ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

Planning, Policy and Legislation Committee (PPLC) Meeting Agenda
Monday, November 9, 2026, 11:30 AM

The Commission and its Standing Committees will meet in the Mary V. King Conference Room at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see Alameda CTC's Meeting Code of Conduct for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Committee Chair:	Melissa Hernandez	Executive Director:	Tony Tavares
Vice Chair:	Rowena Brown	Staff Liaison:	Carolyn Clevenger
Members:	Marilyn Ezzy Ashcraft David Haubert Preston Jordan John Marchand Conna McCarthy Mark Salinas Raj Salwan Matthew Solomon Lena Tam	Clerk of the Commission:	Elizabeth (Liz) Lake

Location Information:

Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda County Fairgrounds
Heritage House
4501 Pleasanton Drive
Pleasanton, CA 94566

Oriental Plaza No. 1
East Chang'an Avenue
Dongcheng District
Beijing, China 100006

Zoom Link:
https://us06web.zoom.us/j/87601740888?pwd=OEFrRzY0VUpmVHh1TU1YYjJWTGdaZz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 876 0174 0888
Password: 435122

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

3.1 Public Comment
Information

4. Consent Calendar

4.1 Approve the October 5, 2026 Planning, Policy & Legislation Meeting Minutes
Action
4.1_PPLC_Minutes_20261005.pdf

4.2 Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
Information
4.2_COMM_CMP_Environmental_Docs_20261109.pdf

5. Regular Matters

5.1 Approve the 2027 Legislative Program
Action
5.1_PPLC_November_Legislative_Update_20261109.pdf

5.2 Multimodal Monitoring Update
Information
5.2_PPLC_2026_Multimodal_Monitoring_20261109.pdf

5.3 Approve Actions for the Countywide Mobility Program
Action
5.3_PPLC_Mobility_TDM_20261109.pdf

5.4 Approve Various Actions for the Alameda County Access for All Grant Program
Action
5.4_PPLC_AFA_20261109.pdf

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:
TBD

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
    - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
    - 如需语言协助，请致电 (510) 208-7475. 请至少提前五个工作日通知，以便满足您的要求。
    - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
    - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. **Call to Order**

2. **Roll Call**
A roll call was conducted. All members were present except Commissioner Salinas.

Commissioner Bowen attended as the alternate for Commissioner Tam.

3. **Public Comment**
There were no public comments.

4. **Consent Calendar**
   - **4.1 Approve the September 14, 2026 Planning, Policy and Legislation Committee Meeting Minutes**
   - **4.2 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update**

Commissioner Marchand moved to approve the Consent Calendar. Commissioner Jordan seconded the motion. The motion passed with the following roll call vote:

Yes:	*Bowen, Brown, Ezzy Ashcraft, Haubert, Hernandez, Jordan, Marchand, McCarthy, Salwan, Solomon*
No:	*None*
Abstain:	*None*
Absent:	*Salinas*

5. **Regular Matters**
   - **5.1 Approve the 2026 Countywide Transportation Plan and the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities**

Chris Marks recommended that the Commission approve the 2026 Countywide Transportation Plan and the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities.

Commissioner Jordan moved to approve the item. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call vote:

Yes:	*Bowen, Brown, Ezzy Ashcraft, Haubert, Hernandez, Jordan, Marchand, McCarthy, Salwan, Solomon*
No:	*None*
Abstain:	*None*
Absent:	*Salinas*

5.2 Student Transit Pass Program Update

Michael Consunji provided an update on the Student Transit Pass Program. This item was for information only.

5.3 Federal, State, Regional and Local Legislative Activities Update

Remy Goldsmith provided an update on federal, state, regional, and local legislative activities. This item was for information only.

6. Committee Member Reports

There were two committee member reports.

7. Staff Reports

There was one staff report.

8. Adjournment

DATE:	November 02, 2026
TO:	Planning, Policy and Legislation Committee
FROM:	Colin Dentel-Post, Assistant Director of Planning Aleida Andrino-Chavez, Associate Transportation Planner
SUBJECT:	Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Recommendation

It is recommended that the Commission receive an update on the Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

Commenting on Notices of Preparation (NOPs) and Draft Environmental Impact Reports (DEIRs) fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the CMP. As part of the LUAP, Alameda CTC reviews NOPs, General Plan Amendments, and DEIRs prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Between September 16, 2026, and October 15, 2026, Alameda CTC did not submit comments on any NOPs or DEIRs.

Fiscal Impact

There is no fiscal impact. This item is for information only.

DATE:	November 2, 2026
TO:	Planning, Policy and Legislation Committee
FROM:	Remy Goldsmith, Assistant Director of Policy and Government Affairs
SUBJECT:	Approve the 2027 Legislative Program

Recommendation

It is recommended the Commission approve the 2027 Legislative Program.

Summary

The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda County Transportation Commission's (CTC's) legislative advocacy. The proposed legislative program provides a framework for Alameda CTC's state and federal advocacy in the coming year. Staff also uses the program to update the Commission on legislative issues, including recommended bill positions and legislative and policy priorities. Attachment A is the draft 2027 Legislative Program.

2027 Legislative Program

The proposed 2027 Legislative Program builds on the Commission's existing legislative priorities and advances the four goals of the 2026 Countywide Transportation Plan: safety, equity, climate and economic vitality.

2027 State Legislative Outlook

January 2027 marks the start of a new two-year legislative session for California.[1] Also, a new Governor will likely enact various administration changes in early 2027. Transportation funding, particularly for transit, is expected to continue to be a major focus area. Recent changes to the state's Cap-and-Invest Program substantially reduced funding for the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program. Securing additional resources for transit operations and capital improvements will remain a priority.

[1] For more background information about the state legislative process, Commissioners may wish to refer to the Assembly Rules Committee of the California Legislature's Life Cycle of Legislation graphic and the California Senate's Legislative Process Overview.

Safety is another anticipated focus area. AB 645 (Friedman), enacted in 2023, authorized a limited automated speed enforcement pilot. Early results indicate substantial speed reductions, and Commissioners have expressed interest in expanding the program to interested Alameda County jurisdictions. Staff proposes initiating discussions with the existing pilot cities, local jurisdictions, and other cities across the state, as well as with statewide organizations, to explore opportunities to pursue legislation to expand the pilot.

2027 Federal Legislative Outlook

Federal surface transportation authorization bills establish funding levels and policy direction for highways, bridges, transit, freight, rail, safety and resilience programs, including those supporting Alameda County transportation projects. The most recent authorization, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, expired on September 30, 2026. Congress subsequently extended federal surface transportation programs through December 11, 2026, while negotiations continue on a new multiyear authorization.

In May 2026, the House Transportation and Infrastructure Committee approved the bipartisan BUILD America 250 Act, a five-year, $580 billion surface transportation reauthorization proposal. The bill would continue core highway, transit, rail, freight and safety programs, with greater emphasis on highway formula funding and lower transit funding than the IIJA.

The proposal has not advanced to a full House vote, and the Senate has not released its own bill. If Congress does not enact a new authorization before the end of 2026, legislation will need to be reintroduced in the new Congress, which convenes in January 2027. Alameda CTC will advocate for timely reauthorization and funding that supports Alameda County's transportation priorities.

Proposed 2027 Legislative Program Priorities

The proposed 2027 Legislative Program identifies six priorities and advocacy objectives to guide Alameda CTC's legislative work. These following priorities and objectives are consistent with the Commission's previously adopted legislative programs:

1. **Transportation Funding:** Protect and expand sustainable transportation funding for Alameda County. Advocate for stable state and federal resources, including transit operating and capital funding, and support a multiyear federal transportation authorization that preserves funding for local and regional priorities.
2. **Safety:** Support policies and funding that reduce transportation-related injuries and fatalities for all users. Advance proven safety strategies, including data-

informed strategies and opportunities to expand automated speed enforcement to interested Alameda County jurisdictions.

3. **Economic Vitality:** Support transportation improvements that strengthen Alameda County's economy and regional connections. Advocate for goods movement, freight infrastructure, and intermodal connections serving the Port of Oakland, Oakland International Airport, and the broader Northern California Megaregion.
4. **Healthy Communities:** Advance transportation policies that reduce air pollution and greenhouse gas emissions while improving community health. Support clean transportation options and projects that benefit communities disproportionately affected by pollution.
5. **Equity:** Improve transportation access and mobility for underserved communities, older adults, and people with disabilities. Support sustainable paratransit funding, improved service coordination, and transportation options that address the needs of populations with limited mobility choices.
6. **Effective Project Delivery and Operations:** Support policies that improve the efficient delivery, operation, and maintenance of transportation projects and services. Advocate for practical regulatory and administrative requirements that help local agencies deliver projects while maintaining accountability and environmental protections.

Fiscal Impact: There is no fiscal impact.

Attachment:

A. Draft Alameda CTC 2027 Legislative Program

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DRAFT 2027 Legislative Program

The Alameda County Transportation Commission's legislative program identifies core legislative priorities to support and advance the vision and goals adopted in the 2026 Countywide Transportation Plan. Alameda CTC will develop strategic partnerships and support efforts to advance this legislative program.

Core Legislative Priorities
Transportation Funding: Protect and expand sustainable transportation funding for Alameda County. Advocate for stable state and federal resources, including transit operating and capital funding, and support a multiyear federal transportation authorization that preserves funding for local and regional priorities.
Safety: Support policies and funding that reduce transportation-related injuries and fatalities for all users. Advance proven safety strategies, including data-informed strategies and opportunities to expand automated speed enforcement to interested Alameda County jurisdictions.
Economic Vitality: Support transportation improvements that strengthen Alameda County's economy and regional connections. Advocate for goods movement, freight infrastructure and intermodal connections serving the Port of Oakland, Oakland International Airport and the broader Northern California Megaregion.
Healthy Communities: Advance transportation policies that reduce air pollution and greenhouse gas emissions while improving community health. Support clean transportation options and projects that benefit communities disproportionately affected by pollution.
Equity: Improve transportation access and mobility for underserved communities, older adults and people with disabilities. Support sustainable paratransit funding, improved service coordination and transportation options that address the needs of populations with limited mobility choices.
Effective Project Delivery and Operations: Support policies that improve the efficient delivery, operation and maintenance of transportation projects and services. Advocate for practical regulatory and administrative requirements that help local agencies deliver projects while maintaining accountability and environmental protections.

Core Legislative Priorities in Depth

Transportation Funding: Protect and expand sustainable transportation funding for Alameda County. Advocate for stable state and federal resources, including transit operating and capital funding, and support a multiyear federal transportation authorization that preserves funding for local and regional priorities.

