

**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. 4689, the Fiscal Year 2024-25 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 update on PIP progress for all operators to the Programming and Allocations Committee in early 2026.

## AC Transit

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
<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>The region implemented two rounds of schedule coordination changes including the “Big Sync” in August 2025, which reduced transfer wait times between bus and rail operators</li> <li>As a result of negotiations with labor union partners that concluded in August 2025, AC Transit now has operator sign-ups in January, March, June, and August, which is consistent with the majority of operators in the region</li> </ul>	<ul style="list-style-type: none"> <li>AC Transit has fulfilled this SB 125 Regional Accountability Measure</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:</li> </ul>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
		<ul style="list-style-type: none"><li>• Split current multi-language DescriptionText in GTFS-RT Alerts feed by language specific Translations elements</li><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><li>• Realign service changes launched on August 10, 2025</li><li>• Staff will conduct performance updates through our existing Key Performance Indicators and regularly report on those</li></ul>	<ul style="list-style-type: none"><li>• AC Transit has fulfilled this SB 125 Regional Accountability Measure</li></ul>

**BART**

<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>• 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>
<b>Schedule Coordination</b>	<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> <li>• In August 2025, BART made schedule changes in coordination with the region's other transit systems as part of the "Big Sync" to align schedules, reduce impacts, and improve transfers for transit riders in the Bay Area</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 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>• 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> </ul> </li> </ul>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
		<ul style="list-style-type: none"> <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> <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>• In June 2025, the San Mateo County Transportation Authority awarded BART a \$10.3 million Measure W Regional Transit Connections grant, completing the \$90 million funding plan for the installation of next generation fare gates</li> <li>• As of August 27, BART has completed next generation fare gate installations at all 50 stations</li> <li>• In Q2 2025, 17% of surveyed BART riders reported seeing passengers enter or exit the station without paying their fare, down from the same period last year when 25% of respondents said they had witnessed fare evasion</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 provide updates on incidence of fare evasion</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</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</li> </ul>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
	<p>critical emergency calls) have improved in recent quarters</p> <ul style="list-style-type: none"><li>• BART seeks to deploy additional resources and staffing so that there is optimal coverage on all lines or fixed areas of responsibility</li></ul>	<p>and implement improvements as necessary</p>

**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 with the region starting in 2025 after the implementation of electrified service</li> <li>As part of the “Big Sync” effort in August 2025, Caltrain participated in regional schedule coordination meetings (including Bay Area TRANSFER Plan efforts for the Palo Alto Caltrain station transfer hub) and worked with BART to update the BART and Caltrain transfer timetables for Millbrae Station</li> <li>Caltrain is actively participating in the Bay Area TRANSFER Plan</li> </ul>	<ul style="list-style-type: none"> <li>Caltrain has fulfilled this SB 125 Regional Accountability Measure</li> <li>MTC recommends that Caltrain 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>Caltrain is in compliance with all basic GTFS best practices</li> <li>Caltrain does not currently provide a GTFS-RT feed, but it does provide real-time data to MTC. Caltrain is working with MTC staff to provide data in the GTFS-RT format</li> <li>Caltrain is in compliance with some but not all best practices that go beyond basic standards</li> <li>Caltrain has identified funds for an incremental Predictive Train Arrival/Departure System (PADS) Modernization Capital Improvement Project with a goal to provide a GTFS-RT directly out of the existing PADS</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> </ul> </li> </ul>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
	system. The implementation date is to be determined.	
<b>Report on Crisis Prevention Program</b>	<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 has replaced signage with 988 crisis hotline information along the entire corridor.</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 and the MASCOTS Plan</li> <li>Under MASCOTS, Golden Gate Transit will increase Route 101 service between San Rafael and San Francisco to every 15 minutes during the peak and every 30 minutes off-peak. This will improve transfer times compared to current connections between SMART and GGT</li> <li>Golden Gate Transit’s Board of Directors officially approved the MASCOTS service plan in September 2025</li> </ul>	<ul style="list-style-type: none"> <li>Golden Gate Transit has fulfilled this SB 125 Regional Accountability Measure</li> <li>MTC recommends that Golden Gate Transit continue toward implementation of schedule improvements under the MASCOTS plan</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 most but not all best practices that go beyond basic standards</li> <li>Golden Gate Transit is currently assessing the technical requirements and cost to implement the remaining “beyond basic” GTFS standards</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:</li> </ul>

