

Metropolitan Transportation Commission
Operations Committee

April 14, 2023

Agenda Item 4f

Bikeshare Capital Grant Program – Clipper® Requirement

Subject:

Removal of the requirement that Clipper can be used as a membership identifier with respect to the Bike Share Capital Grants in the City of Richmond, the City of Fremont, the Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM) given the timing of the grant program and roll out of the Next Generation Clipper System.

Background:

In November 2017, the Commission approved a total of \$2.5 million in bike share grants as part of the Bikeshare Capital Grant Program for piloting bikeshare programs in Richmond, Fremont, and a joint project along the Sonoma-Marín Area Rail Transit (SMART) corridor in partnership with the TAM and SCTA.

In September 2018, per MTC Resolution No. 3925, MTC revised the recommended amount to \$2.275 million after changes to the program launched in Fremont and outlined three program requirements. One of the program requirements outlined in the summary memorandum for MTC Resolution No. 3925, Revised, was the use of the Clipper card as a membership identifier. While this requirement aimed at promoting seamless integration, the schedule for the roll out of Next Generation Clipper was not considered when adding this requirement, and it therefore creates a high level of complexity to implement. One of the grant recipients is SCTA, in partnership with TAM, for a system along the SMART train corridor. This system has yet to launch and, while they do not have a launch timeline, it will likely be in late 2023. Due to its original operator going bankrupt, SCTA and TAM are seeking proposals from operators for a new RFP for the system. The system is a multi-year pilot which would span the current Clipper system and the next-generation system. Spanning both versions of Clipper would require initial operability with the legacy Clipper card system, and then new technical requirements for an API-based integration with the next-generation system. While Clipper staff have been working to finalize the technical requirements for third-party integrations to facilitate continued integrations with programs like Lyft’s Bay Wheels bikeshare, the new Clipper specifications were not ready for

inclusion in the TAM and SCTA Request for Proposals that is expected to be released in early spring 2023 for a new operator.

In light of the foregoing, staff recommends removing the requirement that Clipper cards be accepted as a membership identifier when the bikeshare pilot launches. Once Clipper staff can share the new technical specs, MTC staff can work with the System and Operator on the feasibility of integrating with the Next Generation Clipper System after it launches in the summer of 2024.

Next Steps:

Staff will coordinate with TAM and SCTA regarding the Next Generation Clipper System timeline and any future requirements.

Issues:


None identified.

Recommendations:

Refer to the Commission for approval.

Attachments:

None



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