- Support efforts that protect against transportation funding diversions and preserve existing state and federal funding commitments.
- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County.
- Seek, acquire, accept and implement grants to advance project and program delivery.
- Support transit agencies in seeking sustainable multiyear funding to address operating and capital needs, improve service and increase ridership.
- Ensure fair share of sales tax allocations from new laws and regulations and support policies that recognize and reward Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding for transit, paratransit and multimodal transportation, including safety and active transportation improvements.
- Support policies and funding that improve goods movement and passenger rail infrastructure, strengthen the economy and benefit local communities and the environment.
- Advocate for federal surface transportation reauthorization that maintains strong funding for transit, rail, freight, safety and local transportation projects.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for local transportation funding measures.

Safety: Support policies and funding that reduce transportation-related injuries and fatalities for all users. Advance proven safety strategies, including data-informed strategies and opportunities to expand automated speed enforcement to interested Alameda County jurisdictions.

- Champion policies that improve safety for people walking, biking, using transit and driving.
- Promote funding for active transportation improvements and Vision Zero strategies to reduce speeds and protect communities.
- Support expanding local authority to implement effective speed enforcement strategies, including automated speed enforcement, in interested Alameda County jurisdictions.
- Advance multimodal options, shared mobility and innovative technologies that improve transportation safety.

- Advocate for railroad cooperation and partnerships to advance rail safety improvements, including projects that improve safety at railroad crossings.

Economic Vitality: Support transportation improvements that strengthen Alameda County's economy and regional connections. Advocate for goods movement, freight infrastructure and intermodal connections serving the Port of Oakland, Oakland International Airport and the broader Northern California megaregion.

- Strengthen Alameda County's role as the Bay Area's primary intermodal hub by advancing improvements to freight corridors, rail connections and infrastructure serving the Port of Oakland and Oakland International Airport, while benefiting local communities.
- Advance policies and funding that better integrate transportation and land use to expand access to quality jobs, education and services, particularly in areas where improved mobility can create new opportunities.
- Promote infrastructure and programs that improve transportation reliability, affordability and sustainability, supporting a resilient economy that benefits residents and businesses countywide.

Healthy Communities: Advance transportation policies that reduce air pollution and greenhouse gas emissions while improving community health. Support clean transportation options and projects that benefit communities disproportionately affected by pollution.

- Advance funding for infrastructure, operations and programs that relieve congestion, improve air quality, reduce emissions, strengthen climate resilience and support economic development, including the transition to a cleaner transportation system.
- Promote emerging technologies, including alternative fuels and vehicle technologies that reduce greenhouse gas (GHG) emissions. Support reliable access to electric charging infrastructure and the power grid.
- Support legislation to modernize the Congestion Management Program, strengthening connections between transportation, housing and multimodal performance monitoring.
- Advocate for expanded transit service and infrastructure, including along freeway corridors and bridges.
- Advance climate adaptation and resilience through planning, funding and project implementation.
- Support legislation and policies that facilitate the deployment of connected and autonomous vehicles to improve first- and last-mile connections to transit. Promote data sharing to inform long-term planning and evaluate benefits and impacts.

- Reduce barriers to transportation infrastructure improvements that connect housing, jobs and transit. Support focused growth and transportation corridor improvements that connect these areas.

Equity: Improve transportation access and mobility for underserved communities, youth, older adults and people with disabilities. Support sustainable paratransit funding, improved service coordination and transportation options that address the needs of populations with limited mobility choices.

- Improve transportation access to goods, services, jobs and education, particularly for underserved communities.
- Promote means-based fare programs that improve affordability while maintaining fiscal responsibility.
- Advance policies and funding to develop and implement equitable mobility improvements, including sustainable paratransit funding and improved service coordination for older adults and people with disabilities.
- Prioritize projects and programs that reduce transportation-related emissions, particularly in communities historically disproportionately affected by transportation pollution.
- Expand economic opportunities for small and local businesses through procurement, contracting and hiring practices that increase participation by disadvantaged and underrepresented businesses.

Effective Project Delivery and Operations: Support policies that improve the efficient delivery, operation and maintenance of transportation projects and services. Advocate for practical regulatory and administrative requirements that help local agencies deliver projects while maintaining accountability and environmental protections.

- Advance innovative and cost-effective project delivery through environmental streamlining, contracting flexibility and methods that reduce implementation costs and expedite project delivery.
- Promote efficient and effective operations, administration and governance of Express Lanes and high-occupancy vehicle (HOV) systems.
- Advocate for funding and policies that deliver transportation projects while creating jobs and supporting apprenticeships and workforce training programs.
- Support managed lane policies that protect toll operators' authority over lane operations, performance, toll rates and revenue reinvestment. Advance new technologies and improved enforcement to maintain efficient operations.
- Oppose legislation that undermines HOV lane performance, increases congestion or reduces transportation system efficiency.

DATE:	November 2, 2026
TO:	Planning, Policy & Legislation Committee
FROM:	Shannon McCarthy, Senior Transportation Planner
SUBJECT:	2026 Multimodal Monitoring Update

Recommendation

This item is to provide the Planning, Policy & Legislation Committee with an update on current auto and transit performance in Alameda County. This item is for information only.

Summary

State Congestion Management Program (CMP) legislation requires congestion management agencies, such as the Alameda County Transportation Commission (CTC), to regularly monitor and report on the performance of the county's transportation system. This item updates the Committee on roadway performance: traffic congestion, bus speeds, bridge travel, and other metrics from the spring 2026 data monitoring period. Broader monitoring results for all modes will be published on Alameda CTC's Congestion Monitoring Program web page in early 2027. The results will also be included in the 2027 CMP Update, which will be submitted to the Metropolitan Transportation Commission as required.

2026 Auto Monitoring Key Findings

- *Freeway vehicle travel continues to slowly increase*: In comparison to 2024, average daily vehicle miles traveled countywide on freeways increased 2% to 23.8 million miles per day during the 2026 spring monitoring period. While the pace of growth has slowed, vehicles traveled nearly 2.5 million more miles on a typical weekday compared to 2018—reflecting an 11% increase over pre-pandemic levels.
- *Freeway speeds remained stable*: Average freeway speeds have decreased by less than 1 mile per hour during both the morning and afternoon peak periods compared to 2024. Countywide freeway auto speeds averaged 50 and 46 miles per hour in the morning and afternoon peak periods, respectively, which was on par with pre-pandemic conditions.

- *Overall, commuters still experience less freeway delay than before the pandemic*: Countywide freeway delay, or the average daily hours of vehicle delay due to travel slower than 35 miles per hour, remained 22% below pre-pandemic levels, which was similar to spring 2024 conditions. Despite elevated freeway travel and stable speeds, shifting travel patterns throughout the county and by time of day have alleviated some of the most severe pockets of delay.
- *Morning freeway congestion spread beyond pre-pandemic extents*: Nearly 20% of Alameda County's freeway network was congested—meaning speeds averaged less than 30 miles per hour—during the morning peak period, up from 15% during the 2024 monitoring cycle and 16% prior to the pandemic.[1] Some of the most congested segments in 2026 included the following:
    - I-80 Westbound (I-580 Split to San Francisco County Line)
    - I-80 Westbound (Contra Costa County Line to University Avenue)
    - State Route (SR)-92 Westbound (Clawiter Road to Toll Plaza)
    - I-880 Southbound (Decoto Road to Stevenson Boulevard)
    - I-680 Southbound (Sunol Boulevard to SR-84)
- *Afternoon freeway congestion dipped just below pre-pandemic extents*: At the same time, the extents of afternoon freeway congestion dropped from 23% during the 2024 monitoring cycle to 21% in 2026, which is roughly on par with pre-pandemic extents of 22%. Some of the most congested segments in 2026 included the following:
    - I-80 Eastbound (Toll Plaza to University)
    - SR- 24 Eastbound (SR-13 to Caldecott Entrance)
    - I-880 Southbound (I-980 to 23rd Avenue)
    - I-580 Eastbound (Greenville Road to Flynn Road North)
    - SR-84 Eastbound (Newark Blvd to I-880)
- *Bridge crossings remain below pre-pandemic levels*: Weekday westbound average daily traffic across each of the county's three transbay bridges remained 11–15% below pre-pandemic levels. While trips have yet to return to pre-pandemic levels, volumes have been trending upwards slowly on the San Mateo and Dumbarton Bridges. Between the 2024 and 2026 monitoring cycles, volumes rose 4% on the San Mateo Bridge and 2% on the Dumbarton Bridge, but dropped by 1% on the more heavily traveled Bay Bridge.

2026 Bus Monitoring Key Findings

- *Bus ridership continued to increase overall*: Alameda-Contra Costa Transit District (AC Transit) provided a total of 11 million trips during the spring 2026 monitoring

[1] Alameda CTC monitors freeway congestion using INRIX commercial speed data, and defines level of service F as average peak period speeds below 30mph. This differs from freeway delay, which Caltrans PeMS reports as the vehicle hours of delay due to travel below 35mph.

period, which reflects a 5% increase over 2024 levels and nearly 82% of spring 2018 ridership. Livermore Amador Valley Transit Authority (LAVTA) served 345,000 trips during the 2026 monitoring period, reflecting a 9% decrease from 2024 and 77% of pre-pandemic levels.

- *Slight increase in average bus speeds*: Average bus speeds increased by less than 1 mile per hour for both AC Transit and LAVTA during both peak periods, mirroring arterial auto trends. AC Transit buses averaged 12.6 miles per hour during the morning peak period, and 11.5 miles per hour during the afternoon peak period. LAVTA, which operates on a less congested suburban network, saw average speeds of 19.5 and 19.3 miles per hour during the morning and afternoon peak periods respectively.
- *Average bus-to-auto speed ratio remains near or below the competitiveness threshold*: Transit is often considered a more viable choice when the trip is no more than 50% longer relative to driving, or the transit-to-auto speed ratio is 0.65 or above.[2] For major AC Transit and LAVTA bus routes, the average bus-to-auto speed ratio remained largely stable compared to the 2024 monitoring cycle for both operators. During the afternoon peak period, AC Transit riders experienced a bus-to-auto speed ratio of 0.57, meaning that traveling by bus would take 75% longer than traveling by car on the same road segment. LAVTA riders experienced an average ratio of 0.68 during the same period, meaning bus travel would take 47% longer than by car. Segments with particularly low bus-to-auto speed ratios may indicate areas that could benefit from targeted transit-priority improvements, such as transit signal priority, bus only lanes, or other measures to improve bus reliability.
- *Peak-to-off-peak bus speed ratio remains stable*: The peak-to-off-peak speed ratio remained above 0.9 for both operators during both peak periods, meaning that average bus speeds were largely consistent throughout the day. AC Transit bus speeds during the morning peak period equaled average speeds during off-peak hours (10 AM–2 PM) and were just 10% slower during the afternoon peak period. LAVTA peak period bus speeds were just 3% and 5% slower than off-peak speeds during the morning and afternoon peak periods respectively.

