

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

February 12, 2025

Agenda Item 3b-25-0189

---

**MTC Resolution No. 4689**

---

**Subject:**

Adoption of the Fiscal Year 2024-25 Productivity Improvement Program (PIP) which incorporates the Senate Bill 125 Regional Accountability Measures, and update on operator progress toward Senate Bill 125 Regional Accountability Measures.

**Senate Bill (SB) 125 Background**

Amendments to the California State Budget Act of 2023 provided immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns. Based on adopted formulas, the Bay Area is expected to receive an estimated \$400 million from the newly created Zero-Emission Transit Capital Program (ZETCP) and an additional \$770 million from the Transit and Intercity Rail Capital Program (TIRCP) between FY2023-24 and FY2027-28. State action allows these funds to be used flexibly for capital or operating purposes, pursuant to Regional Transportation Planning Agency (RTPA) discretion. Consistent with prior MTC advocacy and supported by the possibility of leveraging between \$6 and \$8 billion in federal funds, a combined \$665 million in TIRCP funds will support capital expenses related to BART to Silicon Valley Phase II and BART Core Capacity, resulting in \$105 million in TIRCP and \$400 million in ZETCP available for operating purposes.

**Update on Funding for Fiscal Cliff Support**

In December 2023, MTC submitted to the California State Transportation Agency (CalSTA) its SB 125 Short-Term Financial Plan, which demonstrated the plan to use SB 125 funds to address operating shortfalls and meet capital commitments. This plan included the use of \$300 million in currently unassigned regional funds that can be made available as a one-time contribution to transit operations expenses.

In November 2024, the Commission approved the regional funding framework through the adoption of MTC Resolution No 4619, Revised, assigning regional fund sources to operators. Regional revenues include those from the Surface Transportation Program/Congestion

Mitigation and Air Quality Improvement Program (STP/CMAQ); Federal Transit Administration Section 5307/5337 (Transit Capital Program); State Transit Assistance Population-Based Program (STA Regional Program); and Regional Measure 3 Operating Program funds for express bus service.

To date, MTC has received \$535 million in SB 125 funds and has allocated \$160 million in SB 125 funds and \$10 million in regional funds for FY2024-25 operating assistance and MTC planning and administration. These dollars support transit agencies' continued service provision, funding critical needs including operator salaries, fuel/energy, public safety/police services, and maintenance activities. SB 125 operating dollars do not fund operator capital commitments.

Near-term milestones related to SB 125 include MTC's receipt of the second tranche of SB 125 funds in spring 2025, MTC's allocation of SB 125 funds for FY2025-26 operating assistance in summer 2025, and the completion of federal grant review for federal funds (TCP, STP/CMAQ) that are part of the regional funding contribution in fall 2025. OBAG 4 policy development will commence in winter, 2025.

### **Regional Accountability Measures**

MTC Resolution No. 4619, Revised also establishes a set of Regional Accountability Measures including customer experience and efficiency enhancements that operators must advance to be eligible for SB 125 funding. For all operators receiving SB 125 funds, these requirements include participation in ongoing Transit Transformation Action Plan initiatives, and implementation of schedule coordination and real-time transit data improvements. Other accountability requirements are specific to individual operators and center around safety and security, fare evasion reduction, and comprehensive service improvements.

### **Summary of Interim Progress for Large Operators Receiving SB 125 Funds**

This item summarizes the current status of progress toward the SB 125 Regional Accountability Measures for Alameda-Contra Costa Transit District (AC Transit), the San Francisco Bay Area Rapid Transit Authority (BART); the Peninsula Corridor Joint Powers Board (Caltrain); Golden Gate Bridge, Highway and Transportation District; and the San Francisco Municipal Transportation Agency (SFMTA).

Summarized in greater detail in Attachment A, large operators receiving SB 125 funds have generally fulfilled or made satisfactory progress toward the SB 125 Regional Accountability Measures. Notably, participation in regional initiatives remains strong among large operators, with all operators fulfilling the requirements identified by MTC. Most operators have shifted to the common operator sign-up schedule (January and August), with the remainder on track to do so by early 2025. General Transit Feed Specification (GTFS) best practice adherence is an area for improvement, with most operators not meeting all best practices. Operators are generally making satisfactory progress toward longer-term initiatives focused on fare collection, service optimization, ambassador programs, and crisis prevention.

