

STAFF REPORT

SUBJECT: FY26 Fare Increase Scenarios

FROM: Christy Wegener, Executive Director
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DATE: August 26, 2025

Action Requested

Staff recommend the Finance and Administration Committee receive information on the FY26 fare increase scenarios and provide feedback to staff.

Background

LAVTA has made changes to its fares and fare structure throughout the years to respond to economic conditions, ridership trends and the introduction of new technology, but it has been over 16 years since an increase was made to the fixed route fare. Notably, the following changes have taken place:

- **2000**
 - Fixed Route one-way fare –**\$1.00**
 - Paratransit fare - **\$1.00**
- **2006**
 - Fixed Route one-way fare –**\$1.50**
 - Fixed Route Monthly Pass
 - Regular - **\$45.00**
 - Senior/disabled –**\$12.00**
 - Paratransit fare –**\$2.50**
- **2009**
 - Fixed Route one-way fare - **\$2.00**
 - Fixed Route Monthly Pass
 - Regular - **\$60.00**
 - Senior/disabled –**\$18.00**
 - Paratransit fare - **\$3.50**
- **2015:**
 - Implementation of Clipper
 - Introduction of Day Pass Accumulator on Clipper
 - Regular - **\$3.75**

- Senior/disabled - **\$1.75**
 - Introduction of rolling 31-day pass on Clipper
 - Regular - **\$60.00**
 - Senior/disabled – **\$18.00**
- **2019:**
 - Elimination of paper transfers
 - Introduction of paper Day Pass - **\$3.75**
 - Elimination of Fare Busters (discounted 10-pack paper tickets at **\$16.00**)
 - Replace with Youth Fare on Clipper - **\$1.60**
 - Increase of the paratransit fare to **\$3.75**
 - Increase in the Senior/disabled monthly pass to **\$22**
- **2020-2024:** All remaining scheduled fare increases were postponed and then subsequently cancelled, including:
 - Increase in the paratransit fare to \$4.00
 - Increase in the senior/disabled monthly pass to \$25.00

Understanding Bay Area Transit Agency Fares

There are a variety of fare policies, pass products and fare amounts across Bay Area transit agencies. Some agencies offer a higher cash fare and discounted Clipper® fare; many offer half-priced or free youth fares; many charge the maximum allowable for paratransit, but not all. The following is a summary of the fare products and amounts across several transit agencies:

Agency	Adult Single Ride	Day Pass	Monthly Pass	Paratransit
LAVTA	\$2	\$3.75^	\$60	\$3.75
County Connection	\$2.50/\$2*	\$3.75^	\$60	\$5.00
AC Transit	\$2.75/\$2.50*	\$6/\$5.50*	\$90	\$4-\$7**
Tri Delta Transit	\$2	\$3.75^	\$57	\$2.75
Santa Clara VTA	\$2.50	\$7.50^^	\$90^^	\$4
Muni	\$3/\$2.85*	\$5.70^^	\$86^^	\$2.75

*Clipper

**Distance-based fares

^LAVTA, County Connection, Tri Delta Transit and WestCAT all share a day pass accumulator product priced at \$3.75

^^Includes rail

How LAVTA Riders Pay

In understanding the potential revenue and ridership impacts associated with a fare increase, it is important to understand how riders are currently paying now and in what fare category. The following data is available from FY 2025:

GFI Farebox	
Fare Type	Percent
Cash or Pass	16%
Clipper	55%
Institutional Pass (Hacienda, Las Positas, ACE)	16%
Other (child, special, free)	13%

Clipper Data	
Fare Type	Percent
Adult	49%
Senior	8%
Youth	40%
ADA	3%

Discussion

As noted above, LAVTA hasn't raised its fixed route fares since 2009. LAVTA staff have developed several fare increase scenarios that respond to the need to increase revenue and are in the range of fares charged throughout the Bay Area. The ultimate goal will be to maximize potential fare revenue without incurring a substantial loss in ridership. Additionally, staff is applying the following principles to the scenario development:

- Compatibility within the Clipper 1.0 system.
- Continuing to provide a 50% discount on Senior/ADA fares.
- Capping paratransit fares at 2x the regular single ride fare.
- Eliminating the Clipper \$1.60 youth fare because of the availability of the Alameda County Student Transit Pass.

The following fare scenarios have been developed for discussion purposes (only Regular fares are shown):

Scenario	Regular Single Ride	Regular Day Pass	Regular Monthly Pass	Paratransit
<i>Current</i>	<i>\$2</i>	<i>\$3.75</i>	<i>\$60</i>	<i>\$3.75</i>
1	\$2.25	\$4.50	\$67.50	<\$4.50
2	\$2.50	\$5	\$75	<\$5
3	\$2.75	\$5.50	\$82.50	<\$5.50
4	\$3	\$6	\$90	<\$6

The following table illustrates the annual potential fare revenue increase and corresponding potential ridership loss for the various fare scenarios.

Scenario	Fixed Route		Paratransit	
	Potential revenue increase*	Potential ridership loss*	Potential revenue increase*	Potential ridership loss*
1	\$258,121 (18%)	-40,125 (-3%)	\$23,518 (20%)	-1,626 (-5%)
2	\$368,944 (26%)	-80,250 (-6%)	\$39,198 (33%)	-2,710 (-9%)
3	\$459,642 (32%)	-120,375 (-9%)	\$54,877 (46%)	-3,794 (-12%)
4	\$547,825 (39%)	-160,500 (-12%)	\$70,556 (60%)	-4,878 (-15%)

*Using FY25 ridership data and FY24 fare revenue data as a baseline

Next Steps

Staff will receive the Committee's feedback on the different fare increase scenarios and will return to the Committee at their September meeting with a draft proposal. Any fare increase must adhere to the agency's Title VI plan and will require a public comment period and public hearing. If approved by January 1, 2026, the earliest the fare changes could be implemented in Clipper would be April 1, 2026.

Recommendation

Staff recommend the Finance and Administration Committee provide feedback on the potential FY26 fare increase scenarios.