



Alameda County Technical Advisory Committee (ACTAC) Meeting Agenda Thursday, April 9, 2026, 1:30 PM

The Alameda County Technical Advisory Committee will meet 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.

Chair: John Nguyen

Staff Liaison:

John Nguyen

Clerk:

Angie Ayers

Location Information:

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

Zoom Link:

<https://us06web.zoom.us/j/83823331010?pwd=QzRQSU43dUJJREt4bVdRQVc3Qo1ldzo9>

Dial-in Information: 1 (669) 900 6833

Webinar ID: 838 2333 1010

Passcode: 232121

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

- 4.1 Approve the March 5, 2026 Alameda County Technical Advisory Committee Meeting Minutes

Action

[4.1_ACTAC_Minutes_20260305.pdf](#)

- 4.2 Alameda County Federal Inactive Projects Update

Information

[4.2_ACTAC_ALA_Federal_Inactive_20260409.pdf](#)

- 4.3 One Bay Area Grant Cycles 2 and 3 Obligation Status Update

Information

[4.3_ACTAC_OBAG_Status_20260409.pdf](#)

5. Regular Matters

- 5.1 Metropolitan Transportation Commission Transit Oriented Communities Policy Update

Information

[5.1_ACTAC_MTC_TOC_Update_20260409.pdf](#)

- 5.2 2026 Countywide Transportation Plan Update

Information

[5.2_ACTAC_CTP_Update_20260409.pdf](#)

[5.2_ACTAC_2026_CTP_Presentation_20260409.pdf](#)

- 5.3 Draft 2028 Comprehensive Investment Plan and One Bay Area Grant Cycle 4 Program Guidelines

Information

[5.3_ACTAC_2028_CIP_OBAG_Program_Guidelines_20260409.pdf](#)

[5.3_ACTAC_2028_CIP_OBAG4_Presentation_20260409.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

May 7, 2026

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.



Alameda County Technical Advisory Committee Meeting Minutes Thursday, March 5, 2026, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted, and all members were present except for Josie Aherns, Erwin Ching, Lt. Austin Danmeier, Anthony Fournier, Justin Fried, Michael Gougherty, Susie Hufstader, Joanna Liu, Matt Maloney, Sai Midididdi, Gopika Nair, Dave Sorrell, Radiah Victor, and Zhongping “John” Xu.

George Foster attended as an alternate for Lucas Woodward.

Trieu Tran attended as an alternate for Marilou Ayupan.

Andre Soucy attended as an alternate for Craig Raphael.

Subsequent to Roll Call:

Dave Sorrell arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the February 5, 2026 Alameda County Technical Advisory Committee (ACTAC) Meeting Minutes

4.2. Alameda County Federal Inactive Projects Update

Catherine Clark made a motion to approve the Consent Calendar. George Foster seconded the motion. The motion passed with the following vote:

Yes: Clark, Foster, Heard, Maravilla, Meisner, Nguyen, Novenario, Soucy, Tran, Yang, Yeamans

No: None

Abstain: None

Absent: Aherns, Ching, Danmeier, Fournier, Fried, Gougherty, Hufstader, Liu, Maloney, Midididdi, Nair, Sorrell, Victor, Xu

5. Regular Matters

5.1. 2025 Performance Report Update

Shannon McCarthy gave an update on the key findings from the 2025 Performance Report. This item was for information only.

5.2. 2027 Transportation Improvement Program Development Update

Seon Joo Kim provided an update on the Metropolitan Transportation Commission (MTC) 2027 Transportation Improvement Program (TIP) and reviewed MTC's guidance and Alameda County-specific instructions for TIP development. This item was for information only.

5.3. One Bay Area Grant Cycle 4 and Community Action Resource and Empowerment Program Updates

Seon Joo Kim provided the committee with an update on MTC's One Bay Area Grant Cycle 4 and Community Action Resource and Empowerment programs and the upcoming funding opportunity in coordination with Alameda CTC's 2028 Comprehensive Investment Plan. This item was for information only.

5.4. Bay Area Rapid Transit District (BART) Safe Trips to BART: An Action Plan for Safer Roadways Update

BART Staff, Kamala Parks, and Seung-Yen Hong provided an update on the Safe Trips to BART: An Action Plan for Safer Roadways. This item was for information only.

6. Committee Members Reports

There was one committee member's report.

7. Staff Reports

There were four staff reports.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 2, 2026

TO: Alameda County Technical Advisory Committee

FROM: John Nguyen, Director of Programming and Project Controls
Seon Joo Kim, Senior Program Analyst

SUBJECT: Alameda County Federal Inactive Projects Update

Recommendation

This item will provide the Alameda County Technical Advisory Committee with an update on the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk of deobligation due to delayed invoicing, and will take the actions needed to keep funding obligations active. This item is for information only.

Summary

Federal regulations require local agencies receiving federal funds to regularly invoice against each obligation and close out projects in a timely manner. Caltrans maintains a list of inactive obligations with no invoice activity for the past six months. If Caltrans does not receive an invoice during the subsequent five-month period, the project's federal funds will be at risk for deobligation unless the local agency provides proper justification. To reduce the occurrence of inactive projects, MTC requires local agencies to implement quarterly invoicing, starting with the second invoice.

ACTAC members, in coordination with Single Points of Contact, are requested to review the latest inactive projects list (Attachment A, posted on 3/12/26 and reflective of sponsor updates as of 3/24/26). Project sponsors with inactive projects are to work directly with Caltrans Local Assistance to clear the inactive invoicing status and provide periodic status updates to Alameda CTC (via email to Seon Joo Kim at sjkim@alamedactc.org) until the projects are removed from the Caltrans report.

Background

Federal and State Requirements

In response to the Federal Highway Administration's (FHWA's) requirements for processing inactive obligations, Caltrans proactively manages federal obligations, as follows:

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive Obligations. The list is updated regularly on the [Caltrans Inactive Projects website](#).
- If Caltrans does not receive an invoice within the following five months (or 11 months without invoicing), Caltrans will require local agencies to provide proper justification for inactivity (causes beyond the control of the agency, such as litigation, unforeseen utility relocations, or unforeseen environmental concerns) and establish a timeframe for invoicing.
- FHWA could deobligate the unexpended balances if the local agency does not provide justification or an invoice within the specified timeframe. The deobligation process is further detailed in [FHWA's Obligation Funds Management Guide](#), which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

Regional Requirements

MTC Regional Project Delivery Policy, [Resolution 3606](#), states, *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement."* Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on federal funds.

MTC actively monitors inactive obligations, periodically contacts project sponsors for status updates, and requires sponsor agencies to update County Transportation Agencies (Alameda CTC for Alameda County) and MTC if they cannot award/encumber the federal funds within six months of obligation. MTC also encourages sponsors to consider including funds in the Construction Engineering phase so that eligible staff costs can be invoiced if the construction contract process gets delayed.

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

Attachment:

- A. Alameda County Federal Inactive Projects List, as reported by Caltrans 3/12/26