### **Productivity Improvement Program**

In accordance with Transportation Development Act (TDA) legislation, MTC annually adopts a Productivity Improvement Program (PIP), which is a set of projects to be undertaken by transit operators in the region in the near-term to improve productivity and lower operating costs. Before MTC can allocate TDA or State Transit Assistance (STA) funds to transit operators for Fiscal Year (FY) 2025-26, MTC must approve the FY2024-25 PIP and affirm that operators have made a reasonable effort to implement their PIP project(s).

The PIP for the prior year adopted the SB 125 Regional Accountability Measures as projects for operators receiving SB 125 funds, and required all operators to comply with the project to participate in regional initiatives. MTC staff prepared checklists to clearly delineate expectations for satisfactory performance, which were included as appendices to the resolution. The proposed PIP for FY2024-25 includes the same projects, providing an opportunity for operators to report on continued progress throughout the coming year.

### **Next Steps**

Looking ahead, MTC urges operators to continue work toward fulfillment of the SB 125 Regional Accountability Measures, following the concrete near-term milestones identified for each operator in Attachment A. MTC will continue to assess operator progress toward the accountability measures prior to allocating FY2025-26 operating funds, and will continue to provide status updates to the Programming and Allocations Committee on a rolling basis throughout summer and fall 2025. Staff will return to this committee in fall 2025 with another

summary update presentation.

**Issues:**

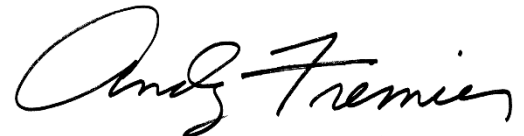
None.

**Recommendations:**

Refer MTC Resolution No. 4689 to the Commission for approval.

**Attachments:**

- Attachment A – Senate Bill 125 Regional Accountability Progress Summary
- MTC Resolution No. 4689
  - Attachment A
    - Appendix 1
    - Appendix 2
    - Appendix 3
- Presentation



---

Andrew B. Fremier

**Attachment A – Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)**

---

MTC Resolution No. 4619 identifies Regional Accountability Measures for operators receiving Senate Bill (SB) 125 funds. These measures have been identified as projects in MTC Resolution No. 4630, the Fiscal Year 2023-24 Productivity Improvement Program (PIP). In accordance with MTC’s standard procedures, operators report on progress toward PIP projects when submitting their claims of transit operating funds on a rolling annual basis.

This document summarizes the progress made toward PIP projects for large operators that are due to receive SB 125 funds in either Fiscal Year 2024-25 or Fiscal Year 2025-26. Cells are color coded using the following schema:

Shading	Significance
Green	SB 125 Regional Accountability Measure has been fulfilled. Operator should maintain current performance moving forward
Yellow	SB 125 Regional Accountability Measure is in-progress and satisfactory progress has been made. Operator should continue to advance the initiative moving forward
Red	SB 125 Regional Accountability Measure is in-progress but satisfactory progress has not been made. Operator should act to significantly advance the initiative moving forward

Staff will continue to provide updates on the status of SB 125 Regional Accountability Measures as claims are received, and will provide another mid-year update on PIP progress for all operators to the Programming and Allocations Committee in fall 2025.

**AC Transit**

<b>SB 125 Regional Accountability Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>AC Transit is currently participating in all applicable initiatives identified by MTC</li> <li>Notably, AC Transit staff serve as co-project managers alongside MTC staff for several initiatives, including Transit 2050+ and Transit Priority work</li> </ul>	<ul style="list-style-type: none"> <li>AC Transit has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>AC Transit is the project manager for the Bay Area Transit Reliability and Accessibility Network Scheduling Framework and Equitable Regional (TRANSFER) Plan, an effort to improve schedule coordination regionwide</li> <li>AC Transit currently works closely with BART to coordinate on BART service changes</li> <li>AC Transit current operator sign-ups happen in August and December. The next opportunity for AC Transit to discuss timing with the bus operator union will occur in 2025</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and AC Transit has made satisfactory progress toward fulfillment</li> <li>MTC recommends that AC Transit prioritize aligning operator sign-ups with the regional standard of January and August during their next labor negotiation</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>AC Transit is in compliance with all basic GTFS best practices and all but one GTFS-Real Time best practice</li> <li>AC Transit is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and AC Transit has made satisfactory progress toward fulfillment</li> <li>MTC recommends that AC Transit make the following technical revisions:                             <ul style="list-style-type: none"> <li>Split current multi-language DescriptionText in GTFS-RT Alerts feed by</li> </ul> </li> </ul>

