APPENDIX B: Table of all strategies and recommendations under SB125 (1)(f) for Tranche 1

Three levels of organization – principles, strategies, and policy recommendations—are used to best support the overall development of the TTTF Report. Principles are high-level value statements of the report to express what is needed to achieve our goals and are organized around 4 key themes to increase ridership. The principles help group the other strategies, policy recommendations, and actions. Strategies form the "issue areas," often drawn from SB 125 enabling legislation. The strategies are larger, strategic moves to enhance transit. Strategies tightly group the individual policy recommendations into an issue area and focus section of the report. Policy recommendations are specific steps and initiatives that can be considered by stakeholders, such as the Legislature, the Executive Branch, state or local agencies, or transit operators. The policy recommendations are the small, specific items which are grouped into strategies for a particular issue area. Each policy recommendations will include additional information, such as:

- **Responsible entity**- Who is/are the responsible party/parties?
- **Support entities**- Who are the other entities that will help in this effort?
- **Enablers for implementation**- How is this going to be implemented?
- **Level of complexity**- What is the level of complexity to complete this policy recommendation- low, medium, or high?
    - Level of complexity falls into 3 categories: Low, medium, and high, which are defined below:
        - Low: Easy problem to fix, no special analysis or resources needed and can fit within current procedures and practices.
        - Medium: More complicated problem to fix, needs some analysis, resources, and cooperation from one or more entities, and manageable to integrate into current procedures and practices.
        - High: Highly complex problem to fix, needs extra analysis, resources, and coordination from multiple entities, and exceeds current procedures and practices.
- **Key recommendation**- *Is this a key recommendation- yes, or no?* Based on TTTF voting.
    - Key recommendations are to be voted on by the Task Force. The Task Force can choose one recommendation to be the most critically needed for each strategy or policy area.
- **TTTF voting record**- Based on TTTF voting.

Please note that any row highlighted in light blue is a new recommendation being presented to the Task Force, based off their feedback, while all others were previously approved. Red text in the policy recommendations includes updated language based on task force feedback and were approved during prior meetings.

Principle: Boost the speed, frequency, and reliability of transit services

- Transit prioritization to increase frequency and reliability (1.f.1.D)
- First- and last-mile access to transit (1.f.1.E)

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
A.1.	SB125 1.f.1.D	A. Standardize, support, and scale transit priority infrastructure.	A.1. Establish statewide procurements for technology, equipment, and materials that are needed for Transit Signal Priority (TSP), preemption, and other infrastructure that can be leveraged to lower costs and encourage standardization	Caltrans/ CalSTA	Department of General Services (DGS)	Coordinate with DGS to establish procurements via Master Service Agreement (or other procurement method). Determine base-level technology and equipment needed for TSP and preemption that can be implemented statewide.	Medium
A.2.	SB125 1.f.1.D	A. Standardize, support, and scale transit priority infrastructure.	A.2. Update the California Manual on Uniform Traffic Control Devices (CA MUTCD) to include TSP and preemption for transit routes where applicable. Create TSP guidelines & standards that can be leveraged in any jurisdiction. Work to encourage collaboration between cities and agencies to enable TSP at scale	Caltrans/ CalSTA	CA Traffic Control Devices Committee (CTCDC)	Work with the CTCDC to update the MUTCD to include detailed guidelines and standards on TSP and preemption for transit routes. Alternatively, the legislature could consider giving timelines and deadlines, along with mandated performance standards, for state supported TSP implementations. Members of the TWG, Task Force, and SMEs reported that the lack of the standards and practices in implementing TSP both raised costs and reduced the performance of implementation (i.e., low uptime for TSP, insufficient priority).	Medium
A.3.	SB125 1.f.1.D	A. Standardize, support, and scale transit priority infrastructure.	A.3. Encourage implementation of transit priority and bus rapid transit (BRT) features on the state right of way, such as bus-only lanes or queue jumps and ensure that the State Highway Network can be used by transit riders	Legislature / Caltrans		Post SB 960 passage, the legislature should consider the funding needed to meet the targets that will be established by 2027.	High
~~A.4.~~	~~SB125 1.f.1.D~~	~~A. Standardize, support, and scale transit priority infrastructure.~~	~~A.4. Authorize transit buses to be equipped with "yield to bus" signs, to establish yield requirement for auto travel~~	~~Legislature~~	~~Local Agencies~~	~~Chaptered into law since this recommendation was approved by the task force.~~	~~Low~~

