

# Meeting Agenda

## Fare Integration Task Force

**Members:**

*Michael Hursh, Chair*      *Denis Mulligan, Vice Chair*

*April Chan, Michelle Bouchard, Bill Churchill, Eddy Cumins,  
Andrew B. Fremier, Carolyn M. Gonot, Daryl Halls, Kate Miller,  
Robert Powers, Jeffrey Tumlin, and Christy Wegener*

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Monday, March 27, 2023

12:30 PM

Board Room - 1st Floor

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Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/89961025331>

iPhone One-Tap: US: +13462487799,,89961025331# or +12532158782,,89961025331#

Join by Telephone (for higher quality, dial a number based on your current location) US:  
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

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Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

## 1. Call Meeting to Order / Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular voting members (7).*

## 2. Chair's Introduction / Remarks - Hursh

## 3. Consent Calendar

- 3a. [23-0475](#) Approval of the Minutes from the January 23, 2023 Meeting

**Action:** Approval

**Attachments:** [FITF Minutes from January 23, 2023](#)

## 4. Approval

- 4a. [23-0476](#) No/Reduced Cost Interagency Transfer Policy Pilot

Staff will provide the Task Force with an overview of the proposed No/Reduced Cost Interagency Transfer Policy Pilot which would provide customers with a transfer discount of up to \$2.50 when making an interagency transfer.

**Action:** Approval

**Presenter:** William Bacon (MTC) and Michael Eiseman (BART)

**Attachments:** [04a No&Reduced Cost Interagency Transfer Policy Pilot](#)  
[04ai Presentation-No&Reduced Cost Interagency Transfer Policy Pilot](#)  
[04aii Attachment A](#)

## 5. Public Comment/Other Business

*Task Force Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6.*

## 6. Adjournment / Next Meeting

*The next meeting of the Fare Integration Task Force will be held at a time and location to be duly noticed.*

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0475      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 3/8/2023      **In control:** Fare Integration Task Force  
**On agenda:** 3/27/2023      **Final action:**  
**Title:** Approval of the Minutes from the January 23, 2023 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [FITF Minutes from January 23, 2023](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of the Minutes from the January 23, 2023 Meeting

**Recommended Action:**  
Approval

**Attachments:**

## Meeting Minutes - Draft

### Fare Integration Task Force

**Members:**

*Michael Hursh, Chair Denis Mulligan, Vice Chair*

*April Chan, Michelle Bouchard, Bill Churchill, Carolyn M. Gonot,*

*Daryl Halls, Beth Kranda, Therese W. McMillan, Kate Miller, Robert Powers, Jeffrey Tumlin, and Christy Wegener*

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Monday, January 23, 2023

2:15 PM

REMOTE

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#### 1. Call Meeting to Order / Roll Call / Confirm Quorum

Joe Wire acted as a delegate and voting member of the Task Force in place of Vice Chair Denis Mulligan. Actions and attendance noted as "Mulligan" were taken by Joe Wire.

Tamara Edwards acted as a delegate and voting member of the Task Force in place of Christy Wegener. Actions and attendance noted below as "Wegener" were taken by Tamara Edwards.

**Present:** 13 - Chair Hursh, Task Force Member Halls, Task Force Member McMillan, Task Force Member Miller, Vice Chair Mulligan, Task Force Member Powers, Task Force Member Tumlin, Task Force Member Kranda, Task Force Member Gonot, Task Force Member Bouchard, Task Force Member Churchill, Task Force Member Wegener, and Task Force Member Chan

#### 2. Chair's Introduction / Remarks Hursh

#### 3. Consent Calendar

**Upon the motion by Member Powers and second by Member McMillan, the Fare Integration Task Force Minutes of the October 17, 2022 Meeting, were approved. The motion carried by the following vote:**

**Present:** 13 - Chair Hursh, Task Force Member Halls, Task Force Member McMillan, Task Force Member Miller, Vice Chair Mulligan, Task Force Member Powers, Task Force Member Tumlin, Task Force Member Kranda, Task Force Member Gonot, Task Force Member Bouchard, Task Force Member Churchill, Task Force Member Wegener, and Task Force Member Chan

3a. [22-1710](#) Approval of the Minutes from the October 17, 2022 Meeting

**Action:** Task Force Approval

**Attachments:** [3a 2022-10-17 Fare Integration Task Force Meeting Minutes Draft](#)

#### 4. Information

- 4a. [22-1711](#) Overview of Proposed Transfer Discount Policy Pilot and Update on Clipper BayPass Pilot  
The project management team will present for Task Force review and comments a proposed model for an 18-24 month pilot of the proposed inter-agency transfer policy as well as an update on the Clipper BayPass Pilot and its upcoming second phase focused on private employers.

**Action:** Information

**Presenter:** William Bacon (MTC) and Michael Eiseman (BART)

**Attachments:** [04a Update on Clipper® BayPass and Transfer Discount Policy](#)  
[04a Presentation](#)

The following individuals spoke on this Item:  
Adina Levin, Policy Advisory Council;  
Aleta Dupree; and  
Veta Florez.

#### 5. Public Comment/Other Business

The following individuals spoke on this Item:  
Aleta Dupree.