<b>SB 125                      Regional                      Accountability                      Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and                      Recommendations</b>
		language specific Translations elements <ul style="list-style-type: none"> <li>• Revise stops.txt file to add tts_stop_name values; move bus bay ID information from stop_name field to platform_code field; and provide accurate wheelchair_boarding values</li> <li>• Revise trips.txt file to provide accurate information for wheelchair_accessible and bikes_allowed values</li> </ul>
<b>Report on                      Realign Service                      Planning                      Initiative</b>	<ul style="list-style-type: none"> <li>• The AC Transit Board of Directors voted to approve the Realign Final Network Plan in October 2024</li> </ul>	<ul style="list-style-type: none"> <li>• AC Transit has fulfilled this SB 125 Regional Accountability Measure</li> </ul>

**BART**

SB 125 Regional Accountability Measure		
Active Participation in Advancement of Regional Initiatives	Progress Summary	MTC Assessment and Recommendations
Active Participation in Advancement of Regional Initiatives	<ul style="list-style-type: none"> <li>BART is currently participating in all applicable initiatives identified by MTC</li> <li>Notably, BART staff and executives play a leadership role in several initiatives, including the Regional Network Management Council and Clipper BayPass</li> </ul>	<ul style="list-style-type: none"> <li>BART has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
Schedule Coordination	<ul style="list-style-type: none"> <li>BART participates in the TRANSFER Plan working group</li> <li>BART has shifted to January and August operator sign-ups, aligning with the regional standard</li> <li>BART coordinates with connecting transit agencies roughly four months prior to every schedule change to promote efficient transfers</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and BART has made satisfactory progress toward fulfillment</li> <li>MTC recommends that BART continue to coordinate with connecting operators to more efficiently align schedules</li> </ul>
General Transit Feed Specification (GTFS) Audit	<ul style="list-style-type: none"> <li>BART is in compliance with all but one basic GTFS best practices and all but two GTFS-Real Time best practices</li> <li>BART is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and BART has made satisfactory progress toward fulfillment</li> <li>MTC recommends that BART make the following technical revisions:                             <ul style="list-style-type: none"> <li>Provide Vehicle Positions in GTFS-RT feed</li> <li>Include Trip Updates real-time data for Silver Line (Coliseum-OAK)</li> <li>Revise stops.txt file to provide accurate wheelchair_boarding and tts_stop_name values</li> </ul> </li> </ul>



<b>SB 125                      Regional                      Accountability                      Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and                      Recommendations</b>
		<ul style="list-style-type: none"> <li>• Revise trips.txt file to provide accurate information for wheelchair_accessible and bikes_allowed values</li> </ul>
<b>Implement                      New Fare                      Gates                      Systemwide</b>	<ul style="list-style-type: none"> <li>• BART has awarded a contract for up to \$47 million for fare gate installation; the total project cost is estimated at \$90 million</li> <li>• New fare gates opened at West Oakland in December 2023; Civic Center and Fruitvale in August 2024; Richmond, Oakland International Airport, 24th St./Mission and Antioch in September 2024; 16th St./Mission and San Francisco International Airport (SFO) in October 2024; Coliseum and Powell St. in November 2024; and Warm Springs, Montgomery St., Dublin/Pleasanton, and Hayward in December 2024.</li> </ul> <p>BART anticipates that fare gate replacement will be completed at more than half of its 50 stations by the end of February 2025. Full deployment systemwide will be completed by the end of 2025.</p>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and BART has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that BART continue to update MTC as installations occur at additional stations, and to provide updates on incidence of fare evasion</li> <li>• MTC recommends that BART continue to pursue completion of the full project funding plan</li> </ul>
<b>Report on                      Ambassador                      Program</b>	<ul style="list-style-type: none"> <li>• Currently, BART employs 24 Crisis Intervention Specialists and 10 Ambassadors that circulate on trains and platforms</li> <li>• Key performance indicators (e.g., share of passengers that report having seen BART Police Department staff, BART Police Department response time to critical emergency calls) have improved in recent quarters</li> </ul>	<ul style="list-style-type: none"> <li>• BART has fulfilled this SB 125 Regional Accountability Measure</li> <li>• MTC recommends that BART continue to monitor the effectiveness of the ambassador program and implement improvements as necessary</li> </ul>