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
A.5.	SB125 1.f.1.D	A. Standardize, support, and scale transit priority infrastructure.	A.5. ~~Extend~~ Make permanent the authorization for transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law, as well as other violations	Legislature	Local authorities	The legislature should consider allowing other moving violations to be included what can be ticketed by bus lane enforcement cameras, along with extending the pilot program to any agency which runs on bus only lanes in the future, rather than just the explicitly authorized ones.	Low
B.1.	SB125 1.f.1.D	B. Expedite delivery of transit-supportive infrastructure and strategies.	B.1. Allow for exemption or preemption of local and State permitting requirements on identified priority transit routes	Legislature	Local Agencies, MPOs, RTPAs	Currently, transit agencies have substantial challenges getting permits from infrastructure owners for everything ranging from bus shelters, TSP, to bus lanes due to the discretionary permitting process held by the infrastructure owners (local cities, counties, Caltrans). The Legislature should consider allowing for preemption of permitting requirements or a by-right permitting process on priority transit routes. Currently, the State (Caltrans) and MPOs do and should continue to identify priority transit routes state and regionwide via the regional transportation plan process. To add flexibility, the state could consider having a performance-based approach for the permitting process – i.e., requiring by right transit shelters, but only if more than a certain threshold of buses stop there a day, or simply requiring that agencies work together to address underlying infrastructure issues.	High
B.2.	SB125 1.f.1.D	B. Expedite delivery of transit-supportive infrastructure and strategies.	B.2. ~~Extend~~ Make permanent the SB 922 California Environmental Quality Act (CEQA) exemptions for transit prioritization projects, general purpose lane to bus-only lane conversions, highway shoulders to part-time transit lanes conversions	Legislature		The legislature could consider SB 71, which implements this recommendation.	Low

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
B.3.	SB125 1.f.1.D	B. Expedite delivery of transit-supportive infrastructure and strategies.	B.3. Establish a by-right permitting mechanism for transit infrastructure – bus shelters, transit priority, TSP, etc. inside each city and on the State right of way	Legislature		Similar to B1, but with a focus on having certain types of low impact infrastructure (ideally, Shelters, TSP) be by-right. To limit the scope, the Legislature could consider performance or service-based thresholds for the implementation. With regards to liability, the legislature should consider with bus shelters how to assign responsibility for the maintenance, upkeep, and ADA access to ensure that infrastructure owners are indemnified.	Low
B.4.	SB125 1.f.1.D	B. Expedite delivery of transit-supportive infrastructure and strategies.	B.4. Establish a statewide TIGER team to assist with the implementation of BRT / Bus Only lanes statewide to assist with planning, engineering and implementation in all jurisdictions	Caltrans	Local agencies, MPOs	Have a Caltrans establish BRT/ Bus Only Lanes implementation experts to ~~help~~ provide recommendations to Caltrans Districts, MPOs, and Local agencies ~~with~~ on planning, engineering, and implementation.	Low
C.1.	SB125 1.f.1.D	C. Coordinate and collaborate to deliver infrastructure across jurisdictions.	C.1. Develop a framework on roles and responsibilities for TSP and BRT implementation for use statewide	Caltrans	Local agencies, MPOs	Have a Caltrans team develop BRT/ TSP implementation guidelines. Could be paired with B4.	Low
C.2.	SB125 1.f.1.D	C. Coordinate and collaborate to deliver infrastructure across jurisdictions.	C.2. Convene a statewide working group for cities, counties, MPOs, and transit agencies to discuss and solve common issues in implementing TSP	CalSTA/ Caltrans	Local agencies, MPOs, transit agencies	Have Caltrans or CalSTA develop a working group for cities, counties, MPOs, and transit agencies once a quarter to discuss common issues in TSP implementation. Have this working group publish an annual report to the legislature detailing the performance of TSP statewide.	Low
D.1.	SB125 1.f.1.D	D. Establish flexibility with State funding sources.	D.1. Fund planning and engineering resources at the State level for easier implementation of transit priority infrastructure at the local level	CalSTA/ Caltrans	Caltrans Districts, MPOs, Local agencies	Establish for statewide funding of resources to help Caltrans Districts, MPOs, and Local agencies with TSP planning, engineering, and implementation.	Medium
D.2.	SB125 1.f.1.D	D. Establish flexibility with State funding sources.	D.2. Update state funding programs and guidelines to encourage the delivery of transit priority infrastructure	CalSTA / Caltrans / CTC / Regional Agencies		The CTC and Caltrans should update state transportation funding guidelines for specific programs to include criteria to encourage transit priority projects inside the various programs that they fund. Additionally, the regions could consider adopting guidelines that would encourage transit priority projects with the funding that they control the allocation of.	Medium