Background

Alameda CTC monitors auto congestion on a 553-mile roadway network, which includes all freeways and state highways in the county, as well as a selection of principal and major arterials. The auto monitoring process uses commercial speed data, which is analyzed to reflect typical midweek (Tuesday–Thursday) conditions during peak periods (7–9 AM and 4–6 PM) during the spring monitoring period (March–May). Alameda CTC monitors bus performance where AC Transit and LAVTA trunk routes overlap the CMP Network—amounting to a subnetwork of 146 miles throughout the county. Operator data is analyzed to align with auto monitoring parameters, reflecting typical midweek, peak period conditions during the spring monitoring period. Attachment A presents a set of graphs and maps that display auto congestion and bus monitoring results for the 2026 cycle.

[2] *Transit Capacity and Quality of Service Manual*, Third Edition, Transportation Research Board, Washington, D.C., 2013.

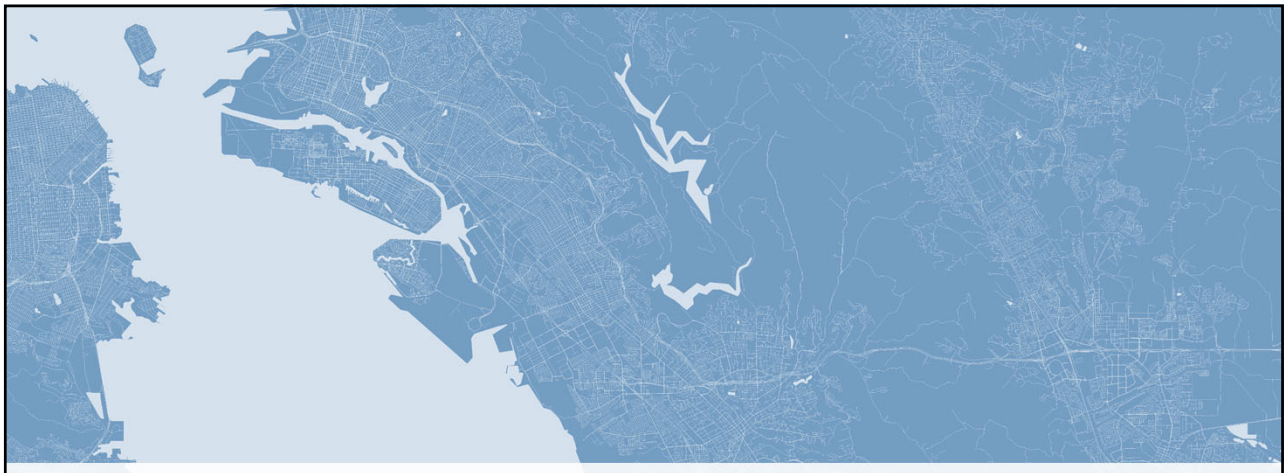
Next Steps

Alameda CTC is currently conducting the biennial active transportation count program at 150 locations throughout the county, results of which will be published on the CMP website in early 2027. Alameda CTC regularly uses multimodal monitoring data to inform program changes, such as described in the new Countywide Mobility Program in item 5.3, and for identifying locations in the county for advanced planning and project development. Findings from the 2026 monitoring cycle will support the agency's workplan on advancing strategies from the 2026 Countywide Transportation Plan.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

A. 2026 Multimodal Monitoring Results



2026 Multimodal Monitoring Results

ALAMEDA COUNTY TRANSPORTATION COMMISSION

November 2026
Planning, Policy & Legislation Committee

2026 Monitoring Overview

TODAY	• Congestion Management Program (CMP) Background • 2026 Auto Monitoring Results • 2026 Bus Monitoring Results
EARLY 2027	• 2026 Active Transportation Counts
SUMMER 2027	• 2027 CMP Update

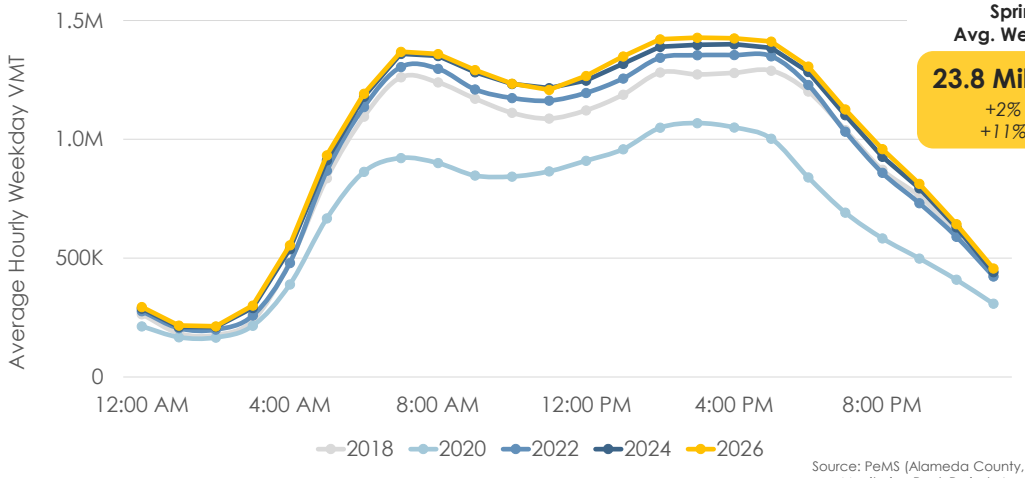
CMP Legislation

- **Congestion Management Agencies required to:**
  - Monitor level of service every other year on adopted CMP Network
  - Develop plans to address congestion
- **Alameda CTC monitors:**
  - Spring (March-May):
    - 553-mile roadway network
    - 143-mile bus network
  - Fall (Sept-Oct):
    - 150 active transportation count locations



2026 Auto Findings

Countywide Freeway Vehicle Miles Traveled



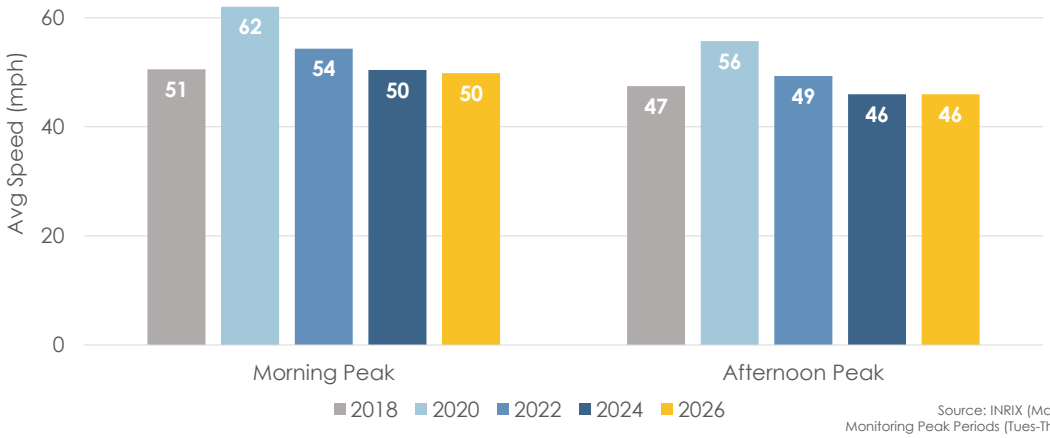
Spring 2026
Avg. Weekday VMT

23.8 Million Miles

+2% vs. 2024
+11% vs. 2018

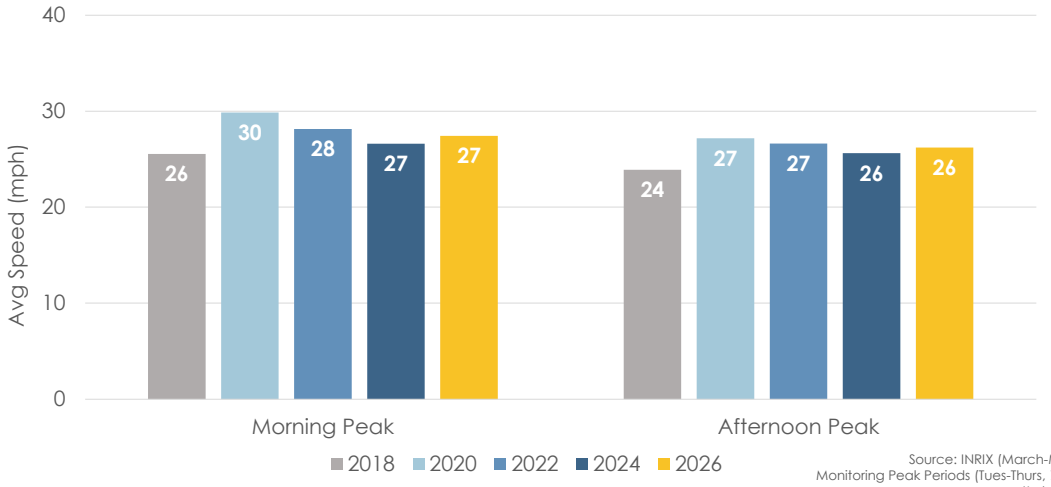
Source: PeMS (Alameda County, March-May, 2018-2026)
Monitoring Peak Periods Avg. Hourly VMT (Tues-Thurs)

Countywide Average Speed: Freeways



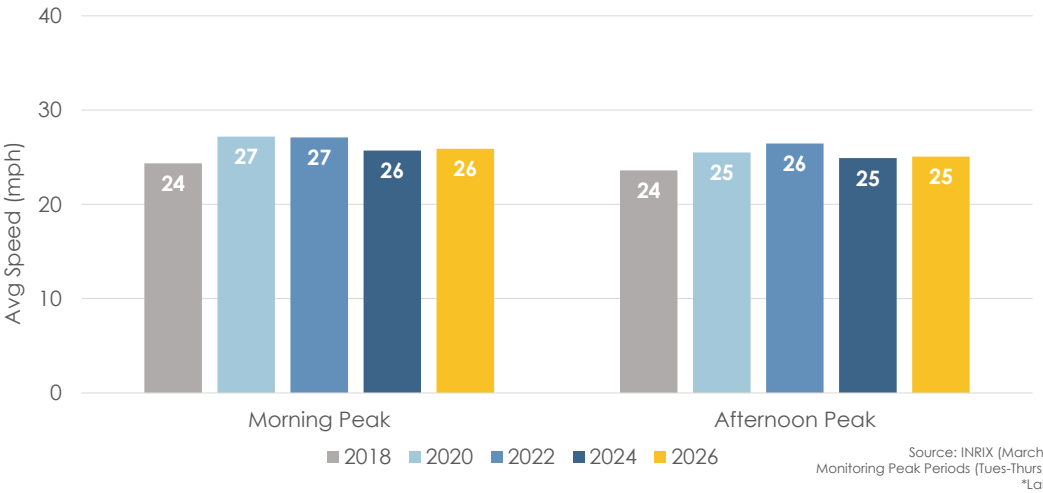
Source: INRIX (March-May, 2018-2026)
Monitoring Peak Periods (Tues-Thurs, 7-9AM & 4-6PM)
*Labels are rounded

