



Proposed Clipper® Memorandum of Understanding (MOU)

Clipper Executive Board

May 16, 2022

RTC Program Cost Sharing Agreements | App B-2

Agency	Current RTC Share	Proposed RTC Share
SFMTA	24%	1% + share of unique cards used
AC Transit	24%	1% + share of unique cards used
VTA	18%	1% + share of unique cards used
BART	16%	1% + share of unique cards used
SamTrans	4%	1% + share of unique cards used
County Connection	4%	1% + share of unique cards used
Golden Gate Transit	2%	1% + share of unique cards used
Tri Delta Transit	2%	1% + share of unique cards used
LAVTA	1%	1% + share of unique cards used
Marin Transit	1%	1% + share of unique cards used
Petaluma Transit	1%	1% + share of unique cards used
Santa Rosa CityBus	1%	1% + share of unique cards used
SMART	1%	1% + share of unique cards used
Soltrans	1%	1% + share of unique cards used
All Others (9 agencies)	0%	1% + share of unique cards used
Total	100%	23% + share of unique cards used (77%) = 100%



Program Goals and Performance Measures | Appx. C

- Added language to document operator commitment to encourage Clipper as the Bay Area's primary fare payment system once customer transition has been achieved:
 - Transit mobile payments are made only through the Clipper system
 - Acceptance of open payments is available only through the Clipper system
 - Regional eligibility requirements for means-based discount program are standardized
 - Recommendations of the Bay Area Transit Fare Coordination/Integration Study are enacted and implemented through Clipper

Next Steps

- Account-Based cost and revenue allocation finalized
- Clipper Executive Board
 - June 2022: Draft MOU/Cost-sharing agreement (approval)
- MTC Operations Committee
 - July 2022: MOU/Cost-sharing agreement (approval)
- Each Operator signs new MOU
- New MOU must be fully executed September 2022