**Caltrain**

<b>SB 125 Regional Accountability Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>• Caltrain is currently participating in all applicable initiatives identified by MTC</li> </ul>	<ul style="list-style-type: none"> <li>• Caltrain has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>• Caltrain has implemented coordinated schedule changes in January and August.</li> <li>• Caltrain is actively participating in the Bay Area TRANSFER Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and Caltrain has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that Caltrain advise MTC when schedule changes are implemented in January and August</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>• Caltrain is in compliance with all but one basic GTFS best practices</li> <li>• Caltrain does not currently provide a GTFS-RT feed, but it does provide real-time data to MTC</li> <li>• Caltrain is in compliance with some but not all best practices that go beyond basic standards</li> <li>• Caltrain's Predictive Train Arrival/Departure System (PADS) Modernization Capital Improvement Project will accommodate GTFS-RT and enhancements in the future. That project is scheduled for completion in Summer 2027.</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and Caltrain has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that Caltrain make the following technical revisions:                             <ul style="list-style-type: none"> <li>• Provide real-time data in GTFS-RT as soon as possible</li> <li>• Revise stops.txt file to provide accurate tts_stop_name values</li> <li>• Revise trips.txt file to provide accurate information for wheelchair_accessible and bikes_allowed values</li> </ul> </li> </ul>

<b>SB 125 Regional Accountability Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<p><b>Report on Crisis Prevention Program</b></p>	<ul style="list-style-type: none"> <li>• Caltrain has deployed a safety, security, and crisis prevention program that leverages engineering, enforcement, and education</li> <li>• Caltrain contracts with the San Mateo County Sheriff’s Department for a Transit Police Bureau with specialized training including crisis prevention</li> <li>• Caltrain deploys multiple suicide prevention tactics including barriers, signage, and crisis response drills with relevant partner agencies</li> <li>• Caltrain will replace signage with 988 crisis hotline information along entire corridor beginning Spring 2025.</li> <li>• Caltrain hosts monthly meetings with regional suicide prevention groups and meetings with transit industry peers for crisis prevention best practices.</li> <li>• Caltrain actively works with MTC on regional emergency/crisis response plans.</li> <li>• Caltrain is exploring technologies in 2025, including AI, that may assist in early detection/prevention.</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and Caltrain has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that Caltrain report to MTC on the effectiveness of their approaches and opportunities for improvement</li> </ul>