Countywide Average Speed: Highways & Principal Arterials



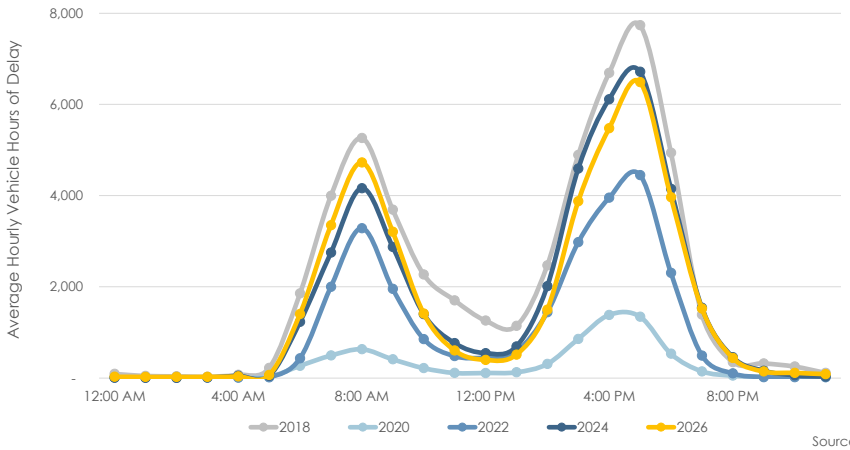
Source: INRIX (March-May, 2018-2026)
Monitoring Peak Periods (Tues-Thurs, 7-9AM & 4-6PM)
*Labels are rounded

Countywide Average Speed: Major Arterials



Source: INRIX (March-May, 2018-2026)
Monitoring Peak Periods (Tues-Thurs, 7-9AM & 4-6PM)
*Labels are rounded

Countywide Freeway Vehicle Hours of Delay



Spring 2026
Avg. Weekday VHD

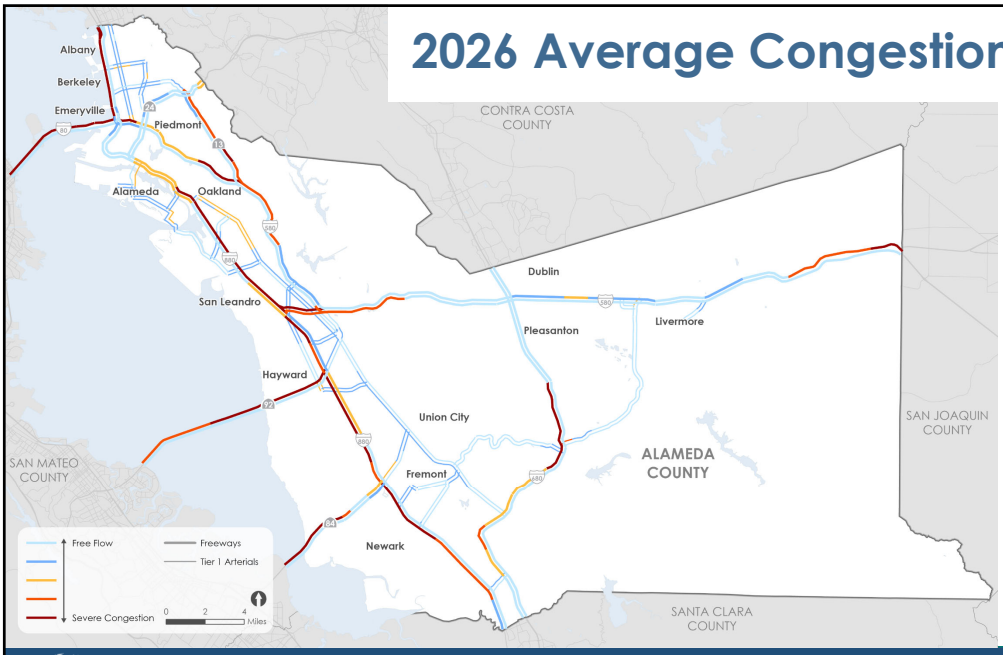
39,450 Hours
0% vs. 2024
-22% vs. 2018

Delay defined as:

Average hours of vehicle delay due to travel slower than 35 miles per hour

Source: PeMS (Alameda County, March-May, 2018-2026)
Monitoring Peak Periods Avg. Hourly VHD (Tues-Thurs)

2026 Average Congestion (AM Peak)



Congestion defined as:

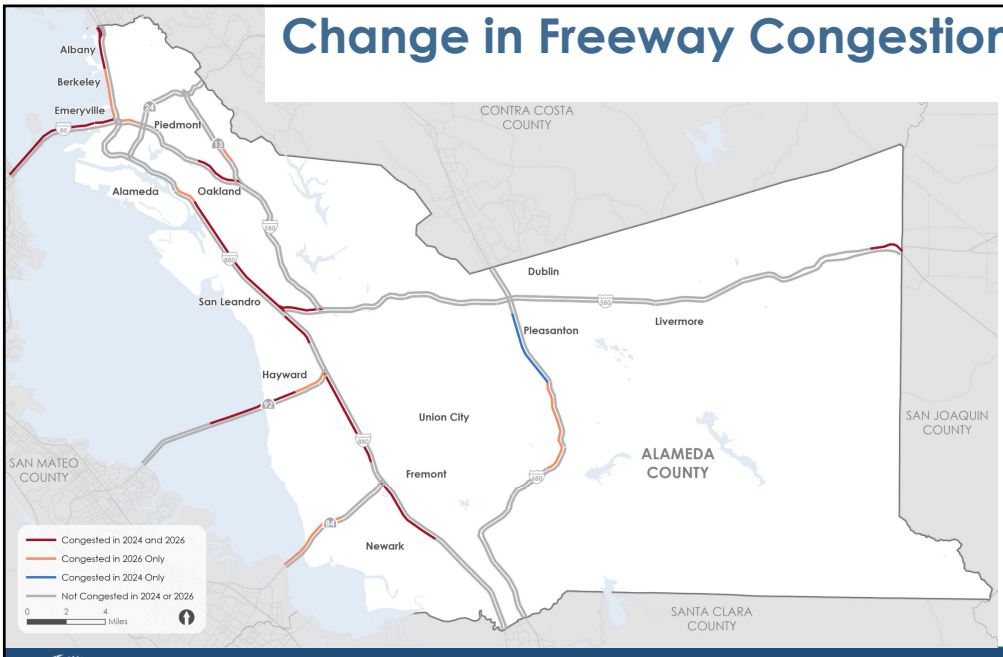
- Freeways: <30mph
- Arterials: <7-13mph*

**depends on classification*

Source: INRIX (March-May 2026)
(Tues-Thurs, 7-9AM)

Change in Freeway Congestion (AM Peak)

2026 vs. 2024



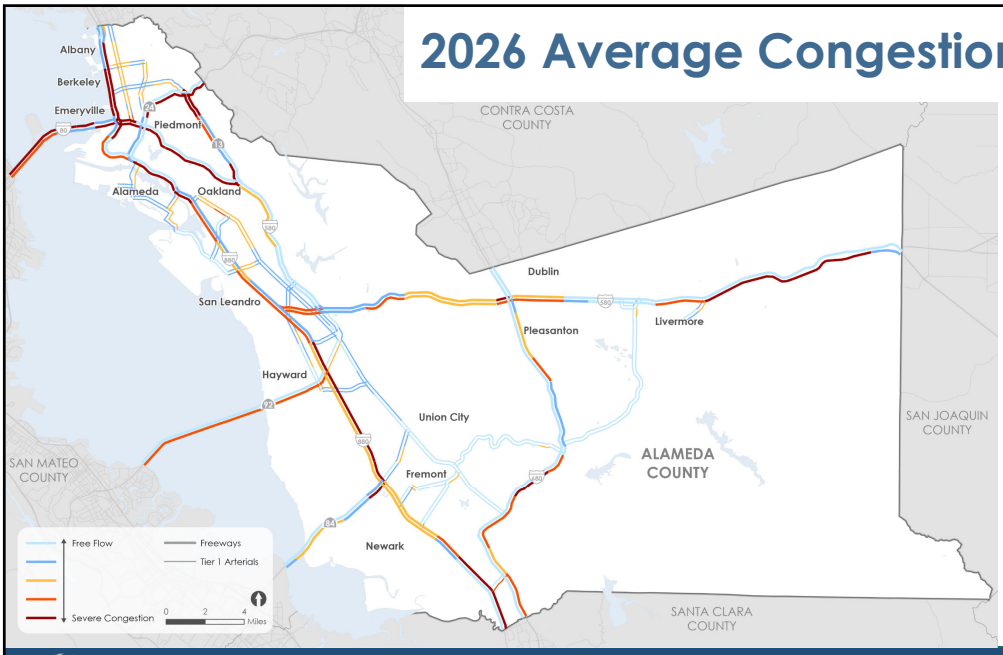
Share of Network Congested (AM):

- 2026: 19%
- 2024: 15%
- 2018: 16%

Source: INRIX (March-May, 2024-2026) Tues-Thurs, 7-9AM

Congestion defined as average peak period speed <30mph

2026 Average Congestion (PM Peak)



Congestion defined as:

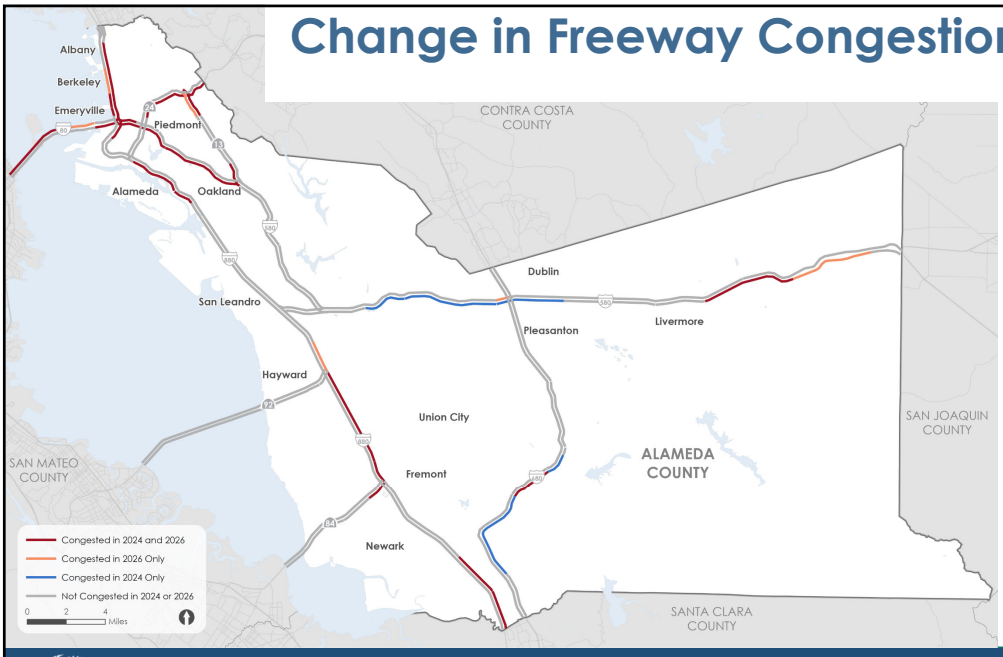
- Freeways: <30mph
- Arterials: <7-13mph*

