

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

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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

AC Transit

SB 125 Regional Accountability Measure		
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 GTFS-Real Time best practices</li> <li>• AC Transit is in compliance with some but not all best practices that go beyond basic standards</li> <li>• AC Transit will implement the remaining best practices in 2026</li> </ul>	<ul style="list-style-type: none"> <li>• AC Transit has fulfilled this SB 125 Regional Accountability Measure</li> <li>• MTC recommends that AC Transit continue toward implementation of the following technical revisions:                             <ul style="list-style-type: none"> <li>○ Revise stops.txt file to add tts_stop_name values</li> <li>○ Revise pathways.txt file to provide</li> </ul> </li> </ul>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
		complete wayfinding data
<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**

SB 125 Regional Accountability Measure		
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>• 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>• As part of the “Big Sync” effort in August 2025 to align schedules and improve transfers throughout the Bay Area, BART participated in regional schedule coordination meetings, made schedule changes, and worked with Caltrain to update the BART and Caltrain transfer timetables for Millbrae Station</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 basic GTFS best practices and all but one GTFS-Real Time best practice</li> <li>• BART is in compliance with some but not all best practices that go beyond basic standards</li> <li>• BART is assessing the implementation timeline for remaining best practices in FY 2026-27</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 toward implementation of 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>○ Revise stops.txt file to provide accurate tts_stop_name values</li> <li>○ Include Pathways data in GTFS feed</li> <li>○ Perform real-time prediction accuracy monitoring</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> </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 critical emergency calls) have improved in recent quarters</li> <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>	<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

SB 125 Regional Accountability Measure		
Active Participation in Advancement of Regional Initiatives	Progress Summary	MTC Assessment and Recommendations
<p><b>Active Participation in Advancement of Regional Initiatives</b></p>	<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>
<p><b>Schedule Coordination</b></p>	<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>
<p><b>General Transit Feed Specification (GTFS) Audit</b></p>	<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 system. The implementation date is to be determined.</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 toward implementation of the following technical revisions:                             <ul style="list-style-type: none"> <li>○ Provide real-time data in GTFS-RT as soon as possible</li> <li>○ Include Pathways data in GTFS feed</li> <li>○ Update GTFS-RT feed to represent canceled trips</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>○ Implement Trip Updates and Vehicle Positions feeds to update every 20 seconds</li> <li>○ Include unplanned or short-notice service changes in GTFS-RT feed unless an updated GTFS feed is disseminated in time for most trip planners</li> </ul>
<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>● Caltrain has fulfilled this SB 125 Regional Accountability Measure</li> </ul>

**Tri-Delta Transit (ECCTA)**

<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>• ECCTA is currently participating in all applicable initiatives identified by MTC</li> </ul>	<ul style="list-style-type: none"> <li>• ECCTA has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>• ECCTA has transitioned to operator sign-ups occurring in January and August</li> <li>• ECCTA works closely with BART on schedule coordination</li> </ul>	<ul style="list-style-type: none"> <li>• ECCTA 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>• ECCTA is in compliance with all basic GTFS and GTFS-Real Time best practices</li> <li>• ECCTA is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>• ECCTA has fulfilled this SB 125 Regional Accountability Measure</li> <li>• MTC recommends that ECCTA continue toward implementation of the following technical revisions:                             <ul style="list-style-type: none"> <li>○ Revise stops.txt file to provide accurate tts_stop_name and wheelchair_boarding values</li> <li>○ Include Pathways data in GTFS feed</li> <li>○ Provide complete GTFS-Flex data for all demand responsive routes</li> </ul> </li> </ul>

**Golden Gate 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>• 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>• Golden Gate Transit has fulfilled this SB 125 Regional Accountability Measure</li> <li>• MTC recommends that Golden Gate Transit continue toward implementation of the following technical revisions:                             <ul style="list-style-type: none"> <li>○ Provide GTFS-RT Alerts feed for bus service</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>○ 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 adopted the MASCOTS service plan in November 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 Golden Gate Transit monitor outcomes of the MASCOTS plan and adjust service as necessary following implementation</li> </ul>

LAVTA

<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>• LAVTA is currently participating in all applicable initiatives identified by MTC</li> <li>• Notably, LAVTA staff participate in the Transit Priority working group</li> </ul>	<ul style="list-style-type: none"> <li>• LAVTA has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>• LAVTA has transitioned to operator sign-ups occurring in January and August</li> </ul>	<ul style="list-style-type: none"> <li>• LAVTA 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>• LAVTA is in compliance with all basic GTFS and GTFS-Real Time best practices</li> <li>• LAVTA is in compliance with some but not all best practices that go beyond basic standards</li> <li>• LAVTA is evaluating the feasibility of implementing all remaining best practices by the end of 2027</li> </ul>	<ul style="list-style-type: none"> <li>• LAVTA has fulfilled this SB 125 Regional Accountability Measure</li> <li>• MTC recommends that LAVTA continue toward implementation of 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>○ Perform real-time prediction accuracy monitoring for GTFS-Real Time data</li> </ul> </li> </ul>

NVTA

<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>• NVTA is currently participating in all applicable initiatives identified by MTC</li> <li>• Additionally, NVTA and Clipper BayPass staff have coordinated around NVTA and Napa Valley College joining the Clipper BayPass pilot</li> </ul>	<ul style="list-style-type: none"> <li>• NVTA has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>• NVTA has implemented coordinated operator sign-ups in January and August</li> <li>• NVTA is actively participating in the Bay Area TRANSFER Plan</li> </ul>	<ul style="list-style-type: none"> <li>• NVTA 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>• NVTA is in compliance with all basic GTFS and GTFS-Real Time best practices</li> <li>• NVTA is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>• NVTA has fulfilled this SB 125 Regional Accountability Measure</li> <li>• MTC recommends that NVTA continue toward implementation of 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 wheelchair_accessible values</li> <li>○ Ensure Vehicle Positions feed fully represents Trip Updates feed in GTFS-Real Time data</li> </ul> </li> </ul>