**Golden Gate Transit**

<b>SB 125 Regional Accountability Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>Golden Gate Transit is currently participating in all applicable initiatives identified by MTC</li> <li>Two pilot locations for the Mapping and Wayfinding initiative are served by Golden Gate Transit, requiring close collaboration</li> </ul>	<ul style="list-style-type: none"> <li>Golden Gate Transit has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>Golden Gate Transit has implemented coordinated operator sign-ups in January and August</li> <li>Golden Gate Transit is actively participating in the Bay Area TRANSFER Plan</li> <li>The MASCOTS plan is expected to come forward with recommendations regarding schedule coordination in the first half of 2025, with a revised implementation date of January 2026</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment</li> <li>MTC recommends that Golden Gate Transit leverage coordination through the MASCOTS initiative to align schedules with connecting operators more efficiently</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>Golden Gate Transit is in compliance with basic GTFS and GTFS-Real Time best practices</li> <li>Golden Gate Transit is in compliance with some but not all best practices that go beyond basic standards</li> <li>Golden Gate Transit is working to budget for GTFS bus service alerts and project scope for ferry tracking capacity</li> <li>Capabilities to provide wheelchair and bike information are available, and staff is working to improve accuracy and processes.</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment</li> <li>MTC recommends that Golden Gate Transit make the following technical revisions:                             <ul style="list-style-type: none"> <li>Provide GTFS-RT Alerts feed for bus service</li> <li>Provide GTFS-RT data for ferry service</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>• Revise stops.txt file to provide accurate wheelchair_boarding and tts_stop_name values</li> <li>• Revise trips.txt file to provide accurate information for wheelchair_accessible and bikes_allowed values</li> </ul>
<p><b>North Bay Transit Optimization Collaboration</b></p>	<ul style="list-style-type: none"> <li>• General Managers and Executive Directors from the Marin-Sonoma transit agencies and MTC executive staff began monthly convenings in January 2024</li> <li>• The group identified four guiding principles which have been adopted by each agency to provide a framework for a comprehensive service planning effort</li> <li>• Planning and finance workgroups have also been established to support coordination effort</li> <li>• MTC and participating operators including Golden Gate Transit are contributing to fund a portion of the consultant-led planning work.</li> <li>• Upcoming milestones include discussion of coordinated marketing and outreach; ZEB studies; and coordinated transit operations planning.</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment</li> <li>• MTC recommends Golden Gate Transit continue active participation in the Marin/Sonoma County Transit Operator Coordination (MASCOTS) effort.</li> </ul>

<b>SB 125 Regional Accountability Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>• SFMTA is currently participating in all applicable initiatives identified by MTC</li> <li>• Notably, SFMTA staff are working to launch a mini-prototype of mapping and wayfinding at Powell Street Station in 2025</li> </ul>	<ul style="list-style-type: none"> <li>• SFMTA has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>• SFMTA conducts sign-ups three times per year, aligning with BART (who is on the common operator sign-up schedule)</li> <li>• SFMTA is actively participating in the Bay Area TRANSFER Plan</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that SFMTA continue to coordinate with connecting operators to more efficiently align schedules</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>• SFMTA is in compliance with basic GTFS best practices</li> <li>• SFMTA does not provide a publicly accessible GTFS-RT feed; instead, this information is provided to MTC</li> <li>• SFMTA is in compliance with some but not all best practices that go beyond basic standards</li> <li>• SFMTA is collaborating with its CAD/AVL provider to significantly update the GTFS and GTFS-RT data that is being generated and sent to various systems</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that SFMTA make the following technical revisions:                             <ul style="list-style-type: none"> <li>• Revise stops.txt file to provide accurate wheelchair_boarding and tts_stop_name values</li> <li>• Revise trips.txt file to provide accurate information for wheelchair accessible</li> </ul> </li> </ul>

<b>SB 125 Regional Accountability Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
		and bikes_allowed values
<b>Report on Fare Collection</b>	<ul style="list-style-type: none"> <li>SFMTA has increased the number of fare inspector positions in the FY2024-25 budget by 36, bringing the total to 90</li> <li>Work is underway to hire the new transit fare inspectors, with 16 fare inspectors hired as of January 2025. SFMTA anticipates hiring 5 additional inspectors per month until the vacancies are filled</li> <li>SFMTA is currently undertaking a public education campaign to deter fare evasion, informed by a recently completed fare enforcement study</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment</li> <li>MTC recommends that SFMTA share findings from the fare enforcement study and updated fare evasion statistics</li> </ul>
<b>Report on Ambassador Program</b>	<ul style="list-style-type: none"> <li>In 2023, SFMTA worked with UCLA to collect data on safety perceptions and craft Safety Equity Initiative Action Plans for FY25-26 and FY26-27. Recommendations include capital improvements, service changes, staffing, communications, and community-centered announcements</li> <li>Next steps for the Safety Equity Initiative Action Plan include a multilingual media campaign to share the Action Plan and harassment reporting options more widely, establishing a cross-divisional working group, facilitating focus groups to deepen input from key demographics, and reporting on outcomes quarterly</li> <li>SFMTA will continue to collect survey and additional focus group data through the end of January</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment</li> <li>MTC recommends that SFMTA share an update on implementation of recommendations in the Safety Equity Action Plan and an update on the hiring of additional transit ambassadors</li> </ul>

<b>SB 125 Regional Accountability Measure</b>	<b>Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
	2025 and then publish the data and a final report	



Date: February 26, 2025  
W.I.: 1514  
Referred By: PAC

ABSTRACT

Resolution No. 4689

This resolution adopts MTC's FY2024-25 Productivity Improvement Program (PIP).