**depends on classification*

Source: INRIX (March-May 2026) Tues-Thurs, 4-6PM

Change in Freeway Congestion (PM Peak)

2026 vs. 2024



Share of Network Congested (PM):

- 2026: 21%
- 2024: 23%
- 2018: 22%

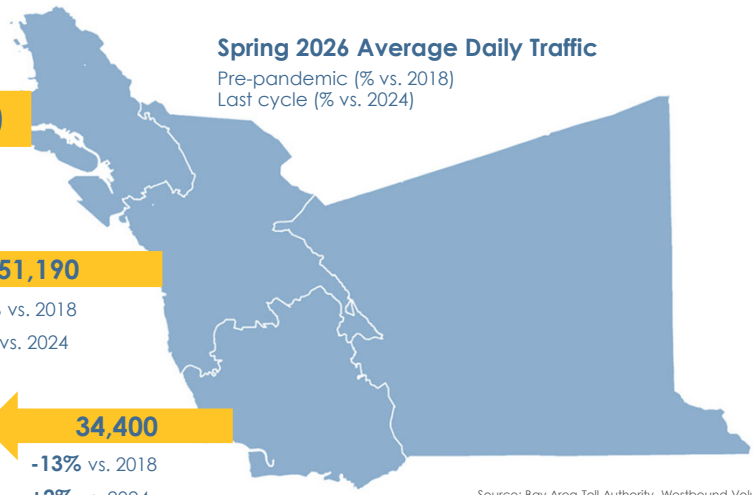
Source: INRIX (March-May, 2024-2026) Tues-Thurs, 4-6 PM

Congestion defined as average peak period speed <30mph

Average Weekday Westbound Bridge Volumes - Spring

Spring 2026 Average Daily Traffic

Pre-pandemic (% vs. 2018)
Last cycle (% vs. 2024)



Bay Bridge

119,360

-11% vs. 2018

-1% vs. 2024

San Mateo Bridge

51,190

-15% vs. 2018

+4% vs. 2024

Dumbarton Bridge

34,400

-13% vs. 2018

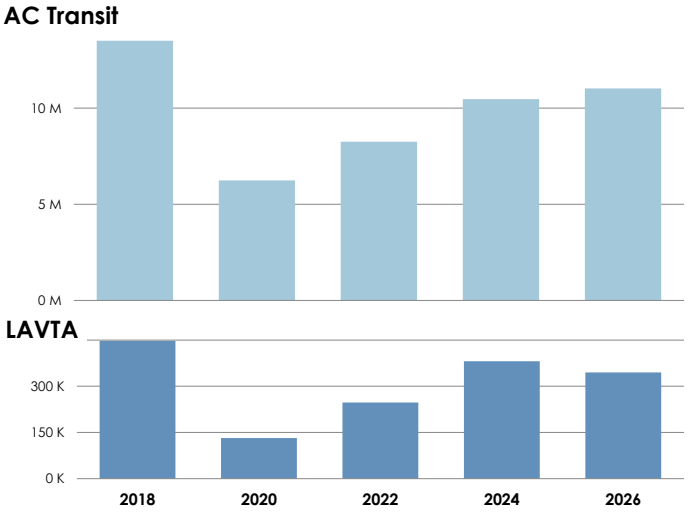
+2% vs. 2024

Source: Bay Area Toll Authority, Westbound Volume Tues-Thurs, March-May, 2018-2026



2026 Bus Findings

Total Spring Ridership



AC Transit Spring 2026

11 Million Trips

+5% vs. 2024
82% of 2018

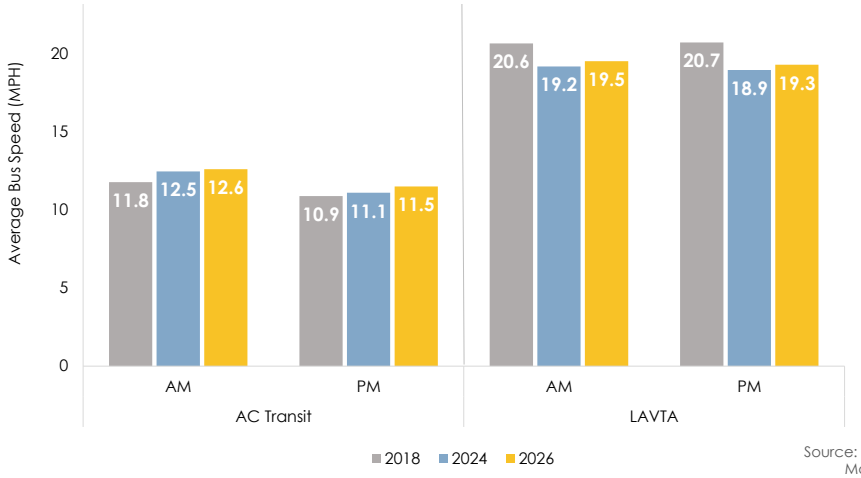
LAVTA Spring 2026

345,000 Trips

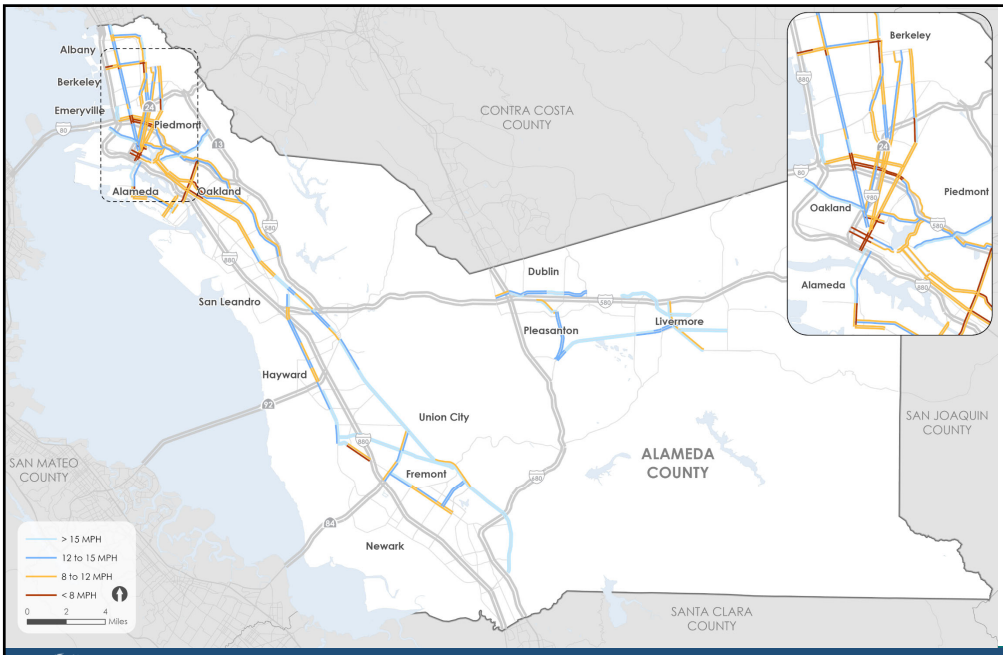
-9% vs. 2024
77% of 2018

Source: NTD Complete Monthly Ridership, UPT (All Modes, March-May, 2016-2026)

Average Bus Speed



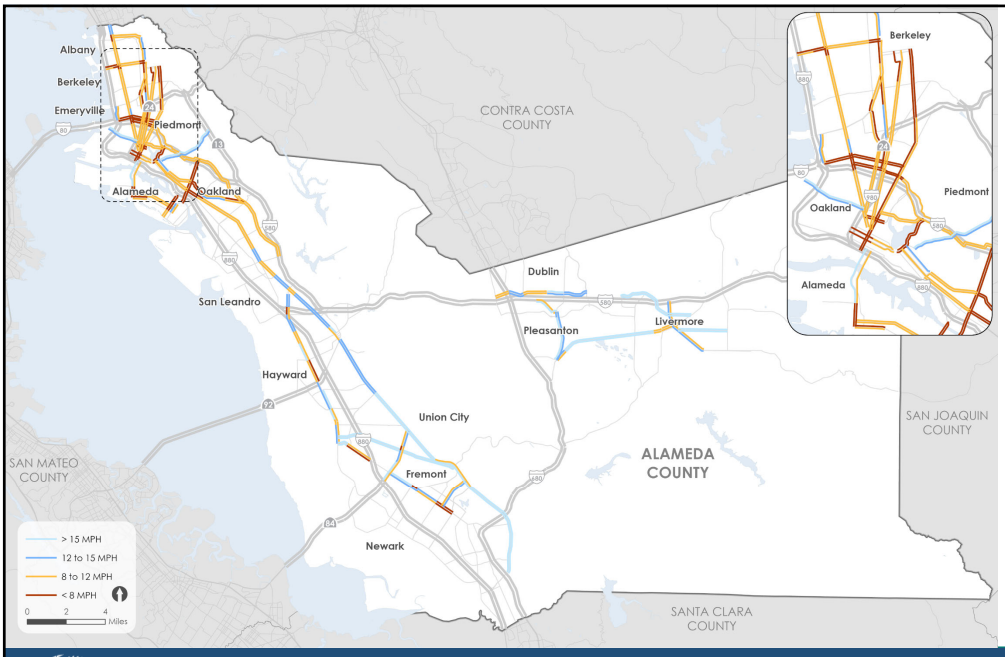
Source: AC Transit, LAVTA, CMP Bus Network, March-May, Tues-Thurs, 7-9AM & 4-6PM