Alameda County Inactive Obligations

(as reported by Caltrans, 3/12/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance >\$50,000											
5178016	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Project End Date (PED) extension approved; invoice submitted on 2/24/26]	Albany	SAN PABLO AVE BETWEEN BRIGHTON AVE AND PORTLAND AVE. PHASE 1 PEDESTRIAN IMPROVEMENTS INCLUDING MEDIANS. BULB OUT, SIGNAL MODIFICATION, STRIPING OF HIGH VISIBILITY CROSSWALK.	12/11/25	12/11/24	12	1,230,160	340,000	170,710	169,290.01
15J7107	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Upon receipt of PSA and Finance Letter in September 2025, limited resources due to staff changes during Q4 2025 further delayed invoicing. Invoice to be submitted in April 2026.]	Livermore	PORTOLA AVE FROM 0.2 MILES SE OF TRANQUILITY CIRCLE TO 0.1 MILES NW OF TRANQUILITY CIRCLE. INSTALLATION OF TEMP. COVER, SANDBAGS, AND FIBER ROLLS CLOSELY SPACED TOGETHER TO SLOW RUNOFF SPEEDS DOWN THE SLOPE AND PREVENT FURTHER EROSION AND SLIDES UNTIL A PERMANENT SOLUTION CAN BE DESIGNED AND CONSTRUCTED.	6/26/26	6/26/25	7	526,406	475,402	0	475,401.85
15J9048	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Upon receipt of PSA and Finance Letter in September 2025, limited resources due to staff changes during Q4 2025 further delayed invoicing. Invoice to be submitted in April 2026.]	Livermore	VASCO ROAD FROM 300 FEET SOUTH OF DALTON AVE TO DALTON AVE. PLACED SANDBAGS TO REROUTE STORMWATER AWAY FROM WASHOUT AREA AND DELINEATED TRAFFIC TO PREVENT VEHICLES FROM DRIVING OVER UNDERMINED PORTIONS OF THE ROAD. INSTALLATION OF SANDBAGS, IMPORTED SOIL, RIPRAP, DRAINAGE PIPE, AND EROSION CONTROL MATERIAL. CORE DRILLER.	6/26/26	6/26/25	7	142,898	142,898	0	142,898.30
5012144	Inactive	Project is inactive. Funds at risk. Invoice immediately. [\$0 final invoice and close-out forms to be submitted in August 2026. ATP post-project bike/ped counts to be collected in Jan. 2027.]	Oakland	IN OAKLAND ON 20TH ST. BETWEEN BROADWAY AND HARRISON ST. PEDESTRIAN IMPROVEMENT SIDEWALK WIDENING, BULB OUT PED CROSSWALK IMPROVE, BUFFERED CLASS 2 BIKE LANE NEW TRAFFIC SIGNAL STREET LIGHTS SIGNAGE AND MINOR LANDSCAPE. (TC)	6/18/26	6/18/25	7	7,797,062	4,157,000	4,098,327	58,672.55
5012147	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Completion of contract compliance forms delayed. Final invoice/report to be submitted by 4/14/26.]	Oakland	ON BANCROFT AVE. FROM HAVENSCOURT BLVD AND 98TH AVE. INSTALL HAWKS AND RRFBS AT 11 LOCATIONS ALONG THE CORRIDOR; INSTALL SIGNAL MAST ARMS AT 3 LOCATIONS; AND INSTALL A LANDSCAPE AT THE NORTHEAST CORNER OF BANCROFT AND 67TH	5/16/26	5/16/25	8	3,738,863	3,595,300	3,262,267	333,033.41
5012158	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Invoice delayed due to contracting backlog. Contract award anticipated on 4/28/26. Sponsor to submit invoice in ~Nov. 2026, following the contract execution and completion of first billable work. Inactive justification form submitted to DLAE on 3/23/26]	Oakland	TWO INTERSECTIONS: OAKLAND AVENUE & MOSS AVENUE; AND 98TH AVENUE & C STREET INSTALL FLASHING BEACONS, PAVEMENT MARKINGS AND SIGNS; CONSTRUCT A MEDIAN ISLAND, CURB RAMPS AND BULB OUTS.	11/1/25	11/1/24	13	410,135	250,000	0	250,000.00

Alameda County Inactive Obligations

(as reported by Caltrans, 3/12/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance < or = \$1,000											
5933138	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase fully billed; project delayed due to the expiration of the federally-funded on-call consultant contract. The next procurement contract to be executed on 4/7/26. PED extended to 12/31/26]	Alameda County	ARROYO ROAD, 1/2 MILE SOUTH OF WETMORE ROAD AT DRY CREEK. (BR 33C0448) BRIDGE REPLACEMENT (TC)	n/a	4/11/23	33	430,000	430,000	430,000	0.00
6481001	Inactive	Project is inactive. Funds at risk. Invoice immediately. [In coordination with Caltrans to close out]	Alameda County Waste Management Authority	BAY AREA WIDE EDUCATION AND OUTREACH FOR CLIMATE ACTION	n/a	11/28/14	134	980,000	806,545	806,545	0.00
6200042	Inactive	Project is inactive. Funds at risk. Invoice immediately.	Caltrans Statewide	UNIVERSITY OF CALIFORNIA, BERKELEY COOPERATIVE TRAINING ASSISTANCE PROGRAM, CTAP	n/a	06/23/2025	7	300,575	150,288	150,288	0.01
6204124	Inactive	Project is inactive. Funds at risk. Invoice immediately.	Caltrans District 04	I-580 FROM SAN JOAQUIN COUNTY LINE TO STROBRIDGE AVENUE FREEWAY PERFORMANCE INITIATIVE	n/a	5/19/20	68	4,749,900	4,749,900	4,749,900	0.00
5012037	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Funds deobligated on 5/27/25 and closeout documents submitted on 6/27/25. Project to be removed from the Inactive List (per Caltrans, 1/24/26).]	Oakland	LAKE MERRITT CHANNEL BRIDGE (BR.NO.33C-0030) REPLACE BRIDGE (PER SEISMIC STRATEGY)	n/a	5/14/25	8	31,446,836	26,662,114	26,662,114	0.00
5012137	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase was fully billed. CON funds were reprogrammed to FY 27/28. Sponsor is continuing to work with Caltrans and will resume invoicing after CON authorization.]	Oakland	TWO BRIDGE LOCATIONS: ON 98TH AVE BRIDGE NO. 33C0148 AND ON 23RD AVE. BRIDGE NO. 33C0218 TREAT BRIDGE DECK WITH METHACRYLATE AND PATCH SPALLS, REMOVE LOOSE CONCRETE, TREAT CORRODED REBAR, CLEAN AND REPLACE EXPANSION JOINTS, REPAIR DAMAGED CONCRETE RAILING POSTS AND PROVIDE SMOOTH TRANSITIONS	n/a	9/1/20	64	181,000	160,239	160,239	0.00

Sorted by Sponsor > Project Number

NOTES: * Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA.

Potential Deobligation Date: Approaching and past dates are marked in red.

[sponsor status updates added in blue]

LEGEND

	Inactive projects require justification form. Justifications will be sent to FHWA.
	Project is inactive. Funds at risk. Invoice immediately.



Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 2, 2026

TO: Alameda County Technical Advisory Committee

FROM: John Nguyen, Director of Programming and Project Controls
Seon Joo Kim, Senior Program Analyst

SUBJECT: One Bay Area Grant County Program Cycles 2 and 3 Obligation Status Update

Recommendation

This item will provide the Alameda County Technical Advisory Committee with an update on the One Bay Area Grant (OBAG) County Program Obligation Status Report (Attachment A). OBAG project sponsors are required to remain in compliance with OBAG program and project delivery requirements. This item is for information only.

Summary

In accordance with Metropolitan Transportation Commission (MTC) Resolutions 4202 (for OBAG Cycle 2) and 4505 (for OBAG Cycle 3), OBAG sponsors must comply with Regional Project Delivery requirements detailed in Resolution 3606 and its supplemental Annual Obligation Plan (AOP) requirements, as well as various policy, assessment, and reporting requirements related to Complete Streets, pavement condition and needs, and housing.

As a County Transportation Agency (CTA), Alameda CTC is required by MTC to monitor the delivery of MTC discretionary funding, including OBAG, and as such provides periodic OBAG obligation status updates to ACTAC to help identify risks to timely funding delivery in order to avoid any loss of funding. ACTAC members with unobligated OBAG funds are requested to coordinate with their respective Single Point of Contacts (SPOCs) to take the actions needed to remain in compliance with MTC's requirements and email updates to Seon Joo Kim, sjkim@alamedactc.org.

Background

OBAG program requirements and compliance status for Cycle 2 and 3 are noted below:

- Housing and Community Development (HCD) Housing Element Certification (*by 12/31/24, for the current Regional Housing Needs Allocation cycle for OBAG 3 sponsors; all compliant*)

- HCD Annual Progress Report (*annually, last due 4/1/25 - all compliant; next due 4/1/26*)
- Highway Performance Monitoring System traffic streets checklist (*annually, last due by 4/30/25 - all compliant; next due ~4/30/26*)
- Housing Law Self-Certification (*by 12/31/24; all compliant*)
- Local Roadway Safety Plan* (*all Cycle 2 and 3 sponsors compliant*)
- Pavement Management Program certification (*deadline varies by sponsor; all compliant or will be pending completion of the latest Technical Assistance Program*)
- Local Streets and Roads Survey (*biennially, last due 5/15/25 - all compliant*)
- Highway Performance Monitoring System Traffic Count (*biennially, all compliant*)
- Complete Streets policy compliance and resolution (*all compliant*)

* For OBAG County Program Cycle 4, MTC is continuing all of the requirements with some clarifications, such as the need to update the Local Roadway Safety Plan every five years. Refer to MTC's OBAG 4 County Program Compliance Status (Attachment B) in preparation for the upcoming OBAG 4 County Program call for projects in coordination with Alameda CTC's 2028 Comprehensive Investment Plan, which is the subject of Item 5.1.