#### 6. Adjournment / Next Meeting

The next meeting of the Fare Integration Task Force will be held at a time and location to be duly noticed.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0476      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Committee Approval  
**File created:** 3/8/2023      **In control:** Fare Integration Task Force  
**On agenda:** 3/27/2023      **Final action:**  
**Title:** No/Reduced Cost Interagency Transfer Policy Pilot

Staff will provide the Task Force with an overview of the proposed No/Reduced Cost Interagency Transfer Policy Pilot which would provide customers with a transfer discount of up to \$2.50 when making an interagency transfer.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [04a No&Reduced Cost Interagency Transfer Policy Pilot](#)  
[04ai Presentation-No&Reduced Cost Interagency Transfer Policy Pilot](#)  
[04aii Attachment A](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

No/Reduced Cost Interagency Transfer Policy Pilot

Staff will provide the Task Force with an overview of the proposed No/Reduced Cost Interagency Transfer Policy Pilot which would provide customers with a transfer discount of up to \$2.50 when making an interagency transfer.

**Presenter:**

William Bacon (MTC) and Michael Eiseman (BART)

**Recommended Action:**

Approval

**Attachments:**



# Clipper® Executive Board Fare Integration Task Force

March 27, 2023

Agenda Item 4a

## No-Cost & Reduced Cost Interagency Transfer Policy Pilot

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### **Subject:**

The project management team will present for Task Force endorsement the proposed No-Cost & Reduced Cost Interagency Transfer Policy Pilot.

### **Background:**

At the January 2023 Task Force meeting the project management team presented an updated “no-cost/reduced cost” interagency transfer policy for review and feedback by the Task Force. This policy is proposed to be launched concurrently with the Next Generation Clipper® system in 2024 as an 18-24 month pilot program across all transit operators that accept the Clipper® Card. Details of the proposed No-Cost & Reduced Cost Interagency Transfer Policy Pilot (Free Transfer Pilot) are included in Attachment A.

The Free Transfer Pilot proposal has been informed by extensive discussion and feedback with transit agency staff, leadership, and stakeholders. Since the last Task Force meeting the project management team has presented details on the proposal to the Fare Coordination/Integration Staff Working Group as well as the MTC Policy Advisory Council Transit Transformation Action Plan Subcommittee, the stakeholder advisory body for regional fare coordination topics.

The Free Transfer Pilot, as proposed, will mitigate/eliminate any financial impact on transit operators during the 18-24 month pilot period through the allocation by MTC of \$22.5 million that has been identified through the Transit Transformation Action Plan funding program. Details of the proposed reimbursement approach are included in Attachment A.

If the Task Force chooses to endorse the Free Transfer Pilot as proposed, the project management team will begin development of a Memorandum of Understanding (MOU) and return to the Task Force later this spring to share a draft for Task Force review. Transit operator

staff would then be asked to seek approval for their agency's participation in the Free Transfer Pilot later this year after appropriate Title VI analyses have been conducted.

**Recommendations:**

Task Force action to endorse the Free Transfer Pilot proposal and direct the project management team to develop a MOU to allow formal implementation of the Free Transfer Pilot, subject to approval of the MOU by MTC and each transit operator.

**Attachments:**

- Presentation slides
- Attachment A



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Michael Eiseman, Co-Project Manager, BART



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William Bacon, Co-Project Manager, MTC





# Fare Integration Task Force

Item 4a - No-Cost & Reduced Cost Interagency Transfer Policy Pilot

March 27, 2023





# Overview



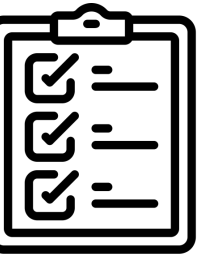
## Focus of Today's Discussion:

- 1) To brief the Task Force on the No-Cost & Reduced Cost Interagency Transfer Policy Pilot (“Free Transfer Pilot”) and seek Task Force endorsement on the proposed pilot approach.





# Delivering on the Fare Policy Vision Statement & the Transit Transformation Action Plan



## Bay Area Transit Fare Policy Vision Statement

Based on the draft findings of the Fare Coordination and Integration Study (FCIS), the Fare Integration Task Force (Task Force) recognizes that the implementation of more coordinated and integrated transit fare policies may offer cost-effective options for improving the transit customer experience, promoting transit ridership recovery from the COVID-19 pandemic, and reducing regional vehicle miles traveled, greenhouse gas emissions, and transit travel times for customers, in ways that are compatible with the equity goals of transit operators, local stakeholders, MTC, and the State of California.

## Transit Fare Policy Initiatives for Further Development

The Task Force endorses continued work by transit operators and MTC staff to advance the following policy initiatives:

1. Deployment of an all-transit agency institutional/employer pass demonstration pilot in 2022, with a focus on educational institutions, affordable housing properties, and employers of various sizes, pending available resources/technical considerations.
2. Implement no-cost and reduced cost transfers for transit users transferring between different transit agencies beginning in 2023, coinciding with the rollout of the Next Generation Clipper® system/Clipper® 2.
3. Continue to develop a proposal for implementing an all-transit agency pass product for the general public after the launch of the Next Generation Clipper® system/Clipper® 2 in 2023 or later (pending outcomes and data from the pilot noted in no. 1 above).
4. Continue to refine the vision of eventually creating a common fare structure (distance or zone-based) for regional rail, ferry, and express bus service after Next Generation Clipper® system/Clipper® 2 implementation. Direct transit operator staff and MTC staff to continue to evaluate the benefits and costs of a common fare structure for regional transit services in the context of a broader evaluation of post-COVID-19 pandemic ridership patterns, the role of regional transit service in the region, and the funding strategy for these regional transit services.