2026 Average Bus Speed (AM Peak)

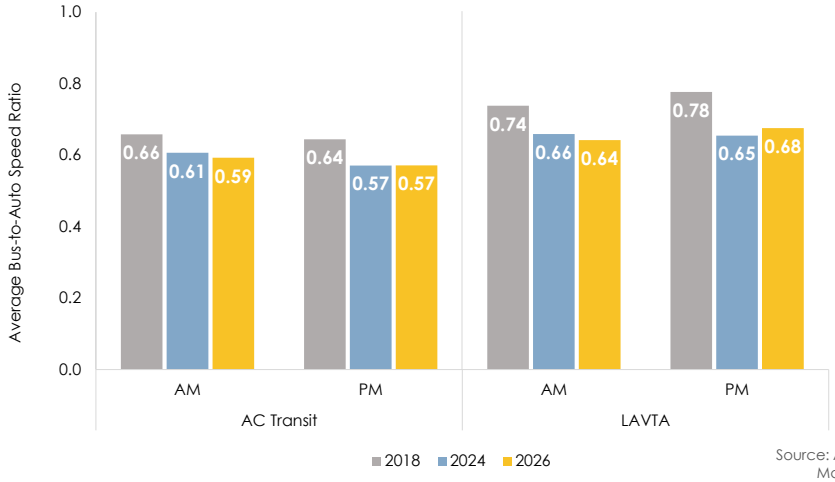
Source: AC Transit, LAVTA (March-May 2026), Tues-Thurs, 7-9AM

2026 Average Bus Speed (PM Peak)

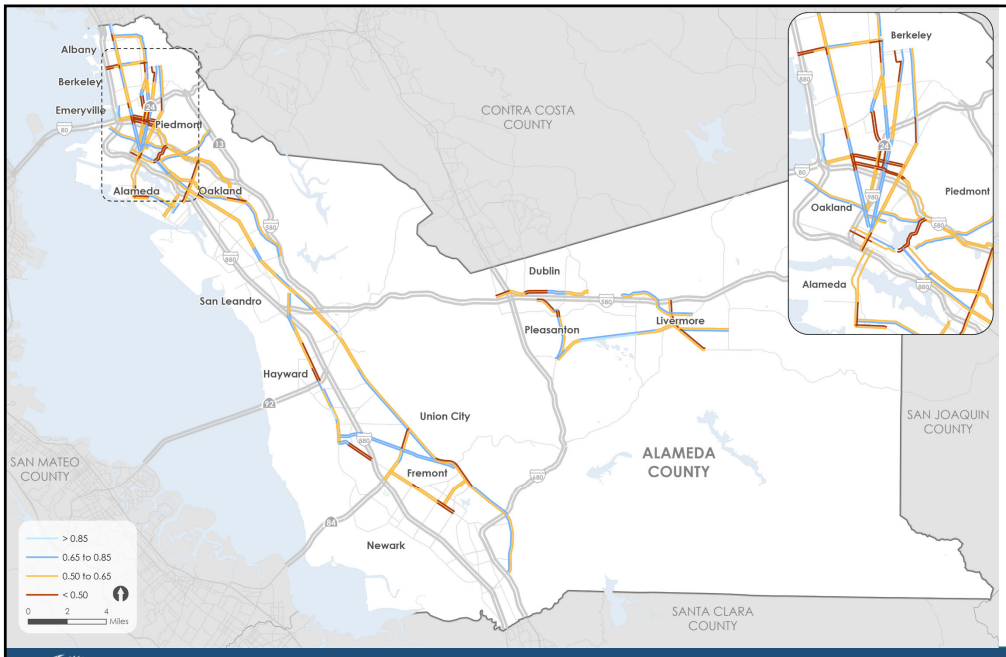


Source: AC Transit, LAVTA (March-May 2026), Tues-Thurs, 4-6PM

Average Bus-to-Auto Speed Ratio

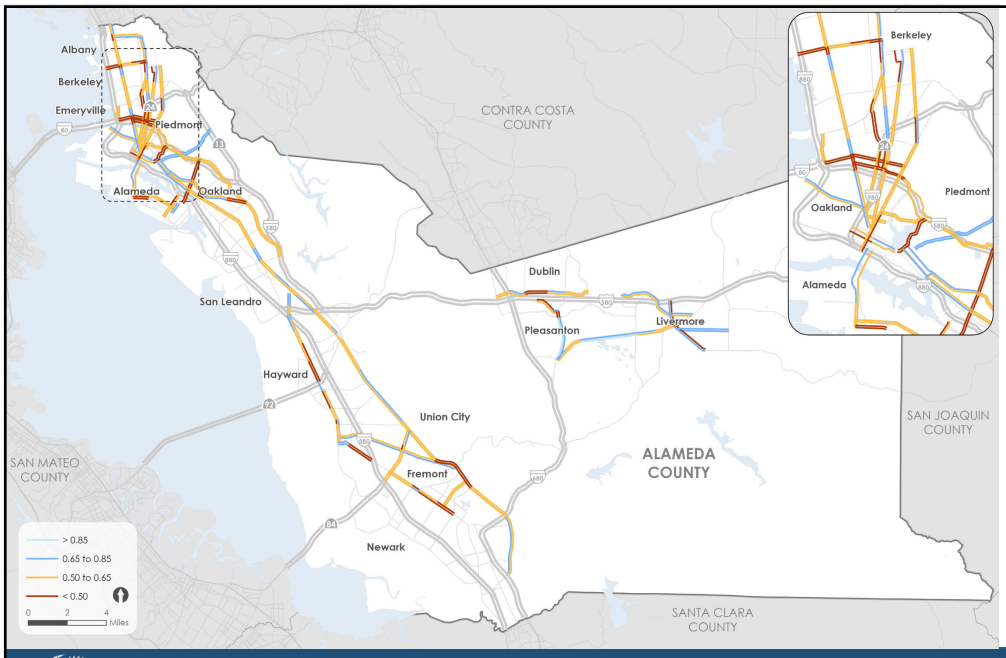


Source: AC Transit, LAVTA, CMP Bus Network, March-May, Tues-Thurs, 7-9AM & 4-6PM



2026 Bus-to-Auto Speed Ratio (AM Peak)

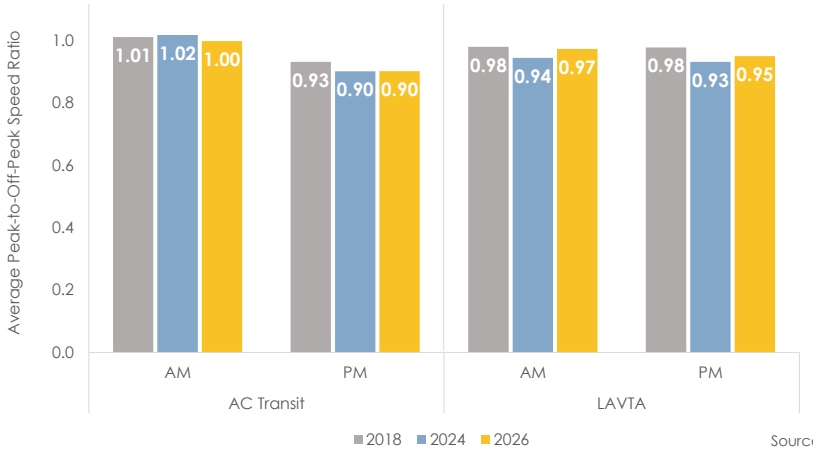
Source: AC Transit, LAVTA (March-May 2026), Tues-Thurs, 7-9AM



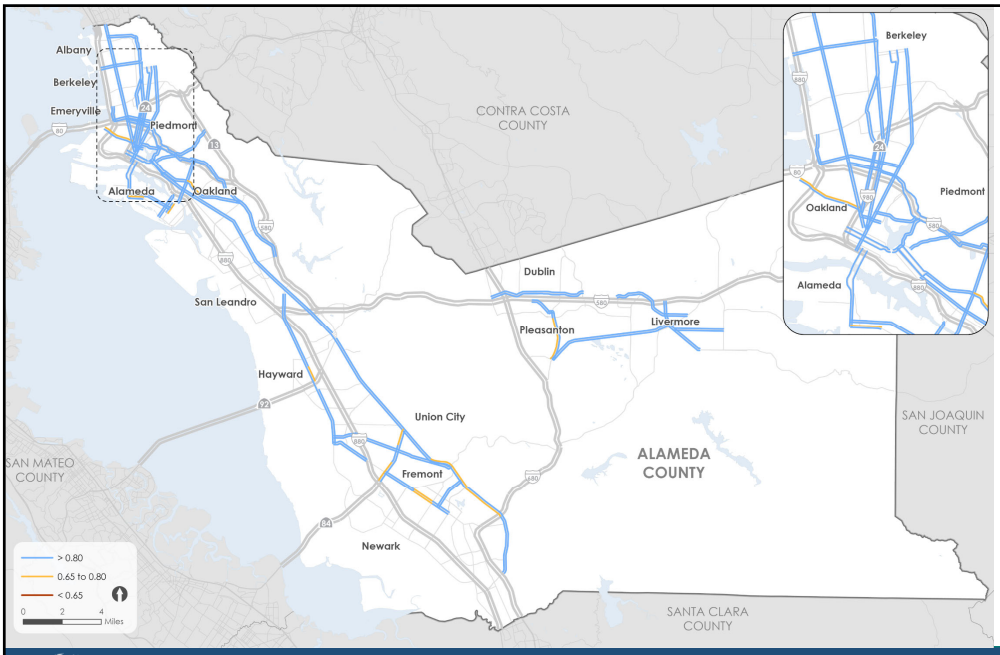
2026 Bus-to-Auto Speed Ratio (PM Peak)

Source: AC Transit, LAVTA (March-May 2026), Tues-Thurs, 4-6PM

Average Peak-to-Off-Peak Bus Speed Ratio

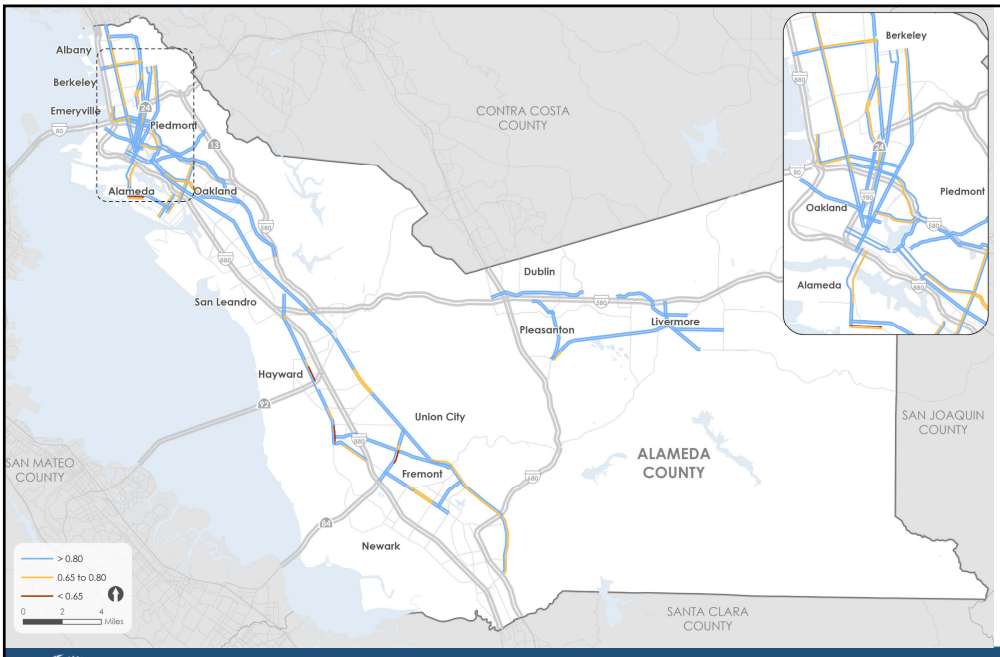


Source: AC Transit, LAVTA, CMP Bus Network, March-May, Tues-Thurs, 7-9AM & 4-6PM, Off-Peak: 10AM-12PM