OBAG project delivery requirements include deadlines for Field Review, Request for Authorization (RFA), FHWA Authorization to Proceed (E-76), and Contract Advertisement and Award, as well as invoicing frequencies. After MTC's January 31 obligation deadline, sponsors can advance a project not originally included in the FY 25-26 AOP to submit their RFAs to Caltrans (subject to the remaining Obligation Authority for the region) but no later than June 12, 2026. Following the obligation, sponsors must submit the first invoice within 6 months, receive reimbursement from Caltrans within 9 months, and implement quarterly invoicing thereafter.

OBAG project delivery status, as shown in the OBAG County Program Obligation Status Report (Attachment A), indicates that two projects are proceeding to access the OBAG funds in FY 25-26, and four projects in FY 26-27. FY 26-27 is the final year of OBAG 3, and any OBAG 3 funds unobligated after the regional deadline of 1/31/27 may be reprogrammed by MTC to other projects. Project sponsors are to report to Alameda CTC any actual or potential delivery issues as soon as possible in order to allow sufficient time to avoid any loss of funds. Potential solutions may include reprogramming OBAG 3 funds from projects that cannot meet MTC's obligation deadline to projects that can obligate the funds within the required timelines.

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

Attachment:

- A. Alameda County OBAG County Program Obligation Status Report, March 2026
- B. MTC's OBAG 4 County Program Compliance Draft, March 2026

One Bay Area Grant (OBAG) County Program Obligation Status Report - Projects with Unobligated OBAG Funds

Project status updates received through 3/24/26 (changes from the prior report are highlighted in blue)

Index	Sponsor	Project	TIP ID	OBAG Cycle	Remaining Unobligated Balance	Unobligated Phase	Unobligated Prog Year	Annual Obligation Deadline ²	Next Delivery Milestone	Design & ROW Cert Complete (RTL)	Submit Con RFA/ FTA Transfer Req	Con Start (award)	Project Completion (accept contract)	Housing Element Compliance	Rezoning Requirement Due	Delivery Status Notes / Risk
1	Alameda CTC	East Bay Greenway MM Phase 1 Lake Merritt-Bayfair	ALA230007	3	15,941,000	Con	2026	1/31/26	Complete Design	Apr. 2026	Apr. 2026	Oct. 2026	Dec. 2028	n/a	n/a	
2	Alameda CTC	San Pablo Avenue Parallel Bike Network	ALA230010	3	13,059,000	Con	2026	1/31/26	Complete Design	May 2026	May 2026	Oct. 2026	Jun. 2028	n/a	n/a	
3	Newark	Old Town Streetscape and Complete Streets	ALA230203	3	5,141,000	Con	2027	1/31/27	Complete Env	Sep. 2026	Sep. 2026	Winter 2026	Early 2028	Yes	Completed	
4	Alameda County	Upper San Lorenzo Creekway Trail	ALA230205	3	9,621,000	Con	2027	1/31/27	Complete Env	Aug. 2026	Dec. 2026	Jun. 2027	Dec. 2029	Yes	Completed	
5	Alameda CTC / Albany	Jackson Street Parallel Bike Improvements	ALA230233	3	1,000,000	Con	2027	1/31/27	Complete Env	Jul. 2026	Sep. 2026	Feb. 2027	Dec. 2027	n/a	n/a	
6	MTC	West Oakland Link	ALA130030	3	4,200,000	Con	2027	1/31/27	Complete Design	Feb. 2027	May 2027	Aug. 2027	Feb. 2030	n/a	n/a	Also has OBAG 3 Regional funds of \$1.9m.

Sorted by Prog Year > Sponsor > Project

Total Unobligated 48,962,000

Total OBAG 2 Funds ¹	Obligated to Date ²	Remaining Balance
88,409,000	100%	0%
Total OBAG 3 Funds ¹	Obligated to Date ²	Remaining Balance
74,625,000	34%	66%

Notes:

- Total OBAG fund amounts include County Transportation Agency Planning/Programming funds (\$8.803M for OBAG 2 and \$7.505M for OBAG 3).
- Obligated projects and programming info are shown on the next page. Any OBAG 3 funds remaining unobligated after January 31, 2027, may be reprogrammed by MTC to other projects.

OBAG Obligation Status Report - Obligated OBAG Funding

Obligated through 3/24/26 (changes from the prior report are highlighted in blue)

Index	Sponsor	Project	TIP ID	Cycle	OBAG 2 \$ (Original Program)	OBAG 2 \$ (2021 SSMQ)	OBAG 3	Obligated to Date	Project Completion (actual or planned)
1	AC Transit	AC Transit Quick Build Transit Lanes	ALA210018	2		\$ 954,000		\$ 954,000	7/7/25
2	AC Transit	Tempo Quick Build Transit Lane Delineation	ALA210017	2		\$ 300,000		\$ 300,000	2/28/25
4	Alameda	Alameda Grand Street Pavement Rehabilitation	ALA170074	2	\$ 827,000			\$ 827,000	12/31/26
5	Alameda	Central Avenue Safety Improvements	ALA170049	2, 3	\$ 3,487,000		\$ 2,325,000	\$ 5,812,000	6/30/26
6	Alameda	Clement Avenue Complete Streets	ALA170073	2	\$ 5,018,000			\$ 5,018,000	9/2/25
7	Alameda County	Alameda Co-Various Streets and Roads Preservation	ALA130018	2	\$ 3,950,000			\$ 3,950,000	12/31/23
8	Alameda County	Anita Ave Safe and Accessible Route to School & Transit	ALA190019	2		\$ 2,000,000		\$ 2,000,000	3/31/24
10	Alameda County	Meekland Avenue Corridor Improvement, Phase II	ALA190019	2	9,300,000			\$ 9,300,000	12/31/27
11	Alameda CTC	Alameda County Safe Routes to School	ALA110033	2	\$ 7,919,000	\$ 1,500,000		\$ 9,419,000	6/30/23
12	Alameda CTC	Alameda County Safe Routes to School	ALA110033	2, 3	\$ 1,267,000		\$ 8,883,000	\$ 10,150,000	6/30/26
13	Albany	San Pablo Ave & Buchanan St Pedestrian Imps.	ALA170088	2	\$ 340,000			\$ 340,000	5/31/2026
14	BART	BART Fare Collection Equipment (for East Bay Greenway Segment II)	ALA090065	2		\$ 1,000,000		\$ 1,000,000	7/30/25
15	Berkeley	Southside Complete Streets & Transit Improvement	ALA170067	2	\$ 8,335,000			\$ 8,335,000	10/30/25
16	Dublin	Dublin Blvd Rehabilitation	ALA170062	2	\$ 661,000			\$ 661,000	11/16/23
17	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint.	ALA170072	2	\$ -			\$ -	n/a
18	Fremont	City of Fremont Pavement Rehabilitation	ALA170069	2	\$ 2,760,000			\$ 2,760,000	7/21/20
19	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	ALA210015	2		\$ 1,415,000		\$ 1,415,000	6/30/24
20	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection	ALA210014	2		\$ 1,271,000		\$ 1,271,000	6/30/24
21	Fremont	Centerville Complete Streets Upgrade of Relinquished SR84	ALA170076	2	\$ 7,695,000			\$ 7,695,000	4/30/26
22	Hayward	Winton Ave Complete Street	ALA170066	2	\$ 88,000			\$ 88,000	7/31/23
23	Hayward	Hayward - Main Street Complete Street	ALA170065	2	\$ 1,675,000			\$ 1,675,000	3/31/26
24	LAVTA	LAVTA Passenger Facilities Enhancements	ALA210016	2		\$ 2,000,000		\$ 2,000,000	5/31/27
25	Livermore	Livermore Pavement Rehabilitation - MTS Routes	ALA170068	2	\$ 1,382,000			\$ 1,382,000	2/15/22
26	Newark	Thornton Avenue Pavement Rehabilitation	ALA170061	2	\$ 592,000			\$ 592,000	9/30/26
27	Oakland	Oakland Various Streets Improvements	ALA170064	2	\$ 4,895,000			\$ 4,895,000	9/12/23
28	Oakland	Oakland 14th Street Complete Streets	ALA170043	2		\$ 1,000,000		\$ 1,000,000	2/13/27
29	Oakland	Lakeside Family Streets	ALA170063	2	\$ 4,792,000			\$ 4,792,000	7/31/27
30	Piedmont	Piedmont - Oakland Avenue Improvements	ALA170084	2	\$ 168,000			\$ 168,000	11/21/22
31	Pleasanton	Pavement Rehabilitation Hacienda Business Park	ALA170070	2	\$ 1,095,000			\$ 1,095,000	4/6/21
32	San Leandro	San Leandro Washington Avenue Rehabilitation	ALA170075	2	\$ 1,048,000			\$ 1,048,000	3/1/24
33	Union City	Union City-Dyer Street Pavement Rehabilitation	ALA170071	2	\$ 872,000			\$ 872,000	6/14/22