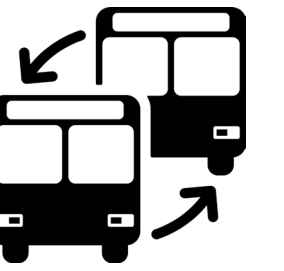
## Complementary and Necessary Objectives to Facilitate Delivery of Transit Fare Policy Initiatives

In collaboratively advancing these improvements for the benefit of the Bay Area's transit customers, we also recognize the continued economic challenges facing the region, and the transit industry in particular. The Task Force recommends that transit operator and MTC staff work to advance the above policies while also acknowledging that successful delivery will require pursuit of the following complementary and necessary objectives:

**“Implement no-cost and reduced cost transfers for transit users transferring between different transit agencies beginning in 2023, coinciding with the rollout of the Next Generation Clipper® system/Clipper® 2.”**

- The proposed Free Transfer Pilot that is before the Task Force today will further advance the implementation of the Transit Fare Policy Vision Statement, adopted by the Task Force in 2021.
- Help deliver on the promise of the Transit Transformation Action Plan.

# No-Cost & Reduced Cost Interagency Transfer Policy Pilot



**“When you make a trip that requires transferring between transit agencies, pay the full fare on just the first agency you use.**

**Any transfer to another agency within two hours of the first boarding is discounted up to a limit of \$2.50\* per transfer”.**

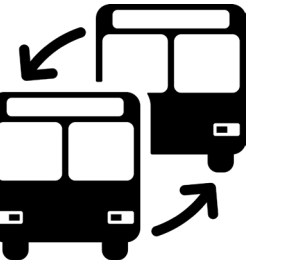


**\*When making an inter-agency transfer, customers using Clipper receive a discount equivalent to the single-ride Clipper fare for amounts up to the region’s highest local transit fare (currently \$2.50). This amount may change based on local agency fare adjustments.**



# Free Transfer Pilot

## *Key Features*



- 1. Deployment with the Next Generation Clipper system**
- 2. 18-month pilot deployment at all operators on Clipper, with an automatic extension to 24 months if sufficient funding is available**
- 3. Financial model that mitigates or eliminates financial risk to transit operators during pilot with use of \$22 million in Transit Transformation Action Plan funding set aside by MTC**
- 4. Title VI analysis will shape any final implementation details**
- 5. Task Force, MTC, and agency governing board approval of a memorandum of understanding (MOU) will be needed in order to officially launch the pilot**



# Managing the Financial Impact



## Proposed method for distributing the \$22.5 million Free Transfer Pilot budget

### Step 1

MTC makes up-front allocation based on % of 2019 fare revenue (*same approach used for Clipper BayPass Phase 1 Pilot*) with a top-up at end of year 1 and year 2 based on adjusted foregone revenue

### Step 2

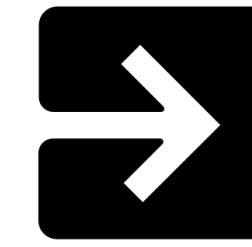
Adjusted foregone revenue calculation:

- a) Every operator responsible for first \$0.50 discount on each transfer (i.e., status quo for SFMTA/AC Transit, new contribution expected from BART)
- b) Remaining foregone revenue calculated using actual trips
- c) An estimate of the increase in fare revenue generated by the Transfer Policy Pilot is deducted from foregone revenue. The project team estimates *new trips generated* using the following assumption:

*For each agency, % increase in transfer trips, in excess of the growth of non-transfer trips, is considered evidence of new trips generated*



