AC Transit's fares are based as well as payment options and products.

#### II. PERSONS AFFECTED

[PassengersRiders](#) using AC Transit services, and the District's personnel involved in making fare-related decisions.

#### III. DEFINITIONS

**"Clipper® Card" or "Clipper"** means the Bay Area regional stored-value transit electronic payment "smart card" administered by the Metropolitan Transportation Commission (MTC). This card can be used to pay AC Transit fares if it is loaded with cash and/or AC Transit passes. MTC (in cooperation with regional transit operators) is developing a next generation system ("Clipper 2"). References to Clipper also apply to Clipper 2.

**"Discount Fare"** means the reduced fare required of [passengersriders](#) eligible for youth, senior, or disabled fares.

**"Youth"** – means [children-persons](#) 5 through 18.

**"Senior"** – means age 65 and over.

**"Disabled"** – means persons under 65 with qualifying disabilities.

**"EasyPass"** means annual value pass provided on Clipper to a defined universe of participants at qualified colleges, employers, and residential communities.

**"Accumulator"** means a function [for calculating fares](#) that automatically charges the [rider](#) for the best value fare ~~product~~ based upon the number of transit trips made, [also known as a fare "cap"](#). This ensures the [passengersriders](#) do not incur further charges once they reach a certain [financial](#) threshold without having to make upfront decisions to purchase multi-trip passes.

#### IV. POLICY

## A. Goals of the Fare Policy

Goal 1 – Simplicity: Fares, the fare structure, and fare payment methods should be easy to use for ~~passengers~~Riders, and easy to operate for the District.

Goal 2 – Appropriateness: Fares, the fare structure, and fare payment methods should provide a good value for ~~passengers~~Riders.

Goal 3 – Equity: Fares, the fare structure, and fare payment methods should be fair~~equitable~~ for all ~~passengers~~riders.

Goal 4 – ~~Transparency~~Fiscal Responsibility: Fares, the fare structure, and fare payment methods should result in predictable costs ~~and cost increases~~ for ~~passengers~~riders, ~~and predictable revenue increases for the District~~ while providing necessary financial support for service.

Goal 5 – Policy Supportiveness: Fares, the fare structure, and fare payment methods should be supportive of other District goals – service, land use, and social goals – and compliant with other regulatory mandates.

Goal 6 – Affordability: Fare structure and payment methods should be affordable to all ~~passengers~~riders to ensure their full access to bus service and to prevent adverse impacts on socially vulnerable populations.

Goal 7 – ~~Fiscal Responsibility~~Increase Ridership: Fares, the fare structure, and fare payment methods should ~~keep pace with inflationary costs~~ help to maintain and increase ridership.

## B. Fare Structure

1. ~~Passengers~~Riders may pay their fare using the following payment options:
  - a. Cash – ~~Passengers~~Riders may pay the applicable fare in cash either in bills and coins, or a combination thereof. Exact fare is required.
  - b. Magnetic Stripe Passes – ~~Passengers~~Riders may pay with a magnetic stripe pass issued from the farebox upon payment of appropriate cash fare; or pay with a magnetic stripe pass distributed by qualified public or social service agency or qualified non-profit organization.
  - c. ~~Clipper Contactless/Electronic~~ – ~~Passengers~~Riders may pay the applicable ~~single ride~~ fare with e-cash or passes loaded on a Clipper card, mobile payment application, or similar system, ~~or with a valid single or multi-day pass loaded on the card. Multi-trip passes may also be acquired using the accumulator function.~~
  - d. ~~Mobile Payment Application~~ – ~~The mobile payment application makes a variety of fares~~

~~available, and applies multi-trip discounts through the accumulator function.~~

2. Transbay fares shall be priced separately from local fares.

3. Discounted fares shall be priced at 50% of the applicable base fare. The federally mandated discount for senior and disabled fares is 50% in the off-peak period. AC Transit ~~has generally works to maintained~~ discounted cash fares as 50% of the adult fare at all times, which is common among American transit agencies.
4. Single trips and Day Passes may be paid by cash; all other multi-trip passes must be purchased using ~~Clipper or a Mobile Payment Application (“Clipper/Mobile App”)~~ a Contactless/Electronic method.
5. When possible, the accumulator function shall be made available for purchase of all multi-trip passes ~~to allow riders to benefit from pass pricing discounts without requiring an up-front purchase~~. Accumulator functionality should be cumulative, allowing a rider to benefit from the Daily price cap each day until they hit the Weekly cap, and the Daily and Weekly price caps until they hit the Monthly cap. The District may further elect to discontinue up-front pass purchases based on rider acceptance of accumulator-based pricing caps.
6. The adult local single-ride fare shall be the base fare, upon which other fares and pass prices are calculated. The single-ride discount fare shall be half of the applicable adult single-ride fare.
7. Adult single rides paid using a Contactless/Electronic method ~~Clipper/Mobile App~~ shall receive a discount. The local youth/senior/disabled single-ride fare discount shall be one-half of the adult discount.
8. Multi-trip passes purchased using a Contactless/Electronic method ~~Clipper/Mobile App~~ shall use the Contactless/Electronic ~~Clipper/Mobile App~~ single-ride fare as the base price.
9. Fare changes are based on a five-year schedule of planned fare increases. See Resolution 19-008 for specific local fare levels, and Resolution 18-012 for Transbay fare levels. AC Transit fare details shall be available on AC Transit’s website: [www.actransit.org](http://www.actransit.org).