Sorted by Sponsor > Project

Total to Projects	\$ 68,166,000	\$ 11,440,000	\$ 18,158,000	\$ 97,764,000
CTA Planning/Programming	\$ 8,289,000	\$ 514,000	\$ 7,505,000	\$ 16,308,000
Total Obligated	\$ 76,455,000	\$ 11,954,000	\$ 25,663,000	\$ 114,072,000

OBAG 4 County Program Compliance Status

County	Jurisdiction	Housing Element <i>Updated 02/2026</i>	Annual Progress Report <i>Updated 02/2026</i>	State Housing Laws <i>Updated 02/2026</i>	Local Roadway Safety Plan <i>Updated 01/2026</i>	PMP Certification <i>Updated 03/2026</i>	LSR Survey <i>Updated 06/2025</i>	HPMS Traffic Count Data <i>Updated 05/2025</i>	Overall Compliance <i>Updated 03/2026</i>
Alameda	Alameda	Certified	Submitted 2024	No Violations Identified	Current Plan (2021)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Alameda	Alameda County	Certified	Submitted 2024	No Violations Identified	Current Plan (2021)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Alameda	Albany	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Alameda	Berkeley	Certified	Submitted 2024	No Violations Identified	Outdated Plan (2020)	Certified	Responded 2025	Responded 2024	Noncompliant
Alameda	Dublin	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified with Extension	Responded 2025	Responded 2024	Compliant
Alameda	Emeryville	Certified	Submitted 2024	No Violations Identified	Current Plan (2025)	Certified	Responded 2025	Responded 2024	Compliant
Alameda	Fremont	Certified	Submitted 2024	No Violations Identified	Current Plan (2021)	Certified	Responded 2025	Responded 2024	Compliant
Alameda	Hayward	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified	Responded 2025	Responded 2024	Compliant
Alameda	Livermore	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Alameda	Newark	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Extension	Responded 2025	Responded 2024	Compliant
Alameda	Oakland	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified	Responded 2025	Responded 2024	Compliant
Alameda	Piedmont	Certified	Submitted 2024	No Violations Identified	Current Plan (2021)	Certified	Responded 2025	Responded 2024	Compliant
Alameda	Pleasanton	Certified	Submitted 2024	No Violations Identified	Plan in Progress	Certified with Pending	Responded 2025	Responded 2024	Noncompliant
Alameda	San Leandro	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
Alameda	Union City	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified with Pending	Responded 2025	Responded 2024	Compliant



Memorandum

5.1

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• 510.208.7400

• www.AlamedaCTC.org

DATE: April 2, 2026

TO: Alameda County Technical Advisory Committee

FROM: Kristen Villanueva, Director of Planning and Programs

SUBJECT: Update on the OBAG4 Transit-Oriented Communities (TOC) Incentive Program

Recommendation

The Alameda County Technical Advisory Committee will receive an update from the Metropolitan Transportation Commission (MTC) on their TOC Incentive Program. This is an informational item only.

Summary

Throughout last year, staff from the MTC discussed options for their TOC policy within the framework of their next One Bay Area Grant (OBAG) funding program with ACTAC and groups of Alameda County jurisdictions. Based on feedback received from jurisdictions around the region and their Commissioners, their Commission adopted a TOC Incentive Program for this year's upcoming OBAG cycle. This means that for most of the funding in the upcoming OBAG cycle, TOC status will be a consideration and not a requirement. Instead, MTC is setting aside \$45 million for projects within TOCs that substantially comply with the policy by their deadline of July 1, 2027. Attachment A includes a summary of the details of this new Incentive Program. MTC staff will present this item at the April ACTAC meeting.

Background

On September 28, 2022, MTC adopted its TOC Policy (MTC Resolution 4530) to support the region's transit investments by creating communities around transit stations and along transit corridors that support transit ridership and regional housing goals. Alameda County's TOC station areas or corridors are distributed across BART, ACE, SF Bay Ferry, Capital Corridor, AC Transit Bus Rapid Transit (BRT), and proposed Valley Link stations. These cover a wide variety of land-use contexts and station types, such as end-of-line or terminal stations. To learn more about where the TOC Policy applies, view [a map of existing and planned TOC areas](#).

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

Attachment:

A. Presentation – MTC TOC Incentive Program

MTC Transit-Oriented Communities (TOC) Incentive Program

Overview of Eligibility, Scoring, Awards, and Timeline for OBAG Cycle 4



ACTC TAC
April 9, 2026

Agenda

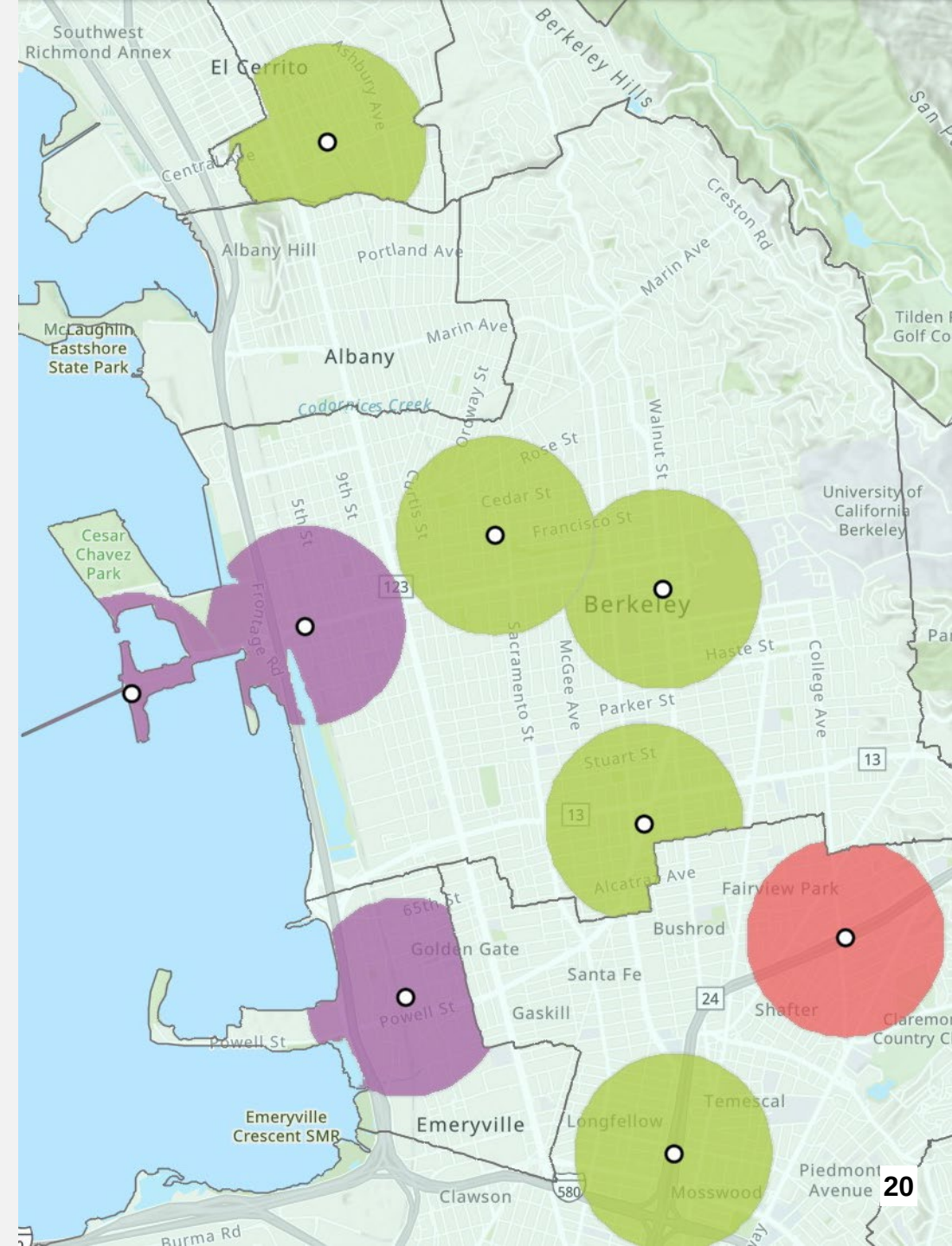
- TOC Policy Background
- TOC Incentive Program Overview
 - *Purpose*
 - *Evaluation Framework & OBAG 4 Adjustments*
 - *Eligibility, Awards & Uses*
- Timeline & Next Steps