# Implementation Approach



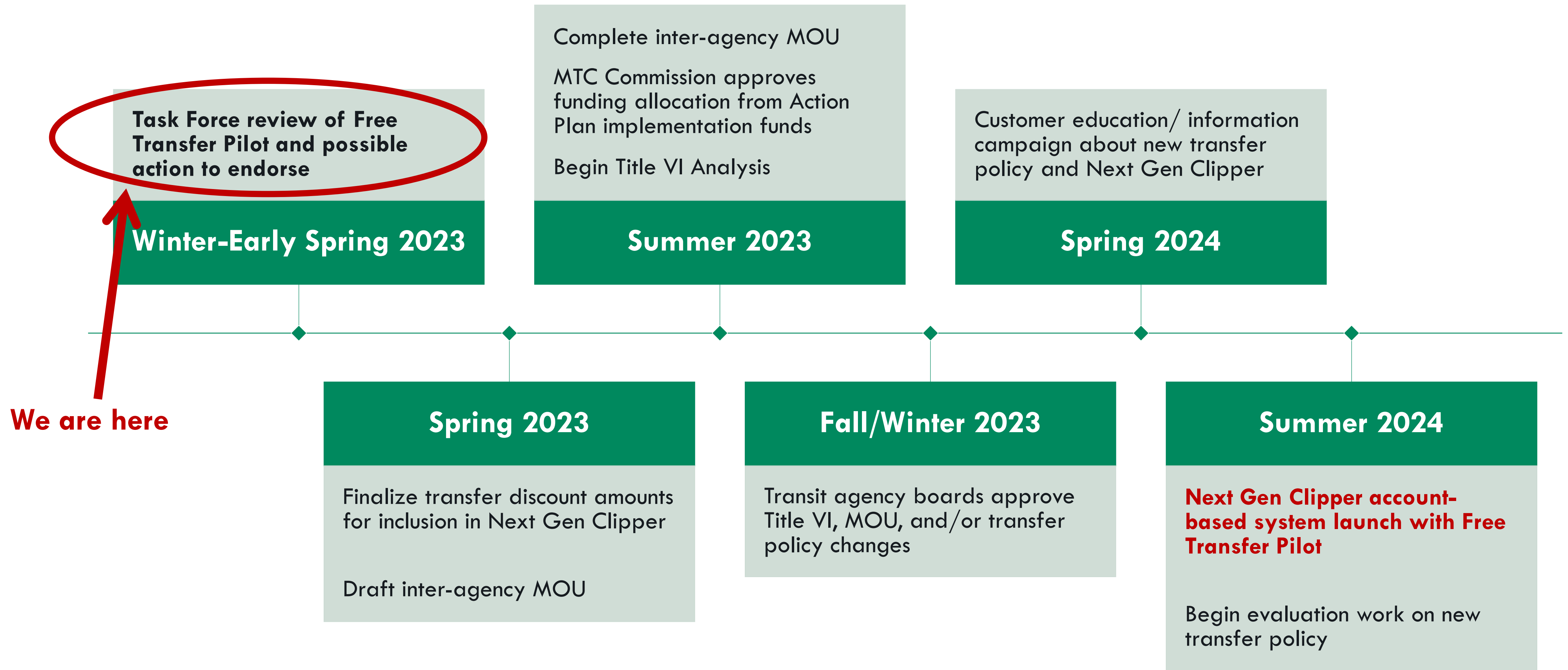
1. Agencies adopt MOU that expresses intent to participate in an **18-month pilot with an automatic extension to a total of 24 months** if sufficient funding is available.
2. Checkpoint after first year to assess status of funding; “off-ramp” available at that time
3. Transit operators + MTC continue to seek to identify additional funds (if needed) to sustain pilot for at least 24 months
4. Agencies continue to prioritize joint state/federal advocacy to sustain transit operations after FY 2024/2025 fiscal cliff