		<ul style="list-style-type: none"><li>○ Provide pathways.txt file with accurate wayfinding information</li><li>○ Provide complete GTFS-Flex data for all demand responsive routes</li></ul>
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**San Joaquin Regional Rail Commission (SJRRC/ACE)**

<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>SJRRC is currently participating in all applicable initiatives identified by MTC</li> </ul>	<ul style="list-style-type: none"> <li>SJRRC has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>Although private ownership of the railroad corridors limits SJRRC’s ability align with the region’s common operator sign-ups in January and August, SJRRC meets with Capitol Corridor (CCJPA) and Caltrain on a semi-annual basis to discuss upcoming schedule or service planning changes, as well as coordinating various transit needs at Diridon and Santa Clara ACE Stations. SJRRC also coordinates Thruway Bus and Gold Runner schedules with CCJPA and SJRRC. SJRRC will assume operations of the Great America Shuttle program beginning in FY 2026-27. SJRRC operations and planning were notified of the schedule changes starting in FY 2024-25 and will coordinate to align schedule changes with MTC and VTA.</li> </ul>	<ul style="list-style-type: none"> <li>SJRRC 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>SJRRC is in compliance with all basic GTFS and GTFS-Realtime best practices</li> <li>SJRRC is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>SJRRC has fulfilled this SB 125 Regional Accountability Measure</li> <li>MTC recommends that SJRRC continue toward implementation of the following technical revisions:</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 stops.txt file to provide accurate tts_stop_name values</li><li>○ Provide pathways.txt file with accurate wayfinding information</li><li>○ Provide GTFS+ files including directions.txt, route_attributes.txt, and calendar_attributes.txt</li><li>○ Include unplanned or short-notice service changes in GTFS-Real Time feed</li><li>○ Perform real-time prediction accuracy monitoring of GTFS-Real Time data</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 reporting from</li> </ul>	<ul style="list-style-type: none"> <li>SFMTA has fulfilled this SB 125 Regional Accountability Measure</li> <li>MTC recommends that SFMTA continue toward implementation of 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>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
	<p>their prediction vendor on the performance of the predictions</p>	<p>and bikes_allowed values</p>
<p><b>Report on Fare Collection</b></p>	<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 December 2025, there were 58 filled positions, an increase of 21 inspectors since January 2024</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 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. Based on the findings, the SFMTA worked to design a more traditional marketing effort that resulted in the “Don’t be a Dodger” campaign to reinforce the social norm of paying your fare</li> <li>• The “Don’t be a Dodger” campaign included posting car cards throughout the fleet, A-frame boards in stations, and a social media/digital presence. As of December 2025, the campaign has performed at a level 4-times the industry average of similar campaigns</li> <li>• The previous educational campaign (Ways to Pay Your Fare) is still posted in the system and the Fare Inspector team can point to them as a reference point while conducting inspections</li> </ul>	<ul style="list-style-type: none"> <li>• SFMTA has fulfilled this SB 125 Regional Accountability Measure</li> <li>• MTC recommends that SFMTA continue to monitor fare evasion trends while completing hiring of transit fare inspectors</li> </ul>
<p><b>Report on Ambassador Program</b></p>	<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</li> </ul>	<ul style="list-style-type: none"> <li>• SFMTA has fulfilled this SB 125 Regional Accountability Measure</li> </ul>

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
	<p>improvements, service changes, staffing, communications, and community-centered announcements</p> <ul style="list-style-type: none"> <li>• SFMTA completed analysis of the 2024/2025 Rider Safety Survey and focus groups in June 2025. Three-quarters of respondents said they felt safe on Muni “always or almost always,” and fewer respondents said they did not think reporting an incident would make a difference, compared to the same 2023 survey. Although most respondents did not know there was a way to report incidents, fewer respondents said they did not report an incident.</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>	

**Solano County Transit (SolTrans)**

<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>SolTrans is currently participating in all applicable initiatives identified by MTC</li> </ul>	<ul style="list-style-type: none"> <li>SolTrans has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>SolTrans has transitioned to operator sign-ups occurring in January and August</li> </ul>	<ul style="list-style-type: none"> <li>SolTrans 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>SolTrans is in compliance with all basic GTFS and GTFS-Real Time best practices</li> <li>SolTrans is in compliance with all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>SolTrans has fulfilled this SB 125 Regional Accountability Measure</li> </ul>

Western Contra Costa Transit Authority (WCCTA/WestCAT)

<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>WestCAT is currently participating in all applicable initiatives identified by MTC</li> </ul>	<ul style="list-style-type: none"> <li>WestCAT has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>WestCAT has transitioned to operator sign-ups occurring in January and August</li> <li>WestCAT has always coordinated schedules with BART (El Cerrito del Norte), and is also working to coordinate schedules at other major transfer points</li> </ul>	<ul style="list-style-type: none"> <li>WestCAT 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>WestCAT is in compliance with all basic GTFS and GTFS-Real Time best practice</li> <li>WestCAT is in compliance with most but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>WestCAT has fulfilled this SB 125 Regional Accountability Measure</li> <li>MTC recommends that WestCAT continue toward implementation of the following technical revisions:                             <ul style="list-style-type: none"> <li>Provide pathways.txt file with accurate wayfinding information</li> </ul> </li> </ul>