Credit: Noah Berger

TOC Policy: Background

- TOC Policy [[MTC Res. No 4530](#)] adopted in **September 2022**.
- Applies to areas **within a half-mile** of existing and planned rail stations, bus rapid transit stops, and ferry terminals.
- Implements Plan Bay Area 2050 strategies by focusing on core elements of **land use density, affordable housing, parking management, and complete streets/multimodal access**.



Four Key Components of the TOC Policy

The Commission's adopted Resolution 4530 includes the following components:

Density

Residential &
commercial office
standards

Housing

Housing production,
preservation,
protection; small
business stability

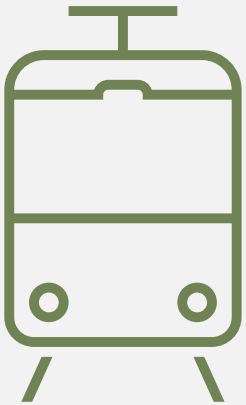
Parking

Parking standards;
expanded bike/
shared mobility

Station Access

Safer & easier
walking/biking;
universal
accessibility

TOC Incentive Program: Purpose



Advance regional **climate, housing, and equity goals** by focusing growth near transit.



Incentivize adoption of TOC-consistent policies that **support housing and transit ridership.**

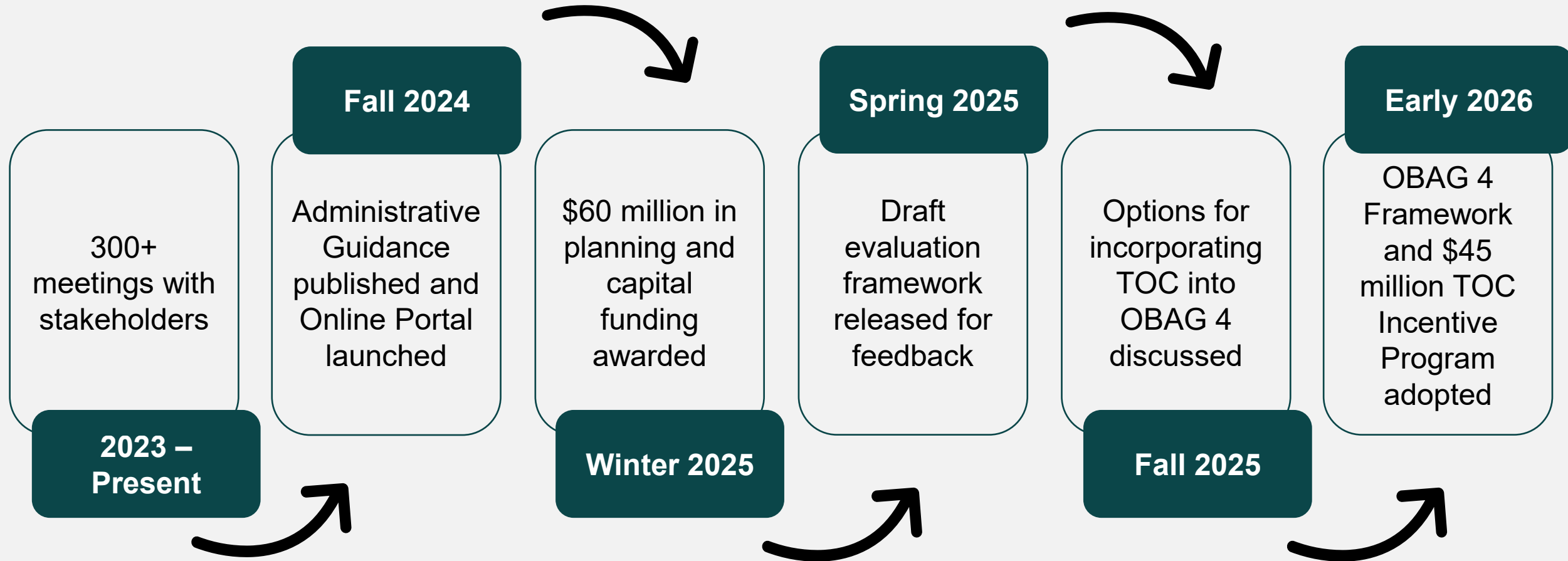


Align discretionary **regional transportation funding with local commitments.**



Target limited funds to jurisdictions **delivering meaningful TOC outcomes.**

How TOC Became an Incentive Program



TOC Evaluation Framework: Measuring Progress

100-point evaluation framework across four policy areas in TOC Policy designed as a transparent and consistent method for tracking progress over time.

Density

25 points

Housing

25 points

Parking

25 points

**Station
Access**

25 points

Fall 2025: Draft Framework Revisions

Based on stakeholder feedback and engagement, the **evaluation framework was updated** with the following adjustments:

Density	Housing	Parking		Station Access
Decrease points for minimum and maximum office intensity given post-pandemic office development challenges	Allow <i>wider variety</i> of funding sources to fulfill housing policies	Decrease points for vehicle parking maximums given market challenges	Increase points for shared and unbundled parking policies	Increase points for access gap analysis to equally consider pedestrian, bike, and bus modes

Additional Adjustments for OBAG 4

- 1 **Submission deadline** extended to July 1, 2027.
- 2 **No credit for work in progress** provided, given deadline extension.
- 3 **SB 79 credit** given for maximum allowable density for TOCs, where SB 79 applies.
- 4 **Housing protection policy credit** allowed for no more than one eligible countywide program (*i.e., at least one local action still required for full protection credit*).

Admin Guidance Updates

Following the Commission's February 25, 2026 action, MTC staff will issue an **updated Administrative Guidance** incorporating the changes below to increase clarity, flexibility, and ease of implementation.

Increases Clarity

- “Compliance” language updated to “consistency” throughout
- Revised submittal information for multiple standards
- Mobility hub standards scoped by corridor and jurisdiction boundary

Increases Flexibility

- Expanded flexibility for housing funding options: broader eligible sources and more flexible timing of commitments
- More policy combinations eligible for credit, including density and housing production

Reflects State Law Changes

- State law compliance now satisfies several TOC standards for density and parking (SB 79, AB 1317, AB 894)
- Select housing policies updated or removed to align with new state law (AB 130)

Simplifies Local Actions

- Submission deadline extended to July 1, 2027; council resolution no longer required
- Reduced documentation burden throughout; countywide programs can satisfy some housing requirements

TOC Incentive Program: Who Qualifies?

85 points

*Minimum threshold using the
approved TOC Evaluation
Framework*



Why a high threshold?

Aligns with the fully incentive-based program design and rewards meaningful progress toward TOC and Plan Bay Area 2050+ goals



Below 85? Still eligible for other funds.