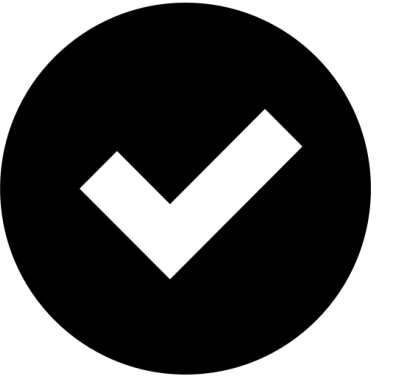


# Free Transfer Pilot

## Path to Launch in 2024

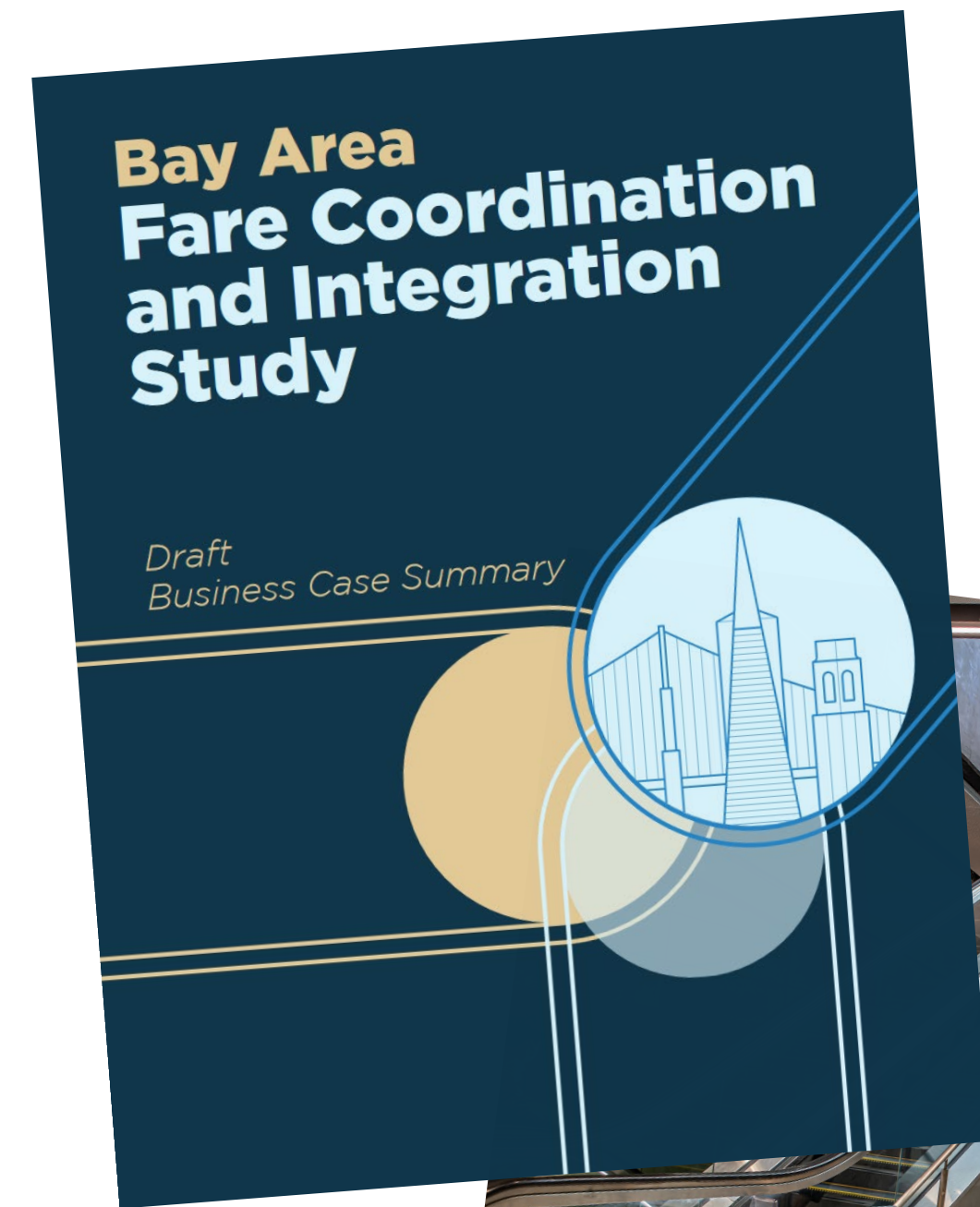


# Requested Task Force Action



**1) To endorse the Free Transfer Pilot proposal (detailed in Attachment A); and**

**2) Direct the project management team to develop a MOU to allow formal implementation of the Free Transfer Pilot, subject to approval of the MOU by MTC and each transit operator.**



# No-Cost & Reduced Cost Interagency Transfer Policy Pilot

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POLICY & PILOT DETAILS

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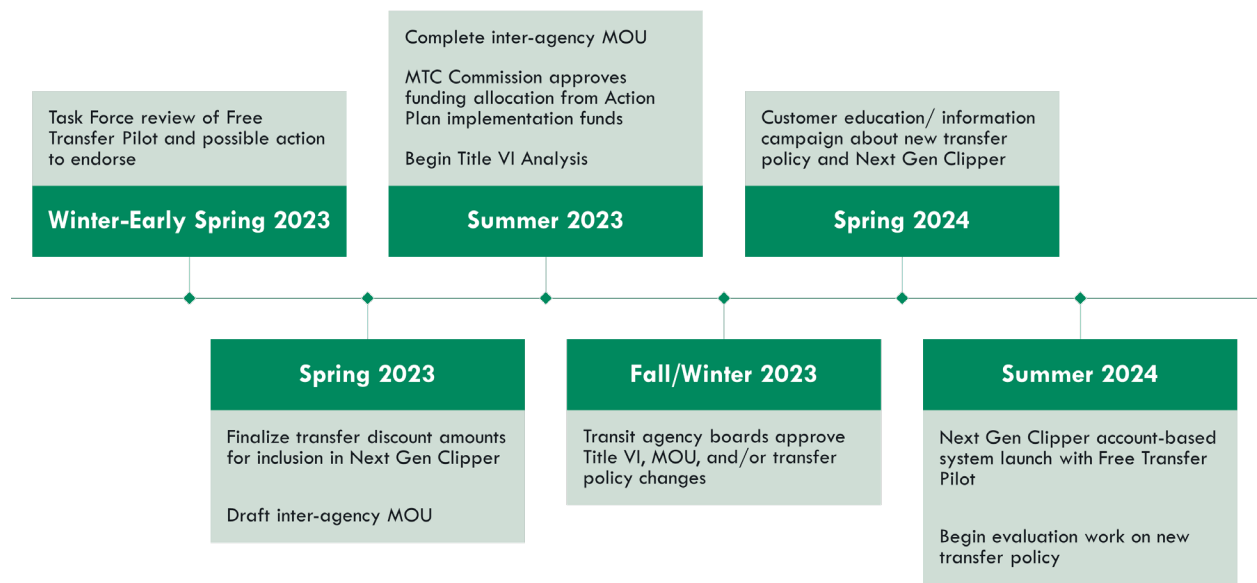
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## A. Fare Coordination and Integration Study (FCIS) Transfer Policy Proposal

In November 2021, the Fare Integration Task Force (FITF) adopted a Policy Vision Statement that articulates fare policy goals in the short, medium, and long terms. One key component of this vision is to implement no-cost and reduced cost transfers between transit agencies.

This document provides the proposed policy, estimated impacts to customers and operators, and the mechanics for a near-term pilot. The proposed process and timeline for implementation is summarized in the graphic below.