		<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> <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>
<b>North Bay Transit Optimization Collaboration</b>	<ul style="list-style-type: none"> <li>• General Managers and Executive Directors from the Marin-Sonoma transit agencies and MTC executive staff have continued monthly convenings in 2025</li> <li>• The MASCOTS finance group adopted a new Sonoma County performance-based fund allocation formula that mirrors that used in Marin County</li> <li>• The MASCOTS planning group has proposed significant regional service changes including discontinuation of Golden Gate Transit commuter service to Sonoma County</li> <li>• Golden Gate Transit completed public outreach efforts in summer 2025</li> <li>• The GGBHTD Board of Directors will consider approval of the MASCOTS service plan in October 2025</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 finalize the MASCOTS service plan, and monitor outcomes and adjust the plan as necessary following implementation</li> </ul>

**SFMTA**

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
<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>In coordination with BART and MTC, SFMTA launched a mini-prototype of mapping and wayfinding at Powell Street Station in May and June 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> <li>SFMTA reviews schedules to ensure bus service is available for the last BART trains at certain stations</li> <li>Muni service scheduling is headway based. Even spacing between vehicles allows for seamless connections to regional services without gaps</li> </ul>	<ul style="list-style-type: none"> <li>SFMTA has fulfilled his SB 125 Regional Accountability Measure</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> <li>To monitor the accuracy of their GTFS-RT data, SFMTA created a dashboard that monitors arrival predictions by route, stop, etc. SFMTA also receives</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</li> </ul> </li> </ul>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
	reporting from their prediction vendor on the performance of the predictions	information for wheelchair_accessible and bikes_allowed values
<b>Report on Fare Collection</b>	<ul style="list-style-type: none"> <li>Starting in FY 2024-25, SFMTA increased the number of transit fare inspector positions in the budget by 36, bringing the total to 90. As of September 2025, there were 64 rostered fare inspectors, including 14 new hires since January 2025</li> <li>Since July 2024, the number of fare inspections has doubled and SFMTA has observed a nearly 30% decline in the fare evasion rate</li> <li>In FY 2024-25, fare revenue increased by approximately \$5.4 million compared to FY 2023-24. The growth in single-ride payments is greater than the growth in ridership, indicating that more existing riders are paying their fare</li> <li>In late 2024, SFMTA conducted a fare enforcement study to evaluate national best practices and identify technological and deployment policies to better address both unintentional and deliberate fare evasion</li> <li>SFMTA is currently undertaking the second phase of a public education campaign to deter fare evasion</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 provide an update on the public education campaign and continue to monitor fare evasion trends while completing hiring of transit fare inspectors</li> </ul>
<b>Report on Ambassador Program</b>	<ul style="list-style-type: none"> <li>In 2023, SFMTA conducted its first dedicated Rider Safety survey and developed Safety Equity Initiative Action Plans for FY 2025-26 and FY 2026-27. Recommendations included capital improvements, service changes, staffing, communications, and community-centered announcements</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 a full</li> </ul>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
	<ul style="list-style-type: none"><li>• SFMTA completed analysis of the 2024/2025 Rider Safety Survey and focus groups in June 2025. Although the majority of respondents felt safe on Muni “always or almost always,” most respondents did not know there was a way to report incidents or did not feel it would make a difference. SFMTA is in the process of comparing the data against the 2023 survey</li><li>• In 2025, SFMTA also established a cross-divisional working group of customer-facing staff to advise on rider safety issues and potential actions for improvement. Staff have also engaged with multilingual media to build broader awareness of the Safety Equity Initiative and the importance of reporting harassment on Muni</li><li>• From FY 2017-18 to FY 2024-25, SFMTA observed a 62% decrease in incidents of crime. As of April 2025, the FY 2024-25 average was 2.14 incidents per 100,000 miles, which meets SFMTA’s goal of less than 2.7 incidents per 100,000 miles</li></ul>	analysis of the 2024/2025 Rider Safety Survey results