This resolution includes the following attachment:

- Attachment A: Productivity Improvement Program for Large and Small Transit Operators
  - Appendix 1: SB 125 Regional Initiative Participation Checklist
  - Appendix 2: SB 125 Schedule Coordination Checklist
  - Appendix 3: SB 125 General Transit Feed Specification (GTFS) and GTFS-Real Time (RT) Compliance Checklist

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet for February 12, 2025.

Date: February 26, 2025  
W.I.: 1514  
Referred By: PAC

Re: MTC Productivity Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4689

WHEREAS, Public Utilities Code (PUC) section 99244 provides that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of transit operators within the area under its jurisdiction; and

WHEREAS, as provided for in Government Code sections 66500 et seq., the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, PUC section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the triennial performance audits of transit operators conducted pursuant to PUC section 99246; and

WHEREAS, in accordance with PUC section 99244, MTC is required each fiscal year, to make a finding that a transit operator has made a reasonable effort in implementing productivity improvement recommendations prior to approving the allocation of Transportation Development Act (TDA) funds in an amount greater than was allocated to the operator in the preceding fiscal year; and

WHEREAS, in accordance with PUC section 99314.7, MTC is required each fiscal year, to make a finding that a transit operator has made reasonable effort in implementing productivity improvements pursuant to PUC section 99244, prior to approving the allocation of State Transit Assistance (STA) funds to the operator for operating purposes; and

WHEREAS, in accordance with PUC section 99233.2, MTC may support the regional transportation planning process by providing technical assistance funding to transit operators or other entities to implement transit productivity improvements; and

WHEREAS MTC Resolution No. 4619 adopted regional accountability measures and identified that these measures be included as productivity improvement projects for transit agencies receiving state or regional Senate Bill 125 funds; now, therefore, be it

RESOLVED, that MTC adopts the productivity improvement projects set forth in Attachment A to this resolution, and incorporated herein by reference; and

RESOLVED, that MTC finds that all transit operators identified in Attachment A have made reasonable effort in implementing productivity improvements and are eligible for allocations of TDA and STA funds next fiscal year in accordance with PUC sections 99244 and 99314.7.

METROPOLITAN TRANSPORTATION COMMISSION

---

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 26, 2025.

Date: February 26, 2025  
W.I.: 1514  
Referred By: PAC

Attachment A  
Resolution No. 4689  
Page 1 of 5

## **Fiscal Year 2024-2025 Productivity Improvement Program**

### **All Operators**

Transit Operator: All Bay Area Transit Operators

Project Title: Active Participation in Advancement of Regional Initiatives<sup>1</sup>

Project Goal: Improve passenger experience and enhance transit efficiency.

Project Description: The Blue Ribbon Transit Recovery Task Force was convened by MTC to guide the future of the Bay Area’s public transportation network as the region adjusted to new conditions created by the COVID-19 pandemic. In 2021, the Commission adopted the Transit Transformation Action Plan, leveraging this group’s recommendations to document a series of near-term actions needed to begin transforming the region’s transit network into a more connected, efficient, and user-focused system. In 2023, the Regional Network Management framework, including the RNM Council, was established to guide regional transit network management activities. All Bay Area transit operators will support the implementation of efforts identified in the Transit Transformation Action Plan and in the RNM Council’s Work Plan, across the themes of Fares and Payment (including transit fare policy and integration pilots); Customer Information (including regional mapping and wayfinding initiatives); Transit Network Efficiency; Accessibility (including paratransit streamlining and county-based mobility management efforts); and Funding.

Appendix 1, SB 125 Regional Initiative Participation Checklist, enumerates expectations for satisfactory implementation of this project.