2026 Bus Peak-to-Off-Peak Speed Ratio (AM Peak)

Source: AC Transit, LAVTA (March-May 2026), Tues-Thurs, 7-9AM



2026 Bus Peak-to-Off-Peak Speed Ratio (PM Peak)

Source: AC Transit, LAVTA (March-May 2026), Tues-Thurs, 4-6PM

Next Steps

- **Fall 2026**: Complete 2026 Active Transportation Count Program
- **Early 2027**: Publish 2026 Multimodal Monitoring results on the CMP Website
- **Next Year**: 2027 CMP Update

Thank You

DATE:	November 2, 2026
TO:	Planning, Policy and Legislation Committee
FROM:	Colin Dentel-Post, Assistant Director of Planning Krystle Pasco, Senior Program Analyst Aleida Andrino-Chavez, Associate Transportation Planner
SUBJECT:	Approve Actions for the Countywide Mobility Program

Recommendation

It is recommended that the Commission approve the following actions:

1) Authorize the Executive Director or designee to release a Request for Proposals (RFP), enter negotiations, and execute a professional services contract with the top-ranked firm for the Countywide Mobility and Transportation Demand Management (TDM) Programs.
2) Authorize the Executive Director or designee to release a Request for Qualifications (RFQ), enter negotiations, and execute one or more professional services contracts with the top-ranked firm(s) for the Multimodal Travel and Safety Training Program.

Summary

The Alameda County Transportation Commission (CTC) leads the countywide TDM Program, which currently includes the Bicycle Safety Education (BSE), Guaranteed Ride Home (GRH), and mobility outreach programs. Alameda CTC evaluated program performance against future mobility needs and identified opportunities to expand and enhance services, and increase engagement across the agency's programs, including Safe Routes to Schools, Student Transit Pass, and Accessible Transportation. The Countywide Mobility Program will provide enhanced communications, marketing, and promotions across all Alameda CTC mobility programs, increase engagement with program stakeholders, and expand multimodal travel training opportunities. To implement the Mobility Program, staff recommends releasing two procurement opportunities that separate core functions into appropriate professional services contracts to expand opportunities for more competitive bids and provide more direct agency oversight of all program components.

Background

The 1991 Congestion Management Program legislation requires congestion management Agencies, such as Alameda CTC, to implement TDM programs with the goal of reducing traffic congestion during peak commute times. To address changes in travel behavior and emerging needs, the TDM Program has evolved over time to include encouraging and supporting sustainable travel choices across all trips. The current Alameda CTC TDM Program consists of two main components, the GRH and BSE programs, in addition to program promotion and evaluation.

Guaranteed Ride Home Program: The GRH Program provides reimbursement for Alameda County residents and employees who commit to regularly using sustainable transportation modes, such as transit, walking, bicycling, carpooling, or vanpooling, for a "ride home" under specific emergency circumstances. Participants may receive reimbursement for up to 10 emergency trips annually, with a maximum annual reimbursement of $600. The program serves approximately 5,200 active participants. In 2025, 120 emergency ride reimbursements were approved.

Bicycle Safety Education: The BSE Program provides bicycle safety instruction, learn-to-ride programs, family cycling workshops, bicycle mechanic training, and bicycle donation services. In 2022, services were broadened to include programs provided by five community-based organizations to improve community outreach and access. The program currently offers approximately 225 classes annually and serves more than 1,500 participants each year.

Countywide Mobility Program

Staff proposes expanding the TDM framework and transitioning the program into a Countywide Mobility Program focused on improving access to transportation options for all users. The proposed program goals support advancing the 2026 Countywide Transportation Plan and unifying Alameda CTC's mobility programs. Proposed goals are the following:

- Increase mobility without increasing traffic congestion.
- Reduce emissions and air pollution by promoting non-driving modes.
- Make multimodal options accessible and affordable for everyone.
- Expand non-driving transportation options to improve health outcomes.

The scope will expand on the current program's GRH and BSE offerings and include the following:

- Coordinated and expanded communications, marketing, and promotion across Alameda CTC's mobility programs, including TDM, Safe Routes to Schools, Student Transit Pass, and Accessible Transportation

- Stakeholder and community engagement, including with regional and local agency partners, employers, and program participants
- New incentive programs, such as a Try Transit pilot program,[1] to provide free introductory trips to new transit users
- Multimodal transportation education and training, including BSE, transit travel training, and multimodal safety campaigns
- GRH, including expansions to college students and accessible mobility needs
- Support for the agency's capital program by providing outreach, travel training, and alternative transportation strategies during and following construction
- Program reporting and evaluation based on measurable performance outcomes

Pending Commission action, staff intends to release the contracting opportunities in January 2027 and execute professional service contracts by July 1, 2027.

Fiscal Impact: The fiscal impact for contracts executed as a result of approving this item will be included in future fiscal year budgets for Commission approval.

1 The Try Transit pilot program would be modeled on a Contra Costa Transportation Authority program that provides up to $35 on a Clipper card to commuters who pledge to try riding transit as an alternative to driving.

DATE:	November 2, 2026
TO:	Planning, Policy and Legislation Committee
FROM:	Krystle Pasco, Senior Program Analyst Grasielita Diaz, Associate Transportation Planner
SUBJECT:	Approve Various Actions for the Alameda County Access for All Grant Program

Recommendation

It is recommended that the Commission approve the Alameda County Access for All (AFA) Grant Program guidelines and authorize the Executive Director or designee to release a call for projects and negotiate and execute Project Funding Agreements (PFAs) for successful respondents for fiscal years 2026-27 through 2028-29.

Summary

The AFA Grant Program is a competitive program specifically for same day, on-demand transportation services provided by wheelchair accessible vehicles (WAVs). Recipients of this funding are called Access Providers. The AFA grant is funded by a fee administered by the California Public Utilities Commission (CPUC) and has specific eligibility requirements restricting the use of the funds to programs that provide WAVs for same-day transportation services, similar to how taxis and transportation network companies (TNCs, e.g., Uber/Lyft) provide on-demand transportation. CPUC provides funding to Local Access Fund Administrators (LAFAs), such as Alameda CTC, on an annual basis to administer programs within their jurisdictions.

This year, approximately $2.8 million in AFA funding will be available for eligible Alameda County Access Providers. PAPCO approved guidelines for this program at its October meeting, which are included as Attachment A. Staff plans to release a call for projects in December for agreements to begin in 2027. PAPCO will continue to receive updates on the program and any future changes to grant requirements or guidelines.

Local AFA Program Background

Established in 2018 by Senate Bill 1376, the AFA Program is funded by a $0.10 Access Fee on TNC rides that are collected and deposited into the CPUC's Access Fund. In March

2025, the Commission adopted Resolution No. 25-003 authorizing Alameda CTC to serve as the LAFA for CPUC's Alameda County AFA program. Following the Commission's approval, the CPUC designated Alameda CTC as the LAFA for Alameda County permitting the agency to administer CPUC Access Funds allocated to the county.

Alameda CTC received its first allocation of Access Funds for fFiscal year 2025-2026. Staff presented the AFA Grant Program guidelines to PAPCO and the Commission in fall 2025 and released the agency's first AFA call for projects in December 2025. Staff determined that the one application received was ineligible. At the same time, the State released a call for projects with prior year funding from Alameda County. Three organizations received awards through the State and have been operating WAV services in Alameda County for the past year. Moving forward, Alameda CTC will administer all AFA funds in Alameda County. Alameda CTC has coordinated with the current Access Providers to ensure they are aware of this upcoming change in program administration.

Paratransit Needs Assessment Implementation

The AFA Grant Program is one component of Alameda CTC's broader implementation of the Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment or PNA), approved by the Commission in October 2026. The PNA identified strategies to address accessible transportation needs, including improving mobility management and expanding on-demand service options across the county. The AFA Program directly supports the On-Demand Service Gaps strategy by providing a dedicated funding source for eligible same-day, on-demand WAV services.

Alameda CTC is working closely with PAPCO and the new Provider Working Group (PWG) comprised of accessible transportation providers across the public, private, and nonprofit sectors to share information, coordinate services, and support PNA implementation. The PWG is an expansion of the former Paratransit Technical Advisory Committee (ParaTAC) to ensure robust dialogue across agency staff, service providers, and community organizations serving older adults and people with disabilities across the county.

Next Steps

Staff expect to release the call for projects in winter 2026 and award funds to Access Providers by summer 2027.

Fiscal Impact:

Approximately $2.8 million is made available through the upcoming call for projects from funding received for fiscal years 2026-27 through 2028-29. Amounts for the specific project funding awards by fiscal year will be reflected in the appropriate fiscal year agency budget.

Attachment:

A. Programming/ Allocation Guidelines for the AFA Grant Program

Programming/Allocation Guidelines for the Access for All (AFA) Grant Program

Updated: 10/13/2026

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Program Summary

In 2025, the California Public Utilities Commission (CPUC) designated Alameda County Transportation Commission (CTC) as the Local Access Fund Administrator (LAFA) for Alameda County. This means that Alameda CTC can administer Access for All (AFA) grant funding from CPUC to increase the availability of same-day, on-demand transportation services provided by Access Providers equipped with wheelchair-accessible vehicles (WAVs). This grant program is funded solely with CPUC AFA funds.

Fund Sources

Access for All Funding

Senate Bill 1376 established the AFA Program in 2018 and directed CPUC to establish a program relating to the accessibility services of transportation network companies (TNCs), such as Uber and Lyft, for persons with disabilities, including wheelchair users who need a WAV.

To fund the program, the CPUC instituted a $0.10 Access Fee collected on each TNC ride. There are two different ways to meet the statute's overall goal of expanding and improving on-demand WAV transportation services in California:

1. **Collection of Fees:** TNCs can invest the Access Fee revenue to expand or improve their on-demand WAV service in each county. They can then file offset requests with the CPUC to keep some of the Access Fee revenue they collect, equal to the amount they invest in each county, as long as the service meets CPUC performance requirements.
2. **Distribution of Funds:** The CPUC sets aside the remaining moneys (not claimed by the TNCs in the offset process) in a fund called the Access Fund. These funds can then be distributed to Access Providers through LAFAs or the Statewide Access Fund Administrator. The CPUC will allocate funds annually proportional to the percent of fees originating in that county. Since Alameda CTC is the LAFA for Alameda County, Alameda CTC will administer the funds for the AFA Program.