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
JJ.1.	SB125 1.f.1.E	JJ. Reform planning process to improve access to transit	JJ.1. Empower and resource regional agencies to designate key transit hubs and stations, in consultation with cities, counties and transit agencies, where clear standards and wayfinding will apply	Regional Agencies		Given the legislature's focus on Major Transit Stops and High-Quality Transit Areas, specifically around creating transit-oriented communities, MPOs should empower & resource, in a consultive process with agencies, cities, and counties, to create clear guidelines and deploy signage, establish clear guidelines and standards for cities, transit agencies, and others to follow.	Medium
JJ.2.	SB125 1.f.1.E	JJ. Reform planning process to improve access to transit	JJ.2. Streamline permitting processes and timelines for delivering active transportation projects near transit hubs and stations	Legislature		The legislature should consider defining set timelines, required permitting forms and process, for active transit projects to assist with timelines, specifically limiting the timelines for permits around encroachment, utilities, and the limit number of hearings required.	Medium
JJ.3.	SB125 1.f.1.E	JJ. Reform planning process to improve access to transit	JJ.3. Assess conditions and collect data on sidewalk, mobility lanes, and transit hubs and create GIS maps highlighting existing accessibility infrastructure, including sidewalk quality and continuity, street furniture such as benches and lighting, and transit hub features such as signage and shelter to identify and address locations	CalSTA / Caltrans	MPOs, Local Agencies	Caltrans shall, as part of the data collection already done as part of federal / FHWA mandates, begin to collect sidewalk, mobility lane, and transit hubs. This data should also be made public via the state's open data portal for the public to use.	Medium
JJ.4.	SB125 1.f.1.E	JJ. Reform planning process to improve access to transit	JJ.4. Create a statewide registry of bus stops, each with a unique ID, and include stop amenity information	CalSTA / Caltrans	MPOs, Local Agencies, Transit Agencies	Caltrans shall setup and collect the information needed to create a statewide registry of bus stop and stop amenity information.	Medium
KK.1.	SB125 1.f.1.E	KK. Ensure consistent and flexible funding for active transportation and first- and last- mile access to transit	KK.1. Increase funding for active transportation (e.g. Active Transportation Program funding) with reduced variability ~~and reduced administrative burden~~ from year-to-year, to increase first and last mile access to transit	Legislature / Caltrans /CTC		Instruct Caltrans, CTC to simply and reduce the administrative burden on accessing / developing ATP program. Focus on reducing timelines within the program from award to programing to delivery. Identify more stable sources of ATP funding.	Low

