

From: [Juan Matute](#)
To: [SB125 Transit@CALSTA](mailto:SB125Transit@CALSTA)
Subject: Google Document on TDA Reform Proposal
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Hello,

During the meeting, I *may* ask to share this proposal via the projector/screen in order to generate discussion.



TTTF March 11 TDA Proposal from Juan Matute

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Remove farebox recovery and CPI escalation clauses from TDA

Replace with

Allocation of STA revenues based on passenger boardings (linked trips) to operators meet at least one of the following conditions (assessed during triennial audit):

1. Meet ridership growth targets versus peer group
 - a. Targets to be negotiated - may be 25%, median, or higher
 - b. **Peer group:** groups of a minimum of 5 operators to be established based on customer base characteristics (socioeconomic factors), type of service (eg bus vs commuter rail), and urban form/land use pattern of service area.
- (or)
2. Have implemented state-identified measures to increase transit ridership:
 - a. Realtime info quality (GTFS-RT)
 - b. Accept open loop payments
 - c. Meet interagency service connection standards (to be developed based on user experience/user-based design perspective)
 - d. Maintain "High-Quality Transit Services" identified in RTP/SCS or receive waiver from MPO (only for operators within an MPO area)
 - e. Implement other initial recommendations for transit agencies identified by SB 125 Transit Transformation Task Force Report
 - f. [note: list is updated over time by State]
- (or)
3. Exceed performance targets from customer surveys or third-party assessments (e.g.: mystery shops)
 - a. Target to be negotiated, should be 75th percentile or higher for peer group (or larger)

If an operator fails to meet these above thresholds, then the RTPA can take actions at the discretion of the RTPA:

1. RTPA assumes service planning
2. RTPA assumes fare policy coordination
3. RTPA prescribes corrective actions to be taken by operator
4. RTPA absorbs or merges operator

Optional performance-based funding incentive

RTPAs receives funding bonus when:

1. Service speed ratios (80% to 20% speed for corridor) improve or meet state targets
 - a. Rationale: creates RTPA/CTC/CMA motivation for transit priority investments.
- 2.
3. [*note*: list is updated over time by State]