Alameda CTC will evaluate projects and programs for eligibility with the AFA Program and based on the program goals and evaluation framework detailed below.

Program Goals

The AFA Grant Program will focus on the provision of WAV for same-day transportation service similar to how taxis and TNCs provide on-demand transportation. The AFA Program aims to expand and improve same-day, on-demand WAV transportation services in Alameda County.

Eligible expenses can be 1) a reasonable, legitimate cost that improves WAV service, and 2) on the list of eligible WAV expenses. Projects can include vehicle, partnership, marketplace, and operational costs as described below under **Eligible Projects and Expenses**.

Eligible Applicants

Eligible applicants include Access Providers, which are organizations or entities that can provide WAV service similar to that of TNCs but require additional financial resources to do so. Further, Access Providers must meet the following conditions:

- Directly provides, or contracts with a separate organization or entity to provide, on-demand WAV transportation to meet the needs of persons with disabilities.
    - "On-demand WAV transportation" means any transportation service that does not follow a fixed route or schedule.
- TNCs may apply as Access Providers if they are providing new WAV service in the geographic area or if the TNC certifies that the TNC's collected fees during the Exemption Year were exhausted to provide WAV services.[1]

Requirements to receive funding: For the purposes of the AFA Program, the CPUC identifies eligible Access Providers as transportation carrier(s) that hold a Commission-issued permit or a non-permitted transportation carrier that can provide documentation of the following with their application:

1. *Background Checks*: Carriers must perform background checks that meet or exceed what is required of TNCs under the TNC Application Form.
2. *Insurance*: Carriers must have levels of insurance equivalent to or higher than is required of charter-party carriers under General Order 115.
3. *Controlled Substance and Alcohol Testing*: Carriers must be enrolled in a controlled substance and alcohol-testing program.
4. *Secretary of State Registration*: Carriers must have their articles of incorporation filed with the Secretary of State.
5. *Motor Carrier Profile with California Highway Patrol (CHP)*: Carriers must complete the CHP 362 Motor Carrier Profile and obtain a CA Number from the CHP.

A non-permitted carrier shall submit a declaration to Alameda CTC affirming compliance with each of the requirements and that each requirement is in effect during the term the carrier operates as an Access Provider.

Eligible Projects and Expenses

Eligible Projects

Eligible projects demonstrate improvements to response times for WAV service compared to the previous year and/or status quo in Alameda County, the presence and availability of WAVs, and efforts to publicize and promote available WAV services to disability communities. Alameda CTC will prioritize projects that can offer same-day, on-demand WAV transportation in Alameda County.

Eligible WAV Expenses

A qualifying expense for an Access Provider is 1) a reasonable, legitimate cost that improves WAV service, and 2) listed on the table of eligible WAV expenses below.

[1] TNCs that believe they meet this criterion should confirm eligibility with CPUC and Alameda CTC before applying to the Alameda County Local AFA Grant Program.

For Access Providers that provide WAV services to a TNC as a contractor, the Access Provider shall not use Access Fund moneys for trips that are compensated by a TNC. Accordingly, the AFA is permitted to request additional information from Access Provider applicants as necessary to sufficiently review the application. An Access Provider applicant shall disclose whether it is a current or former service provider for a TNC. The Access Provider applicant must demonstrate to the AFA that any Access Fund monies will not be used for services that are compensated by a TNC.

Eligible WAV Expenses Adopted in CPUC's D.20-03-007
Vehicle Costs
Lease/Rental/Purchase Costs
Rental Subsidies for Driver
Inspections
Maintenance, Service, and Warranty
Fuel Costs
Cleaning Supplies/Services
Other (Describe)
Partnership Costs
Transportation Service Partner Fees/Incentives and/or Management Fees
Vehicle Subsidies
Consultants/Legal
Other (Describe)
Marketplace Costs
Recruiting
Driver Onboarding
Training Costs
Driver Incentives
Promo Codes for WAV
Other (Describe)
Operational Costs
Marketing Costs
Technology Investments/Engineering Costs/Enhancements
Community Partnership/Engagement Costs
Rental Management
Pilot Management
Wages, Salaries, and Benefits (Non-Maintenance Personnel)
Other (Describe)
Other (Describe)
For example, ride fare subsidies

Eligible projects must conform to Paratransit Advisory and Planning Committee (PAPCO)-adopted Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program (Implementation Guidelines). Refer to the most recent Implementation Guidelines for detailed eligibility requirements and service descriptions here: https://www.alamedactc.org/programs-projects/senior-disabled-transport.

Evaluation Framework

Alameda CTC and PAPCO will prioritize projects and programs that:

- Meet the CPUC-required evaluation criteria:
  - Prioritize Access Providers that can offer on-demand WAV transportation that can be requested and fulfilled within 24 hours (same-day service).
    - Additional consideration may be given to providers that can provide same-day service within a shorter period than the CPUC-required timeframe.
    - If there are no applicants who can provide such on-demand service, Alameda CTC can accept applications from other providers so long as those providers' services do not follow a fixed route or schedule.
  - Improve response times for WAV service compared to the previous year and/or status quo.
    - Response time is defined as the time between when a WAV ride was requested and when the vehicle arrived.
  - Improve presence and availability of WAVs within the geographic area compared to the previous year and/or status quo.
    - Presence and availability refer to the number of WAVs in operation funded by the AFA grant by quarter and aggregated by hour of the day and day of the week.
  - Identify efforts undertaken or that will be undertaken to publicize and promote WAV services to disability communities.
    - Provide evidence of outreach efforts, such as a list of partners from disability communities, how the partnership promoted WAV services, or marketing/promotional materials of those activities.
  - Alameda CTC will keep in mind that some of the required information included in the CPUC-required evaluation criteria may be inapplicable or unavailable at the time of the application as some Access Providers might be offering new services. Applicants should explain why the information is unavailable or not applicable. For more information for first-time applicants, please see the section below **Special Note for First-Year Access Provider Applicants**.
- Fulfill additional evaluation criteria typical of Paratransit Discretionary Grant Program (PDGP)[2] applicants:
  - Project sufficient demand for the program/service/project
  - Are ready for implementation
  - Provide service across jurisdictional boundaries
  - Demonstrate coordination and collaboration with other service providers in their planning area
  - Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success

[2] The Paratransit Discretionary Grant Program (PDGP) includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and the 2014 Measure BB funds are required to be expended in accordance with the requirements of the guiding expenditure plans. The last PDGP call for projects was released in December 2023. For more information, please visit the "Prior Calls/Resources" tab of our website.

- Are cost-effective
- Leverage funds (including Direct Local Distribution reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments, such as the Alameda Countywide Transportation Plan, the Alameda County Needs Assessment, Coordinated Plan, Community Based Transportation Plans, or the Countywide Area Plan for Older Adults
- Support geographically equitable distribution of resources throughout the county
- Demonstrate strategies to ensure equitable access to and use of programs and services

Special Note for First-Year Access Provider Applicants

Note that in the first year of the application process, an Access Provider applicant shall be required to provide a narrative outlining how it will demonstrate improvements in response times and WAV presence and availability, and how it will promote the service. This narrative can be in place of the required data indicated above in the **CPUC-required evaluation criteria,** if such data is not available from past performance. In addition, the Access Provider applicants shall provide estimates for the following metrics that are expected to result from the project they are requesting funding for:

- Expected number of WAVs in operation during the first year
- Outline of planned outreach efforts to publicize and promote available WAV services to disability communities, which may include a list of partners from disability communities, how the partnership promoted WAV services, and marketing and promotional materials for those activities

On the next round of applications, the AFAs shall use the reported data under requirement (a) (WAV information) above from the first year as a baseline in evaluating applications in the second year.

Project or Program Requirements

Maximum Grant Size

Not Applicable

Minimum Matching Requirements

There is not a required match. However, consideration will be given for an applicant's ability to leverage external funding.

Letter(s) of Support

All applicants must work in coordination with other transportation providers in their planned service area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project or program support.

- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

If needed for letters of support, contact Alameda CTC staff for information regarding Measure B and Measure BB recipients of paratransit Direct Local Distribution funds.

Equitable Access and Utilization

In accordance with Alameda CTC's equity initiatives, projects and programs will be expected to understand the demographic makeup of their community, including race/ethnicity, gender, orientation, limited English proficiency, income, age, and disability. Projects and programs should be designed to conduct equitable and inclusive engagement and measure and report equity outcomes of program participation.

Quarterly Monitoring

Access Providers receiving funding are required to report project/program data on a quarterly basis (within 30 days after the end of each quarter) to Alameda CTC. Access Providers must follow program/project goals, deliverables, and performance measures identified in CPUC's AFA progress reports.

AFAs' Consolidated Reports (Quarterly)

CPUC staff will provide Alameda CTC with a Quarterly Report template. These consolidated reports are due to CPUC 45 days after the end of each quarter[3] (e.g., February 14, May 14, August 14, November 14). The Consolidated Quarterly Reports shall be submitted for each geographic area in which an Access Provider receives Access Fund moneys. Alameda CTC requires that Access Providers affirm their ability to provide such data on the quarterly reporting schedule (30 days after the end of each quarter, giving Alameda CTC 15 days to consolidate the report to the CPUC). Reporting requirements are listed below, and templates are available at https://www.cpuc.ca.gov/tncaccessprovider/.

1. Number of WAVs in operation funded through the AFA grant, both unique and non-unique
2. Number and percentage of WAV trips completed, requested, not accepted, canceled by passenger, canceled due to passenger no-show, canceled by driver, canceled within completed trips, canceled within not completed trips, unique trips, and Census Tract of WAV requested and completed
3. Completed WAV Trip Request Response Times
4. Evidence of Outreach
5. Certification of Driver Training
6. Report of WAV Driver Training Programs
7. Certification of Inspection
8. Number of Complaints
9. Funds Expended
10. Contract Information
11. Safety Protocol Declaration Form

[3] Specific dates may vary by fiscal year of the AFA Program.

Resources

Resources for the AFA Grant Program Call for Projects, including the application can be accessed from the Alameda CTC's website at: https://www.alamedactc.org/funding/funding-opportunities.

Application Resources

- CPUC TNC Access for All Program
- CPUC TNC AFA Program: Access Fund Administrator Information (Notice of Funding Availability)
- CPUC Access Provider Information
- Senate Bill (SB) 1376
- Alameda CTC Approval of LAFA Resolution (March 2025 Commission)
- Background Check Information (CPUC TNC Application Form)
- Safety Protocols Declaration (CPUC Access Provider Form)