## A.1. Transfer Policy Vision as adopted by the Fare Integration Task Force

Implement no-cost and reduced cost transfers for transit users transferring between different transit agencies beginning in 2023, coinciding with the rollout of the Next Generation Clipper® system/Clipper® 2.

## A.2. Summary of Business Case

Today, our region has a patchwork of transfer discounts between various operators. This proposal will strengthen, standardize, and clarify those discounts for the customer. In travel modelling conducted for the Fare Coordination & Integration Study (FCIS), this policy change drives an increase of 25,500 daily trips. Modelling indicated it could require a subsidy of approximately \$22.5M per year (off of a pre-COVID base), which was about 2% of pre-COVID fare revenue for the region, or ¾ of a percent of total system operating expense. The modelled cost per new trip generated came to about \$2.25, which is the best cost-efficiency of any fare integration option tested. The modelled benefits of these discounts were balanced across income levels, with high, middle, and low-income transit riders appearing to benefit roughly proportionally. User research showed that reduced or no-cost transfers were widely understood and valued by transit customers, even despite the variety of fare levels and structures in the region.

## A.3. Proposed Policy Change

### A.3.1. Summary

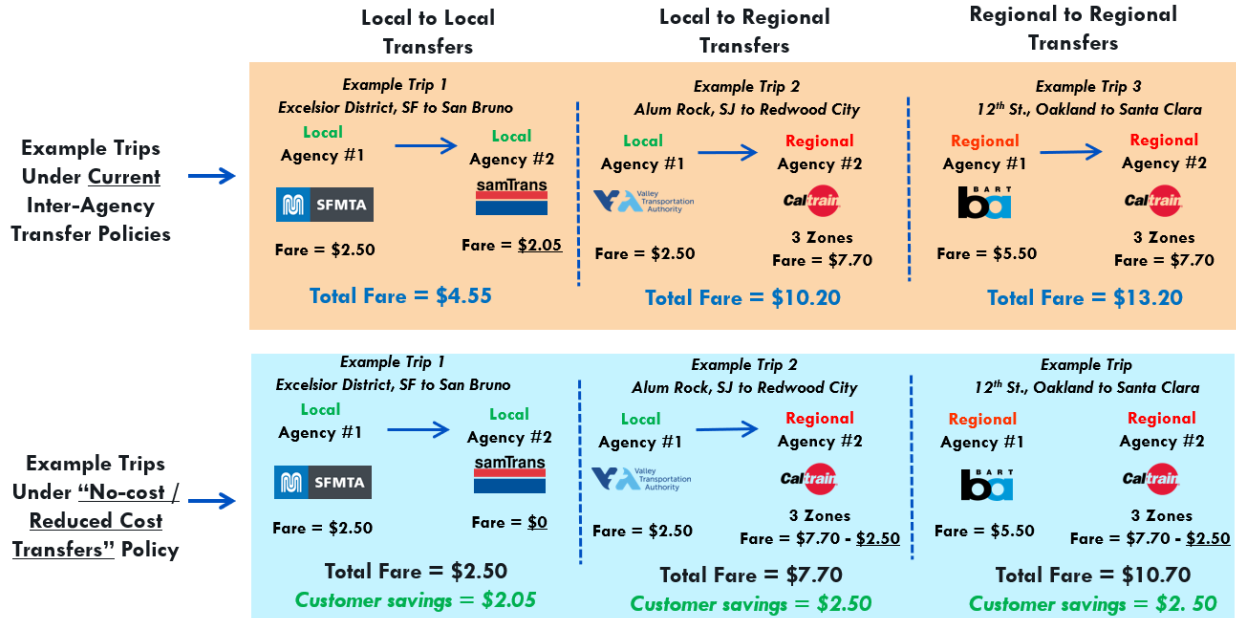
When making a trip that requires transferring between participating transit agencies, riders pay the full fare on just the first agency used. Any transfer to another agency within two hours of the first boarding is free up to a per-transfer limit equal to the region's highest local transit fare (currently \$2.50).