Jurisdictions scoring below 85 remain eligible for all other OBAG county and regional funds – only the TOC Incentive Program requires a score of 85+

TOC Incentive Program: What Does Eligibility Provide?

Funds can be applied to **any OBAG 4 county program eligible project type**, including:



Local Streets & Roads Projects

Capital and planning investments in roadway infrastructure



Transit Projects

Funding for transit planning and capital improvements



Active Transportation

Pedestrian and bicycle planning and capital projects

10 – 15
Jurisdictions

Expected to Qualify

**Varying sizes, well-distributed
throughout the region.**

Performance-Based Formula Structure

Funds distributed through performance formula reflecting level of effort and implementation responsibility.

Formula Factors

- Number of designated TOC areas
- Jurisdiction population

Reflects scale of effort, impact, and implementation responsibility

Award Structure

- **Minimum awards by size tier** to create meaningful incentive
- **Maximum awards by size tier** to distribute benefits broadly
- *Qualifying cities would be eligible for grants:*
 - **Big 3 Cities** (6+ TOCs): \$6-8 million each
 - **Large** (4+ TOCs **or** 200k+ pop): \$4-6 million each
 - **Medium** (2+ TOCs **or** 100k+ pop): \$2-4 million each
 - **Small** (at least 1 TOC): \$1-2 million each

If final scores differ from current estimates, the Commission could further refine this approach in late 2027.

Next Steps (1 of 2)

Spring 2026

Staff will return to the MTC Commission this spring with amendments to the TOC Policy (MTC Resolution No. 4530) to:

- *Provide flexibility to transit extension projects seeking non-OBAG discretionary funding*
- *Clarify the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle*

Staff will also revise the TOC Administrative Guidance this spring to align with Commission direction regarding the approved TOC Incentive Program.

**Summer 2026 to
Summer 2027**

Ongoing Technical Assistance to Jurisdictions

July 1, 2027

TOC Submissions Due to Confirm Incentive Program Eligibility

Next Steps (2 of 2)

July 1, 2027

TOC Submissions Due to Confirm Incentive Program Eligibility

Fall 2027

TOC Scores Finalized after Staff Review

Winter 2027

Commission to Fund Awards to Qualifying Jurisdictions +
Local Jurisdictions Identify Eligible Projects in Coordination with MTC Staff

Spring 2028

Commission to Program Funds to Specific Projects

2028 and
beyond

Continued Technical Assistance and Potential Future Round(s) of TOC Grants



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 2, 2026

TO: Alameda County Technical Advisory Committee

FROM: Kristen Villanueva, Director of Planning and Programs
Colin Dentel-Post, Assistant Director of Planning

SUBJECT: 2026 Countywide Transportation Plan Update

Recommendation

It is recommended that the Commission receive an update on the 2026 Countywide Transportation Plan (CTP). This item is for information only.

Summary

Alameda CTC updates the CTP approximately every four to six years to respond to changing conditions and evaluate new opportunities and demands placed on the transportation system. The Policy Blueprint adopted by the Commission in 2024 serves as the foundation of the 2026 CTP, defining the goals and policy objectives that guide development of the strategies, near-term actions, and projects and programs included in the Plan.

This item provides updates on key elements of the CTP, including the list of projects and programs submitted for consideration by local jurisdictions, and draft implementation strategies and actions. After Commission input, staff will conduct final briefings and discussions with partner agencies; complete the required performance evaluation of the plan; return to the CTP Working Group comprised of community-based organizations for a final round of engagement; and release the Draft Plan for public input before finalizing it later this year.

Background

Alameda CTC prepares a CTP that establishes a vision and goals for the transportation system in Alameda County and identifies transportation project priorities and strategies to advance toward the vision and goals over time. The CTP is a long-range planning document that directly feeds into regional transportation plans produced by the Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG). Recommendations from CTPs also inform Alameda CTC's funding and legislative advocacy,

programming actions, capital project development, programs implementation and priorities for planning initiatives.

CTP Project and Program Submissions

One key element of the CTP is a list of transportation projects and programs that help implement the CTP and advance the vision and goals and policy objectives. Projects must be included in the CTP to be eligible to compete in the future for funding from Alameda CTC and for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy. While simply being included in these plans does not guarantee funding, inclusion is a requirement to compete for many competitive funding sources as well as for various project approval actions.

Over the last year, Alameda CTC met extensively with local agency staff to discuss needs and priorities, and local jurisdictions submitted projects and programs for consideration for inclusion in the CTP. This process generated approximately 385 candidate submissions¹, including both projects and programs, which are bundles of smaller projects (\$3 million or less), longer-term concepts included in completed plans², or operational projects. Alameda CTC is currently reviewing the projects and programs submitted to evaluate how projects advance the policy objectives in the Commission-adopted Policy Blueprint and meet the needs identified through the community engagement and needs assessment elements of the CTP.

Attachment A presents the list of projects and programs submitted to Alameda CTC over the past year, organized by the following categories of submissions (listed in alphabetical order):

Bridges and Railway Crossings	Roadway Maintenance and Repair
Clean Transportation	Technology
Climate Adaptation and Resilience	Trails and Greenways
Goods Movement	Transit Capital Expansions
HOV and Express Lanes	Transit Operating & Maintenance Facilities
Interchange Modernizations	Transit Service Improvements
Multimodal Corridors	Transit Station Access and Modernization
Paratransit and Transit Pass	Transportation Demand Management

Staff will have additional discussions with sponsor agencies through the first half of this year to identify projects that best advance the Policy Blueprint and gaps and opportunities for future planning efforts, projects or programs. Staff will also work with local jurisdictions to ensure additional projects or programs initially not submitted or that need more detail or clarification are considered for inclusion in the final Draft Plan.

¹ The list of projects and programs included in Attachment A includes additional programmatic categories as well as candidate projects that were grouped together, resulting in a total number of projects and programs reflected in Attachment A that differs from the 385 candidate submissions.

² Costs to conduct studies or plans are not included in the CTP programs list.

CTP Implementation Plan: Strategies and Actions

The 2026 CTP will include a set of strategies and near-term actions for more specific planning, policy, and project implementation efforts. Attachment B presents an initial draft set of strategies and actions for consideration that would address priority needs across the CTP and the Countywide Active Transportation Plan (CATP). The strategies connect directly to objectives in the Policy Blueprint, whereas the proposed draft actions are near-term implementation actions. After Commission input and consultation with partner agencies, staff will refine the set of strategies and near-term actions and add timelines to each action.

Several of the actions would facilitate implementation of capital projects, with project development support, creation of a major project investment strategy, and coordinating funding advocacy for regional, state and federal sources. These are implementation areas that staff have heard from the Commission and partner agencies as needed to make measurable progress toward the ambitious vision of the CTP.

Next month, staff will return to the Commission to consider additional strategies and actions to address the key needs identified through the 2026 Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment).

CTP Long-Term Assessment

Alameda CTC is required to comply with MTC guidelines for CTPs related to estimating the plan's performance metrics, in particular related to vehicle miles travelled and equity. The 2026 CTP will include a quantitative assessment of long-term changes in transportation outcomes from implementing the CTP's projects, programs and strategies. In addition, consistent with MTC's CTP guidelines, the evaluation will incorporate regionally-adopted land use and long-term transit priorities included in the region's Regional Transportation Plan/Sustainable Communities Strategy.

Next Steps

After Commission input, staff will: conduct final briefings and discussions with partner agencies; complete the required performance evaluation of the plan; return to the CTP Working Group comprised of community-based organizations for a final round of engagement; and release the Draft Plan for public input before finalizing later this year.