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
KK.2.	SB125 1.f.1.E	KK. Ensure consistent and flexible funding for active transportation and first- and last- mile access to transit	KK.2. ~~Encourage~~ Reduce administrative burden to improve the use of existing and new State funding for active transportation projects ~~that better increase first/last mile access to transit~~	Legislature, Caltrans, CTC		Encourage regions and CTC to update ATP program to reduce administrative burden and further reward projects that include first / last mile access to transit in scoring.	Low
LL.1.	SB125 1.f.1.E	LL. Coordinate and collaborate to provide first- and last- mile access to transit across jurisdictions	LL.1. Ensure interagency coordination on first- and last- mile planning, implementation, and maintenance between Caltrans, MPOs, local jurisdictions, CBOs, and transit agencies	Caltrans, MPOs, Local jurisdictions, CBOs, transit agencies		Have Caltrans or CalSTA develop a working group to discuss first / last mile planning and implementation, including the named parties.	Medium
LL.2.	SB125 1.f.1.E	LL. Coordinate and collaborate to provide first- and last- mile access to transit across jurisdictions	LL.2. Create opt-in State Purchasing Schedule agreements for bikeshare infrastructure, service providers, and participants in California e-bike incentives and bike lending programs	CARB, DGS, Caltrans	Transit agencies, cities	Instruct DGS to create a statewide purchase schedule for the needed components of bike shake, service provides, and bike incentive / lending programs so that localities and the state can more effectively launch projects.	Low

Principle: Deliver an exceptional customer experience with a strong focus on safety for all

- Providing a safe and clean ride for passengers and operators (1.f.1.C)
- Accessible transportation for all users (Additional topic requested by Task Force)

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
J.1.	SB125 1.f.1.c	J. Implement physical security measures for frontline transit workers and riders.	J.1. Install protective doors for bus operators consistent with safety operations and per union agreement	Transit agencies	Transit unions, Transit Agencies	Provide guidance that transit agencies and transit operator unions should work proactively to install protective doors for operator safety. Continue to assess operator safety inside TDA audits.	Medium
J.2.	SB125 1.f.1.c	J. Implement physical security measures for frontline transit workers and riders.	J.2. Improve surveillance and response capabilities by constructing emergency communications equipment and systems, increasing security cameras, and quality of cameras, and implementing technology to identify prohibited individuals	Transit agencies, ~~Caltrans,~~ DGS	Transit unions	Work with ~~Caltrans and~~ DGS on procurement of emergency communications equipment and systems to ensure that transit stops and tools needed to ensure operator safety are available to transit agencies with appropriate privacy protections for riders	Medium
J.3.	SB125 1.f.1.c	J. Implement physical security measures for frontline transit workers and riders.	J.3. Update signage in and around stations for better navigation and safety, including reducing speed limits around transit stops.	Transit agencies, local jurisdictions, Caltrans		Transit agencies to work with local jurisdictions (and Caltrans if on highways) on better signage on and around transit stations and stops. The legislature should consider allowing local jurisdictions to set speed limits near transit stops.	Low
J.4.	SB125 1.f.1.c	J. Implement physical security measures for frontline transit workers and riders.	J.4. Increase lighting and other safety features in the areas surrounding transit stations to ensure safety on a first/last mile trip.	Transit agencies, local jurisdictions	Caltrans, DGS	Work with local jurisdictions and transit agencies to have sufficient lighting in and around transit stations. Work with Caltrans/ DGS on lighting procurement. Look into solar lighting infrastructure, and ensure high-quality, reliable lighting options to ensure safety.	Low
K.1.	SB125 1.f.1.c	K. Improve coordination with H&HS Agencies to ensure comprehensive health-related safety and security responses.	K.1. Increase presence of safety professionals on transit systems through safety ambassadors, crisis intervention specialists, and/or uniformed officers, leveraging coordination with local police departments.	Transit agencies, local jurisdictions, local police departments		Encourage transit agencies with local jurisdictions and police/ sheriff's departments to increase the number of officers on and around transit systems. Encourage transit agencies to hire and train more safety professionals for their transit systems, along with encouraging models such as ambassador programs.	Low