### A.3.2. Transfer Rule Details

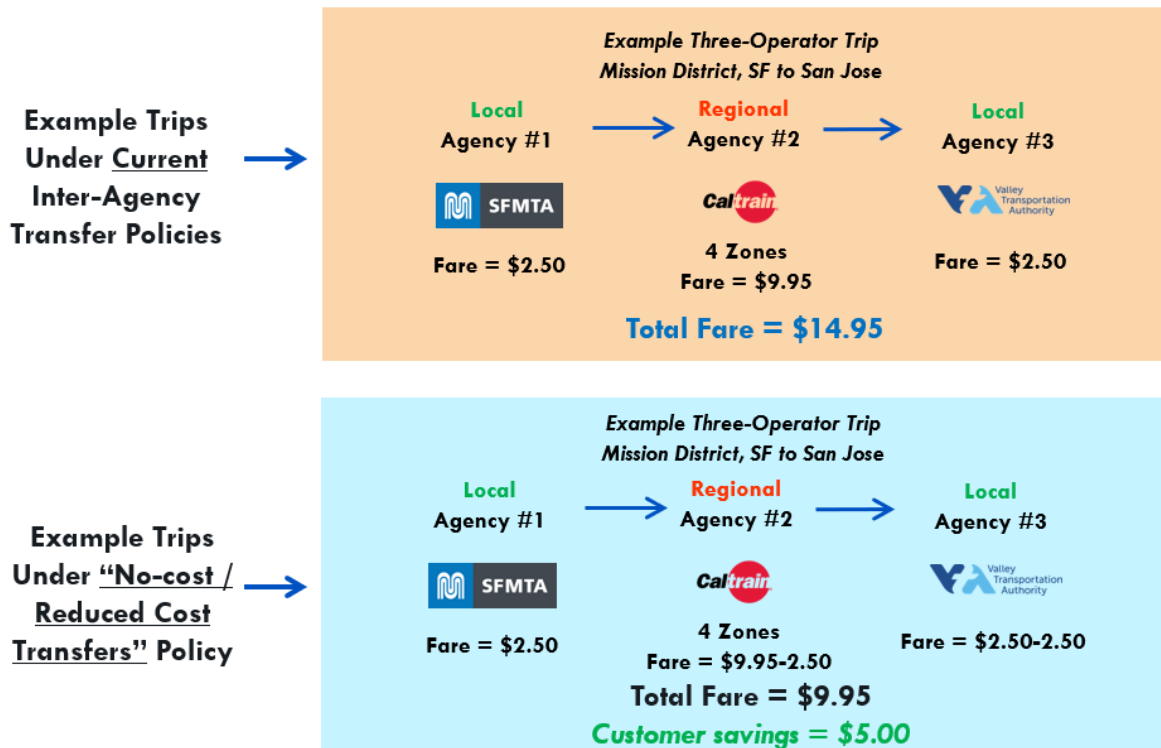
- **Inter-agency transfer definition:** An inter-agency transfer occurs when a rider boards a transit vehicle and then subsequently boards another transit vehicle operated by a different agency within a 2-hour (120 minute) period.
- **Per-transfer discount limit (full fare riders):**
  - When making an inter-agency transfer, customers using Clipper receive a discount equivalent to the single-ride Clipper fare for amounts up to the region's highest local transit fare (currently \$2.50). Customers would be charged for fare amounts above the limit.
  - Because the limit is set to the highest local bus fare in the region, the policy offers customers free transfers to any local service. Transfers to longer trips on distance- or zone-based regional services (or premium-fare bus services) will result in additional costs for travel over the price of local bus fare.
- **Per-transfer discount limit (discount fare categories):** Clipper customers using discount fare categories (e.g., Senior, Youth, START, etc.) would be subject to a discount limit proportional to the fare charged. For example, currently a rider transferring to a service on which that rider is entitled to a 50% Senior discount would receive a free transfer for amounts up to \$1.25.
- **Trips with three or more operators:** Discounts are also applied on each additional operator used during the 120-minute window, so that the customer only pays the equivalent of one full fare during that period.
- **No negative fares:** The discount is applied to the fare paid *after* making the transfer and cannot result in a negative fare for that segment.