### C. Fare Products

1. ~~Passengers~~ Riders may purchase these products in addition to a single-ride fare:
  - a. Day Pass – The ~~passenger-rider~~ may purchase the Day Pass with cash or with ~~Clipper~~ Contactless/Electronic /Mobile App accumulator.
  - b. Multi-Day Passes – The ~~passenger-rider~~ may purchase a 31-Day or Monthly Pass ~~on~~ Clipper via the Contactless/Electronic method or through the Mobile App accumulator function. The ~~passenger-rider~~ may purchase a 7-Day Pass through the Mobile App

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accumulator function, and in the future, through other electronic means. Paper passes will be available only to social service agencies or qualified non-profit organizations.

**D. Local Fare Pricing**

1. ~~Clipper/Mobile App Contactless/Electronic~~ Discount – The adult single-ride on ~~Contactless/Electronic methods Clipper/Mobile App~~ shall be discounted by \$0.25. The youth/senior/disabled single-ride ~~Contactless/Electronic Clipper/Mobile App~~ fare discount shall be one-half of the adult ~~Contactless/Electronic Clipper/Mobile App~~ discount.
2. Day Pass:
  - a. Cash Day Pass will cost two (2) times the single cash fare, plus \$0.50, rounded to the nearest multiple of \$0.50.
  - b. ~~Contactless/Electronic Clipper/Mobile App~~ Day Pass will cost two (2) times single Clipper/Mobile App fare, plus \$0.50, rounded to the nearest multiple of \$0.50.
  - c. Day Passes shall be valid until 3:00 AM of the next day of first use.
3. 31-Day Adult Pass Prices – The price of a 31-day pass shall be thirty-six (36) times the adult single-ride ~~Contactless/Electronic Clipper/Mobile App~~ fare.
4. Youth 31-Day Pass and Senior/Disabled Monthly Pass Prices – These discount passes shall be priced at thirty (30) times the discount single-ride ~~Contactless/Electronic Clipper/Mobile App~~ fare.
5. 7-Day Pass – The price of a 7-day pass shall be ten (10) times the single-ride ~~Contactless/Electronic Clipper/Mobile App~~ fare.
6. Discount transfer from BART – A \$0.50 discount will be applied automatically to the Clipper fare on a first bus ride away from a BART station when transferring from BART to AC Transit.
7. All-Nighter Transfer – Riders transferring between All-Nighter routes, including ~~TEMPO~~empo, between the hours of 12:00 AM (midnight) and 6:00 AM ~~will~~ shall receive a free transfer.
8. Other Fares – The provisions of the regional fare coordination agreements shall govern the various Inter-Agency Transfer fares.

#### **E. Transbay Fare Structure**

1. The Adult Transbay Single-Ride Fare as Base Transbay Fare – The adult Transbay Fare shall be the base fare, upon which other fares and pass prices are calculated.
2. Single-Ride Discount Fare – the discount fare shall be half of the applicable adult fare.
3. No ~~Contactless/Electronic Clipper~~ discount – Transbay Fare shall be the same price for cash,

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Clipper or Contactless/Electronic.

4. 31-Day Adult Pass Price – The target price of a 31-day pass shall be thirty-six (36) times the applicable adult single ride fare.

5. Other Agency Fares – The provisions of regional fare coordination agreements concerning Free Rides, Regional Transfers, Capitol Corridor, and Ferry Transfers shall govern these fares.
6. Dumbarton Express Fare – As long as the District ~~is the provider of~~ manages the Dumbarton Express service under the oversight of the Dumbarton Regional Operations Consortium, the Dumbarton Express Fare shall equal the Transbay Fare. This also applies to the Discount Fare.
7. Upgrade Fare – Riders transferring from Local to Transbay service shall pay the difference between the Local and Transbay Fare based on the Fare Media and Fare Category (Adult or Discount) used on the originating trip.
8. Riders who have paid a Transbay fare using a Contactless/Electronic method ~~Clipper/Mobile App~~ receive a free transfer to a local bus if boarding within two hours.

#### **F. EasyPass Fare Structure**

1. EasyPass Fare Structure and Prices are set forth in Board Policy 334.

### **V. AUTHORITY**

#### **A. Board Authority**

1. Sole authority to adjust fares rests with the Board of Directors. All fare adjustments must be made by resolution of the Board.

#### **B. General Manager Authority**

1. The General Manager may approve a free or discount fare for New Year's Eve.