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
K.2.	SB125 1.f.1.c	K. Improve coordination with H&HS Agencies to ensure comprehensive health-related safety and security responses.	K.2. Coordinate with health and human services agencies to implement services for unhoused people on and around transit systems.	Transit agencies, local jurisdictions, California Health and Human Services Agency (CalHHS)	Caltrans	Have CalHHS coordinate with local health departments and transit agencies on services for unhoused people on transit systems.	Low
L.1.	SB125 1.f.1.c	L. Ensure coordination at the State level between agencies.	L.1. Develop statewide safety and security standards (e.g., guidance on directing individuals to wraparound services, addressing mental health and substance abuse challenges.)	California Health and Human Services Agency (CalHHS), Caltrans	Transit agencies	Have CalHHS develop safety and security standards for transit agencies addressing mental health, substance abuse, and homelessness challenges, and provide trainings to transit agencies across the State.	Low
L.2.	SB125 1.f.1.c	L. Ensure coordination at the State level between agencies.	L.2. Examine opportunities to regionalize prohibition orders within the existing legal framework.	Legislature	Transit agencies, Caltrans	The legislature should consider enabling legislation to expand prohibition orders beyond transit agencies to entire regions,, to maintain effectiveness of the prohibition and protect the safety of operators.	Medium
L.3.	SB125 1.f.1.c	L. Ensure coordination at the State level between agencies.	L.3. Establish parity in penalties for assault and battery against transit operators, ticketing agents, and all other transit employees.	Legislature		The legislature should consider establishing parity in penalties for assault and battery against all transit employees.	Medium
L.4.	SB125 1.f.1.c	L. Ensure coordination at the State level between agencies.	L.4. Encourage commercial development (e.g., platform kiosks, station stalls, exterior shops) at stations to improve perceived safety.	Legislature	Transit agencies, local jurisdictions	The legislature should consider passing a law that would remove barriers to commercial development in & near stations, including liability and insurance requirements Agencies should consider how to encourage small businesses to locate on transit property.	Medium
L.5.	SB125 1.f.1.c	L. Ensure coordination at the State level between agencies.	L.5. Implement surveys for priority populations (e.g., seniors, women) to monitor safety of transit systems.	Transit agencies, Caltrans		Building on SB 434, transit agencies and Caltrans should continue to fund and administer surveys to measure harassment and other challenges on public transit to priority populations.	Low

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
M.1.	SB125 1.f.1.c	M. Provide dedicated safety and security funding.	M.1. Provide dedicated funding for improving safety infrastructure (e.g., protective barriers, lighting) at transit stations and bus stops, and employing safety-related personnel.	Legislature	Transit agencies, Caltrans	The legislature should consider the funding needs for transit agencies to ensure safety on and around transit systems, including safety infrastructure and safety-related employees, such as safety ambassadors, crisis intervention specialists, and/or uniformed officers.	Medium
M.2.	SB125 1.f.1.c	M. Provide dedicated safety and security funding.	M.2. Provide dedicated funding for de-escalation and violence mitigation training specific to transit employees	Legislature	Transit agencies, Caltrans	The legislature should consider the funding needs for transit agencies to ensure safety on and around transit systems, including providing funding for de-escalation and violence mitigation training specific to transit employees.	Medium
M.3.	SB125 1.f.1.c	M. Provide dedicated safety and security funding.	M.3. Allow transit agencies to be eligible for homelessness funding programs.	Legislature	Transit agencies, Caltrans	The legislature should consider allowing transit agencies, like cities / counties, to be directly eligible for certain types of homelessness funding programs and shelters, removing the burden from cities and counties for helping provide services in the specialized environment.	Medium
MM.1.	x	MM. Coordinate paratransit services efficiently between transit agencies and non-profit, private, and healthcare providers	MM.1. Support and coordinate with transit agencies to conduct statewide training, procurement, vehicle maintenance, and insurance costs ~~through the sustainable transportation planning grant (STPG) or similar programs.~~	Transit agencies, Caltrans		Encourage coordination between transit agencies to work with Caltrans to conduct trainings, procurement, and vehicle maintenance, through the STPG program and others. Encourage State to coordinate insurance costs statewide for transit agencies and lower it using buying power.	Medium
MM.2.	x	MM. Coordinate paratransit services efficiently between transit agencies and non-profit, private, and healthcare providers	MM.2. Empower transit agencies to provide more 'one-seat ride' services, or services to limit the number of transfers when services originate and/or end within an agreed upon expanded service area by creating frameworks for revenue sharing and paratransit service coordination.	Transit agencies, paratransit agencies		Ensure that transit agencies and paratransit agencies coordinate to determine an agreed upon expanded service area, and provide services within the area, to limit the number of transfers needed.	Medium