Fiscal Impact

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

Attachments:

- A. 2026 CTP Project and Program Submissions
- B. 2026 CTP Draft Implementation Plan

Projects Submitted for the 2026 CTP
 Projects sorted by category then by agency in alphabetical order
 Costs more than \$3 million

5.2A

Costs as of 9/2025 and subject to change

#	Project Name	Agency	Total Cost (\$, millions)
Bridges and Railway Crossings			
1	Rail Safety Enhancement Program (Near-term Phases A and B)	Alameda CTC	\$123
2	Powell Street Bridge Widening	City of Emeryville	\$50
3	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	City of Fremont	\$13
4	UPRR Quiet Zones: Other Fremont Locations	City of Fremont	\$3
5	Central Avenue Overpass	City of Newark	\$70
6	Quiet Zones RR Crossing Improvements Project	City of Newark	\$10
7	UP At-Grade Crossing Safety Upgrades	City of Union City	\$5
8	I Street Railroad At-Grade Crossing Closure	City of Union City	\$5
Climate Adaptation and Resilience			
9	Bay Farm Island Northern Shoreline Adaptation Project	City of Alameda	\$22
10	Estuary Adaptation Project	City of Alameda	\$167
11	South Shore Beach Adaptation Project	City of Alameda	\$20
12	Neptune Drive Flood Protection and Bridge Repair Project	City of San Leandro	\$6
13	Oakland International Airport Perimeter Dike Improvement Project (Phase 2)	Port of Oakland	\$43
14	Doolittle Drive Flood Hazard Improvements (SR-61)	Port of Oakland/Caltrans	TBD
Goods Movement			
15	7th Street Grade Separation East	Alameda CTC	\$378
16	Oakland Army Base Infrastructure Improvements	City of Oakland	\$346
17	Adeline Street Bridge Replacement	City of Oakland/Caltrans	\$300
18	Arterial Roadway Improvements Project	Port of Oakland	\$21
HOV and Express Lanes			
19	I-680 Express Lanes: NB SR-84 to Alcosta (Phase 2)	Alameda CTC	TBD
20	Bay Bridge Forward Interstate 80 Westbound High Occupancy Vehicle and Bus Lane Extension Project	MTC	\$4
21	Bay Bridge Forward Interstate 580 Westbound High Occupancy Vehicle Lane Extension Project	MTC	\$7
22	Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	\$7
23	Bay Bridge Forward: I-80 Localized Transit Priority/HOV Strategies Project	MTC	\$5
Interchange Modernizations			
24	I-880/Whipple Rd./Industrial Pkwy SW Interchange Modernizations	Alameda CTC	\$220
25	I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC	\$68
26	I-580/I-680 Interchange Improvements	Alameda CTC	TBD
27	I-80/Ashby Avenue Interchange Modernization	Alameda CTC	\$157
28	SR-262 Safety and Interchange Improvements	Alameda CTC	\$76
29	University Avenue/I-80 Interchange Project	City of Berkeley	\$132
30	I-580 Interchange Improvements at Hacienda	City of Dublin	\$46
31	I-580/Fallon/El Charro Interchange Modernization (Phase 2)	City of Dublin	\$53
32	Auto Mall Parkway Improvements Near I-680	City of Fremont	\$80
33	I-680/Mission Boulevard (North) Interchange Modernization	City of Fremont	\$40
34	I-680/Washington Boulevard Interchange Modernization	City of Fremont	\$35
35	I-880/Decoto Road Interchange Modernization	City of Fremont	\$33
36	Rt 92/Clawiter/Whitesell Interchange Modernization	City of Hayward	\$40
37	I-580 Greenville Road Interchange Improvements	City of Livermore	\$100
38	I-580 SR-84/Isabel Interchange Improvements Phase 2	City of Livermore	\$30
39	I-580/First Street Interchange Modernization	City of Livermore	\$60
40	I-580/Vasco Road Interchange Modernization	City of Livermore	\$120
41	42nd Avenue & High Street I-880 Access Improvements	City of Oakland	\$29
42	I-680 Overcrossing Widening and Improvements at Stoneridge Drive	City of Pleasanton	\$19
43	I-680 Sunol Interchange Modernization	City of Pleasanton	\$27
44	Santa Rita Road I-580 Overcrossing Widening	City of Pleasanton	\$11
45	I-880/Alvarado-Niles Interchange Multimodal Modifications	City of Union City	\$20
46	Whipple Road Multimodal Corridor Project	City of Union City	\$26
47	Bay Bridge Forward I-80 Powell Street Interchange Transit Access Improvements Project	MTC	\$4
Multimodal Corridors			
48	Foothill Blvd Corridor Improvements	AC Transit	\$22
49	Fruitvale Ave. Corridor Short Term Improvements	AC Transit	\$5
50	Grand Avenue Corridor Bus Lanes	AC Transit	\$57
51	Shattuck Ave./Martin Luther King Jr. Way Corridor	AC Transit	\$80
52	International Boulevard Transit Lane Delineation	AC Transit	\$4
53	Castro Valley Boulevard Corridor Improvements	ACPWA	\$12
54	Castro Valley Boulevard Streetscape Improvement Phase II	ACPWA	\$13
55	Center Street Corridor Improvement Project	ACPWA	\$15
56	Crow Canyon Road Roundabouts	ACPWA	\$13
57	Crow Canyon Road Safety Improvements	ACPWA	\$4
58	Hesperian Boulevard (Phase 2)	ACPWA	\$15
59	Patterson Pass Road Safety Improvements	ACPWA	\$7
60	Redwood Road Corridor Improvement Project	ACPWA	\$14

Projects Submitted for the 2026 CTP
 Projects sorted by category then by agency in alphabetical order
 Costs more than \$3 million

Costs as of 9/2025 and subject to change

#	Project Name	Agency	Total Cost (\$, millions)
61	Tesla Rd. Safety Improvements (Phase 1)	ACPWA	\$42
62	East Bay Greenway (Phase 1): Bayfair Drive to 162nd Avenue	ACPWA	\$8
63	Tesla Road Safety Improvements Phase II	ACPWA	\$7
64	Vasco Road Safety Improvement Phase II	ACPWA	\$27
65	San Pablo Avenue Corridor: Bus/Bike Lanes	Alameda CTC	\$255
66	San Pablo Avenue Corridor: Multimodal Corridor Improvements - Safety Enhancements	Alameda CTC	\$33
67	San Pablo Avenue Corridor: Multimodal Corridor Improvements - Parallel Bike	Alameda CTC	\$17
68	5th Street Safety Project	City of Alameda	\$3
69	Bike and Ped improvements on commercial corridors: Park St and Webster St	City of Alameda	\$9
70	Clement Ave. and Tilden Way Complete Streets	City of Alameda	\$14
71	Fernside Blvd Traffic Calming & Bikeways	City of Alameda	\$20
72	Grand Street Safety Improvements	City of Alameda	\$16
73	Lincoln Avenue/Marshall Way Safety Improvements	City of Alameda	\$24
74	Neighborhood Greenways	City of Alameda	\$10
75	Willie Stargell Complete Street Corridor	City of Alameda	\$18
76	Buchanan Streetscape	City of Albany	\$10
77	Solano Avenue Streetscape Improvement Project	City of Albany	\$50
78	Ashby Avenue Complete Streets Corridor	City of Berkeley	\$7
79	Center Street Plaza Project	City of Berkeley	\$3
80	Gilman Street Complete Streets Corridor	City of Berkeley	TBD
81	Shattuck Avenue Complete Streets Corridor	City of Berkeley	\$15
82	Heinz Bicycle Boulevard	City of Berkeley	TBD
83	Derby Street Bicycle Boulevard	City of Berkeley	TBD
84	Sacramento Street High Priority Pedestrian and Bicycle Crossings Project	City of Berkeley	\$5
85	Telegraph Ave Pedestrian and Transit Mall	City of Berkeley	\$30
86	Adeline Street Corridor Transportation Improvements	City of Berkeley	TBD
87	Telegraph Avenue Multimodal Corridor	City of Berkeley	TBD
88	Martin Luther King Jr Way Complete Streets Corridor	City of Berkeley	\$6
89	University Avenue Complete Streets Corridor	City of Berkeley	\$4
90	Oxford Street Complete Streets Corridor	City of Berkeley	\$25
91	Claremont Avenue Complete Streets Corridor	City of Berkeley	\$12
92	Dublin Blvd. - North Canyons Pkwy Extension	City of Dublin	\$127
93	Fallon Road Widening Project	City of Dublin	\$18
94	Tassajara Road Realignment	City of Dublin	\$38
95	Tassajara Road Widening from N. Dublin Ranch Drive to Quarry Lanes	City of Dublin	\$15
96	40th Street Transit-Only Lanes and Multimodal Enhancements	City of Emeryville	\$33
97	Kato Road Complete Street	City of Fremont	\$10
98	Mowry Ave. Complete Streets	City of Fremont	\$30
99	Peralta Ave. Complete Streets	City of Fremont	\$20
100	Vargas Road Safety Improvements	City of Fremont	\$5
101	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA	City of Fremont	\$4
102	Decoto Road Complete Street: I-880 to Paseo Padre Parkway	City of Fremont	\$39
103	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	City of Fremont	\$13
104	Fremont Boulevard Complete Streets in Warm Springs PDA	City of Fremont	\$20
105	A St/B St Safety/Complete Streets	City of Hayward	\$50
106	Downtown Safe Streets	City of Hayward	\$48
107	Hayward Blvd Multi-modal Project	City of Hayward	\$3
108	Hesperian Safe Streets	City of Hayward	\$38
109	Jackson St Safe Streets	City of Hayward	\$14
110	Mission Blvd Safe Streets	City of Hayward	\$44
111	Tennyson Rd. Corridor PDA Complete Streets	City of Hayward	\$27
112	Thornton Avenue Complete Streets Corridor	City of Newark	\$15
113	18th Street Bikeway	City of Oakland	\$3
114	7th Street Connection Project	City of Oakland	\$32
115	7th Street Paving Improvement Project	City of Oakland	\$4
116	8th Street Corridor Improvements Project	City of Oakland	\$22
117	9th Street Complete Streets Project	City of Oakland	\$3
118	Calm East Oakland Streets	City of Oakland	\$22
119	East 12th Street Bikeway	City of Oakland	\$16
120	Embarcadero West Rail Safety and Access Improvements	City of Oakland	\$59
121	Foothill Blvd Complete Streets Paving Project	City of Oakland	\$3
122	Franklin Street Paving Improvement Cycletrack Project	City of Oakland	\$17
123	Grand Avenue Complete Streets Paving Project	City of Oakland	\$15
124	HSIP 10 14th Street Pedestrian Crossing Improvements and Road Diet	City of Oakland	\$3
125	HSIP 10 98th Avenue	City of Oakland	\$3
126	HSIP 10 Systemic Improvements	City of Oakland	\$3
127	HSIP 11 Major Crossing Improvements	City of Oakland	\$3
128	Lake Merritt to Bay Trail Connection / 5th Avenue Complete Streets	City of Oakland	\$13
129	LAMMPS Phase II & Phase III	City of Oakland	\$25
130	Martin Luther King Jr Way Streetscape Improvements	City of Oakland	\$41