Estimated Completion Date: Ongoing

---

<sup>1</sup> This PIP project is consistent with the SB 125 Regional Accountability Measure titled “Active Participation in Advancement of Regional Initiatives”. All transit operators, including those receiving SB 125 funds, must demonstrate advancement of these efforts.

**All Senate Bill 125 Funding Recipients<sup>2</sup>**

Transit Operator: All Bay Area Transit Operators Receiving SB 125 Funds

Project Title: Schedule Coordination

Project Goal: Improve passenger experience and enhance transit efficiency.

Project Description: Provide ongoing participation in efforts to improve scheduled connections between operators and take necessary steps to align operator/driver sign-up processes to facilitate connections.

Appendix 2, SB 125 Schedule Coordination Checklist, describes expectations for satisfactory implementation of this project.

Estimated Completion Date: Ongoing

Transit Operator: All Bay Area Transit Operators Receiving SB 125 Funds

Project Title: General Transit Feed Specification (GTFS) Audit

Project Goal: Improve passenger experience.

Project Description: Complete audit checklist in accordance with guidelines provided by MTC in order to assess the agency's quality of data delivery and develop recommendations for improvement if needed.

Appendix 3, SB 125 General Transit Feed Specification (GTFS) and GTFS-Real Time (RT) Compliance Checklist, outlines expectations for satisfactory implementation of this project.

Estimated Completion Date: Ongoing

---

<sup>2</sup> Transit operators receiving SB 125 funds include: AC Transit, ACE, BART, Caltrain, ECCTA, Golden Gate Transit, LAVTA, NVTA, SFMTA, SolTrans, and WestCAT.

**Regional/Multi-County**

Transit Operator: Alameda-Contra Costa Transit District (AC Transit)

Project Title: Report on Realign Service Planning Initiative

Project Goal: Enhance transit efficiency.

Project Description: Provide a written report on the interim findings of AC Transit's Realign Service Planning Initiative, including estimated ridership growth benefits and lessons learned which could inform other agency service redistribution efforts.

Estimated Completion Date: December 2024

Transit Operator: Bay Area Rapid Transit District (BART)

Project Title: Implement New Fare Gates System-wide

Project Goal: Curtail fare evasion.

Project Description: Continue progress in implementation of new fare gates system-wide in a matter that facilitates completion by the end of 2025.

Estimated Completion Date: December 2025

Transit Operator: Bay Area Rapid Transit District (BART)

Project Title: Report on Ambassador/Crisis Prevention Program(s)

Project Goal: Enhance passenger safety and security.

Project Description: Provide a written report on the effectiveness of BART's Ambassador/Crisis Prevention program(s) including recommendations for improvement and/or expansion, and an assessment of opportunities for coordination with connecting agencies. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

Transit Operator: Golden Gate Bridge, Highway and Transportation District

Project Title: North Bay Transit Optimization Collaboration

Project Goal: Enhance transit efficiency.

Project Description: Summarize efforts to provide active participation and collaboration with Marin and Sonoma County transit providers in efforts to optimize North Bay Transit service. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

Transit Operator: Peninsula Corridor Joint Powers Board (Caltrain) *(NEW)*

Project Title: Report on Crisis Prevention Program

Project Goal: Enhance passenger safety and security.

Project Description: Provide a written report on the effectiveness of Caltrain's Crisis Prevention program including recommendations for improvement and/or expansion, and an assessment of opportunities for coordination with connecting agencies. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

### **San Francisco County**

Transit Operator: San Francisco Municipal Transportation Agency (SFMTA) *(NEW)*

Project Title: Report on Fare Collection

Project Goal: Curtail fare evasion.

Project Description: Provide a written report on SFMTA's fare collection procedures and opportunities and/or recommendations for reducing fare evasion. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing

Transit Operator: San Francisco Municipal Transportation Agency (SFMTA)

Project Title: Report on Ambassador/Crisis Prevention Program(s)

Project Goal: Enhance passenger safety and security.

Project Description: Provide a written report on the effectiveness of SFMTA's Ambassador/Crisis Prevention program(s) including recommendations for improvement and/or expansion, and an assessment of opportunities for coordination with connecting agencies. A report should be provided on an annual basis prior to the allocation of funds in a given fiscal year.

Estimated Completion Date: Ongoing