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
MM.3.	x	MM. Coordinate paratransit services efficiently between transit agencies and non-profit, private, and healthcare providers	MM.3. Encourage healthcare providers and social service providers to engage in strategic planning with transit operators to better plan and coordinate public and private transport to healthcare in jurisdictions, to identify optimal times for healthcare appointments, allowing for shared rides.	Healthcare providers, social service providers, transit providers		Have Caltrans Mass Transit program establish working groups along with CHHS and other parties to encourage unified planning and simplification of paratransit and medical transportation needs.	Low
MM.4.	x	MM. Coordinate paratransit services efficiently between transit agencies and non-profit, private, and healthcare providers	MM.4. Encourage legislature to change Medi-Cal managed care reimbursements to a per capita payment model per trip (rather than per medical recipient). Use ongoing revenue streams to subsidize and reimburse transit agencies that provide microtransit and paratransit services.	Legislature	Transit agencies, paratransit services	The legislature should consider making the change, allowing additional revenue to flow to paratransit operators.	Medium
NN.1.	x	NN. Develop customer-facing and backend tools to improve the process of booking and dispatch of rides	NN.1. Encourage transit operators to improve information describing paratransit services and required eligibility documentation to use paratransit services and the ride request process	Transit Agencies	Paratransit services	Have Caltrans provide model language and guidelines for paratransit eligibility information for local agencies to model their information.	Low
NN.2.	x	NN. Develop customer-facing and backend tools to improve the process of booking and dispatch of rides	NN.2. Create an ADA accessible statewide eligibility verification service for transit agencies that provides information on service eligibility and Medi-Cal/Medicaid enrollment	Caltrans, CalSTA, GovOps	Transit Agencies	Have the state launch and provide a statewide eligibility tool that local agencies can tap into.	Medium
NN.3.	x	NN. Develop customer-facing and backend tools to improve the process of booking and dispatch of rides	NN.3. Provide opt-in software services to transit operators to optimize digital booking, dispatch and/or routing to increase operational efficiency and reduce wait and trip times	DGS		Have Caltrans / DGS create a state purchasing schedule for paratransit digital booking, dispatch, and routing.	Medium