### A.3.3. Examples

#### Examples (two operators)



#### Examples (three operators)



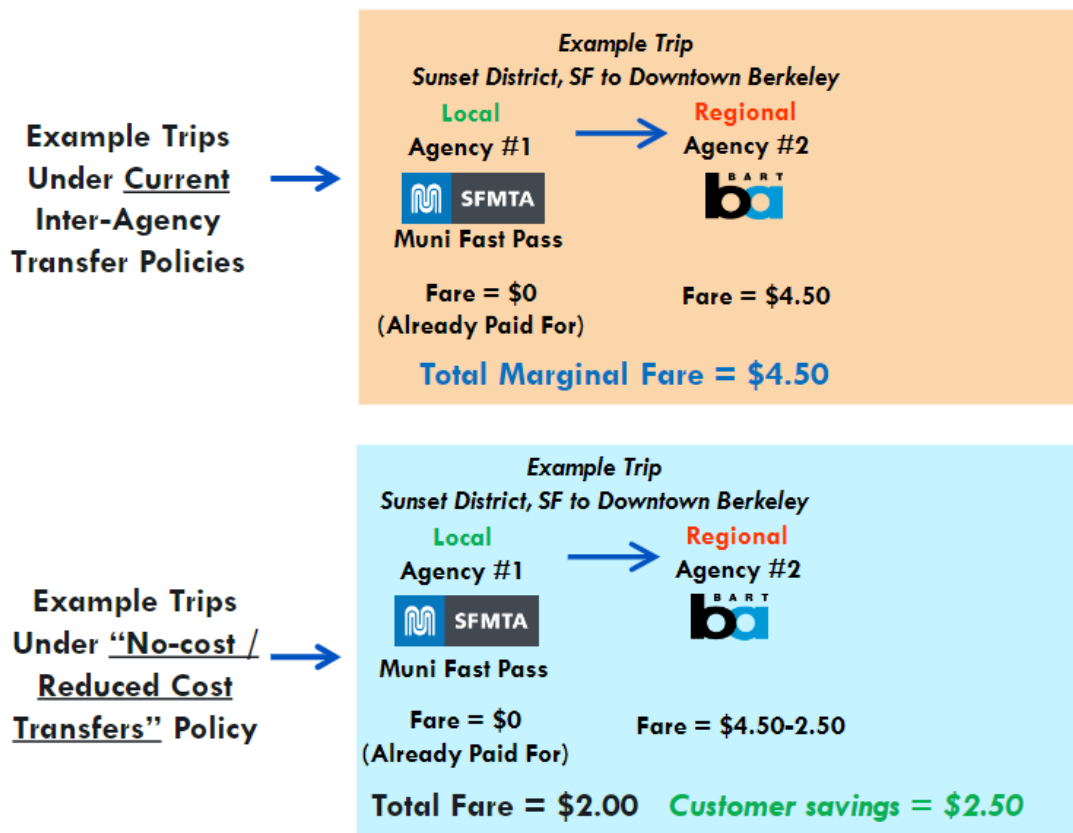


### A.3.4. Transfer discount interaction with agency pass products

In the transfer rules described in section A.3.2., discounts are always applied to the fare paid *after* making the transfer and cannot result in a negative fare for that segment. As a result:

- When a customer transfers *to* a service for which they have a pass product that covers the full fare, no additional discount is applied because that leg of the trip is already zero fare.
- Customers transferring *from* a service on which they have a pass product but *to* a service for which they do not would receive the applicable discount on the second (and subsequent) leg(s).

#### Examples (with operator monthly pass)



#### A.3.4. Paratransit

Users of paratransit services will benefit from the above transfer policy changes through corresponding changes to paratransit fares, which are generally defined as 2x the cost of a regular fixed-route transit fare.

Due to Clipper system constraints, there will be no discounts between paratransit service and fixed-route transit.

## B. Implementation Approach

### B.1. Pilot and Timeline

This policy will be implemented initially on a pilot basis, with agencies committing to offer free and reduced-price transfers beginning with the launch of the Clipper 2 account-based system targeted for late 2023 (mid Fiscal Year 2024) and continuing for at least 18 months (through June 2025) but with an automatic extension to a total of 24 months if sufficient funding is available.

The FCIS project management team (staffed by BART and MTC) will prepare an evaluation of the pilot and its effects on travel behavior, revenue, and customer experience before the end of 2024.

Subject to pilot findings, MTC and transit agencies will work together to develop funding model that can support continuation of this policy on a permanent basis while continuing to maintain and expand transit service to customers.

### B.2. Revenue Impacts and Pilot Funding Model

#### Estimated Revenue Impacts

The FCIS project team estimates that the \$22.5M project budget will be sufficient to offset operator fare revenue impacts for 15-21 months, depending on the rate of growth in transfers and overall ridership, with a mid-point scenario of 18 months.

In this same scenario, it is estimated that offsetting operator fare revenue impacts over 24 months would require \$30M.

#### Funding plan and method of distribution

MTC has identified \$22.5M of funding to support implementation of no-cost and reduced cost transfers through the Transit Transformation Action Plan implementation funding pool. These funds will be allocated to operators to mitigate or eliminate their financial risk. MTC will make an up-front allocation based on the percent of 2019 fare revenue with a top-up at end of year 1 and year 2 based on an estimate of each operators "adjusted foregone fare revenue."

Adjusted foregone fare revenue will be calculated as follows:

- The operator is responsible for at least the first \$0.50 discount on each transfer
- Remaining foregone revenue is estimated using actual trips in Clipper data

- An estimate of the increase in fare revenue generated by the pilot is deducted from foregone revenue. For each agency, the percent increase in transfer trips, in excess of the growth of non-transfer trips, will be considered evidence of “new trips generated” by the pilot

Attachment: Actual fare Discount Resulting from Policy – Sample for Clipper Adult Base Fare by Agency/Agency Group  
 Full adult fare – Other Fare Categories would be proportionally lower based on discount amount

Transferring to	Transferring from													
	AC Transit	BART	Caltrain	East Bay	Golden Gate Transit	Napa Solano	SamTrans	SF Muni	Union City	VTA	WETA	SMART	Corridor 101	Sonoma
AC Transit		2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
BART	2.50		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Caltrain	2.50	2.50		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
East Bay	2.00	2.00	2.00		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Golden Gate Transit	2.50	2.50	2.50	2.50		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Napa Solano	1.75	1.75	1.75	1.75	1.75		1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
SamTrans	2.05	2.05	2.05	2.05	2.05	2.05		2.05	2.05	2.05	2.05	2.05	2.05	2.05
SF Muni	2.50	2.50	2.50	2.50	2.50	2.50	2.50		2.50	2.50	2.50	2.50	2.50	2.50
Union City	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00		2.00	2.00	2.00	2.00	2.00
VTA	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50		2.50	2.50	2.50	2.50
WETA	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50		2.50	2.50	2.50
SMART	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50		2.50	2.50
Corridor 101	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80		1.80
Sonoma	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	

Service Type Key Regional-Regional Local-Local Local-Regional

Discount fare categories (i.e. Senior, Youth, RTC, START) will receive transfer credits as above, commensurate with the agency's fare policy (e.g. \$1.25 credit for Seniors on Muni).  
 Some agencies are shown in groups (e.g. "East Bay") above; however, each agency's fares and discounts will determine discount amounts (e.g., WHEELS ≠ WestCAT).