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
OO.1.	x	OO. Improve accessibility of transit stops for all riders	OO.1. Conduct inventories of transit stop accessibility (e.g., ramps, wayfinding/signage, audio announcements) in line with the Master Plan for Aging initiatives and explore statewide standards and guidelines for access to transit information.	Caltrans	California Department of Aging	As part of the current FHWA mandated reporting and other bus stop inventory information, have Caltrans collect this information and make it publicly available.	Medium
PP.1.	x	PP. Reform planning process for paratransit	PP.1. Utilize ADA transition plans to guide spending, including identifying accessibility barriers, outlining methods for modifications, scheduling of improvements, and assigning responsibilities for implementation	Transit Agencies, Local agencies		Work with Caltrans to update guidance on ADA transition plans to encourage the identification of accessibility barriers.	Low
PP.2.	x	PP. Reform planning process for paratransit	PP.2. Prioritize expanding subsidized housing near transit for seniors and people with disabilities to increase their access to transportation.	HCD		Encourage HCD to focus on how affordable and subsidized housing near transit can be delivered to seniors and people with disabilities.	Low
PP.3.	x	PP. Reform planning process for paratransit	PP.3. Explore options to better serve ADA needs including discounted or free travel on fixed route or discounted taxis rides	Transit Agencies, Cities		Encourage cities and transit agencies that do not currently offer it, to consider using free travel on fixed route services or discounted taxis where possible as a way of reducing overall demand on paratransit services while still serving those trip needs.	Medium
PP.4.	x	PP. Reform planning process for paratransit	PP.4. Identify partners to enhance information on public and private paratransit service offerings to make it easier for users to book rides and compare trip options, cost, and accessibility features	Caltrans, Transit Agencies, MPOs,RTPAs		Encourage regional and local entities to utilize services that make it easier to compare (such as GTFS-Flex) and book trips and integrate it into trip planning. Have Caltrans and 511 service administrators better integrate paratransit into trip planning options.	Medium
PP.5.	x	PP. Reform planning process for paratransit	PP.5. Provide technical assistance to transit operators without paratransit, or the transit providers that don't have a certification process for eligibility (and combine that with state guidelines for eligibility)	Transit Agencies	Caltrans	Have Caltrans provide additional technical assistance and statewide services for certification for use of paratransit services.	Medium

Tracking ID	Legislative Section	Strategy	Policy Recommendation	Responsible Entity	Support Entities	Enablers for Implementation	Level of Complexity
PP.6.	x	PP. Reform planning process for paratransit	PP.6. Encourage the integration of paratransit, micro transit, and fixed route services.	Transit agency, paratransit services, micro transit agencies, Caltrans	RTPAs, MPOs	Encourage paratransit, microtransit, and transit providers to work together to link and expand service areas to provide a unified service, where possible.	High
QQ.1.	x	QQ. Explore options to improve funding mechanisms for paratransit	QQ.1. Conduct a needs assessment for accessible transportation in CA, covering the following topics: funding for paratransit due to increased demand of paratransit and service improvements, including in areas not currently covered by paratransit. Align needs assessment with the goals listed in the Master Plan for Aging Initiatives and address concerns, with robust public engagement with people with lived experience.	Caltrans, California Department of Aging	MPOs	Encourage Caltrans to partner with MPO's to conduct a Statewide needs assessment on paratransit funding, service improvements, and increase in access. Coordinate with California Department of Aging to align goals with Master Plan for Aging Initiatives. Conduct robust public engagement across the state with paratransit users.	Low
QQ.2.	x	QQ. Explore options to improve funding mechanisms for paratransit	QQ.2. Encourage cost sharing agreements between transportation providers and healthcare providers, including improving Medi-Cal cost recovery programs for operators	Transit agencies, paratransit agencies, healthcare providers		Develop model for cost sharing and have the State negotiate agreements so that we can quickly enter into these cost sharing agreements.	Medium
QQ.4.	x	QQ. Explore options to improve funding mechanisms for paratransit	QQ.4. Review and reconsider ICT requirements for paratransit vehicles	California Air Resources Board (CARB)	CalSTA, Transit Operators	As part of the concurrent ICT Task Force, review the paratransit ICT requirements.	Low
QQ.5.	x	QQ. Explore options to improve funding mechanisms for paratransit	QQ.5. Provide greater flexibility to MPO/RTPAs to determine priorities for Section 5310 funds	Caltrans		Have Caltrans Mass Transit program update the 5310 guidelines and requirements to provide greater flexibility while remaining in line with federal requirements.	Medium