#	Project Name	Agency	Total Cost (\$, millions)
131	MacArthur Smart City Corridor Phase 2	City of Oakland	\$13
132	Martin Luther King Jr Way Complete Streets Project	City of Oakland	\$13
133	Upper Telegraph Avenue Paving Complete Streets Project	City of Oakland	\$15
134	2nd Street Transit Hub & Bike Lane Connection	City of Oakland	\$10
135	Broadway Streetscape Improvements	City of Oakland	\$37
136	East Bay BRT Corridor Pedestrian Safety Improvements	City of Oakland	\$25
137	Foothill Road Complete Streets	City of Pleasanton	\$8
138	I-580 Overcrossing Bicycle and Pedestrian Improvements	City of Pleasanton	\$3
139	West Las Positas Bike Corridor Improvements	City of Pleasanton	\$6
140	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	City of Pleasanton	\$116
141	Cross Town Class IV Corridors and Williams St. Pedestrian Improvements	City of San Leandro	\$48
142	Doolittle Drive Streetscape	City of San Leandro	\$15
143	Downtown San Leandro Pedestrian Lighting & Streetscapes	City of San Leandro	\$8
144	Fairway Drive Traffic Calming Project	City of San Leandro	\$3
145	Hesperina Class IV Bikeway Gap Closure Project	City of San Leandro	\$8
146	MacArthur Blvd Roundabout	City of San Leandro	\$7
147	Marina Boulevard Streetscape	City of San Leandro	\$13
148	Mission Blvd (SR 238) "Complete Street" Project	City of Union City	\$20
149	Quarry Lakes Parkway (Segment 5)	City of Union City	\$146
150	Quarry Lakes Parkway (Segments 1-2)	City of Union City	\$122
151	Quarry Lakes Parkway (Segments 3-4)	City of Union City	\$216
152	Union City Blvd. Complete Streets	City of Union City	\$10
153	Alvarado-Niles Road Rehab and Multimodal Corridor	City of Union City	\$20
154	7th Street Infrastructure Improvements	City of Union City	\$3
155	West Oakland Link Phase 1	MTC	\$64
156	West Oakland Link Phase 2	MTC	\$40
Roadway Maintenance and Repair			
157	Airway Blvd Culvert Replacement	City of Livermore	\$15
158	Lake Chabot Road Stabilization Project	City of San Leandro	\$5
Technology			
159	Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) Technology Upgrade	AC Transit	\$34
160	Enterprise Asset Management Software Upgrade	AC Transit	\$6
161	Traffic Signal Modernization & Interconnect Project	City of Newark	\$10
162	Bay Bridge Forward: Smart Transbay Transit	MTC	TBD
163	I-880 Optimized Corridor Operations	MTC	\$3
Trails and Greenways			
164	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	ACPWA	\$77
165	Niles Canyon Trail (Phase 1)	ACPWA	\$32
166	Niles Canyon Trail (Phase 2)	ACPWA	\$31
167	San Lorenzo Creek Trail Project	ACPWA	\$29
168	East Bay Greenway (Phase 1): Lake Merritt BART to Bayfair BART	Alameda CTC	\$197
169	East Bay Greenway (Phase 1): Bayfair BART to South Hayward BART	Alameda CTC	\$3
170	East Bay Greenway (Phase 2): Urban Trail	Alameda CTC	\$501
171	Bay Farm Bike Bridge Access Upgrades/Bay Trail Adaptation	City of Alameda	\$4
172	Oakland-Alameda Estuary Bridge	City of Alameda	\$303
173	Pierce-Cleveland Bikeway Connection	City of Albany	\$6
174	Greenway and Mandela Connector	City of Emeryville	\$5
175	Dumbarton to Quarry Lakes Trail	City of Fremont	\$35
176	East Bay Greenway (Reach 6): Innovation District to Bay Trail	City of Fremont	\$85
177	East Bay Greenway: Irvington BART Station Area	City of Fremont	\$15
178	Grimmer Greenway Trail: Central Park to Fremont Boulevard	City of Fremont	\$5
179	Grimmer to Pacific Commons Trail	City of Fremont	\$55
180	Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	City of Fremont	\$6
181	Sabercat Trail: Irvington BART to Ohlone College	City of Fremont	\$70
182	Shinn Trail Connection to Niles	City of Fremont	\$15
183	Eden Greenway Active Trans Corridor	City of Hayward	\$220
184	Livermore Iron Horse Trail	City of Livermore	\$5
185	66th Avenue Coliseum BART to Bay Trail Project	City of Oakland	\$25
186	73rd Avenue Active Routes to Transit	City of Oakland	\$44
187	85th Avenue Pedestrian and Bicyclist Path	City of Oakland	\$13
188	Bancroft Avenue Greenway	City of Oakland	\$24
189	Oakland Waterfront Promenade: Bay Trail Gap Closure	City of Oakland/ Port of Oakland	TBD
190	Iron Horse Trail Improvements	City of Pleasanton	\$13
191	San Leandro Creek Trail	City of San Leandro	\$41
192	Shoreline Park Project	City of San Leandro	\$40
193	Station District Pedestrian Bridge	City of Union City	\$30
Transit Capital Expansions			

Projects Submitted for the 2026 CTP
 Projects sorted by category then by agency in alphabetical order
 Costs more than \$3 million

Costs as of 9/2025 and subject to change

#	Project Name	Agency	Total Cost (\$, millions)
194	South Bay Connect	CCJPA	\$465
195	Berkeley-San Francisco Ferry	City of Berkeley/SF Bay Ferry	\$119
196	Irvington BART Station	City of Fremont	\$300
197	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	City of Newark	\$15
198	Redwood City-Oakland Ferry	SF Bay Ferry	\$54
199	Altamont Corridor Vision (ACE)	SJRRRC	\$2,510
200	Valley Link	TVSJVRRA	\$2,065
Transit O&M Facilities			
201	Division 4 Replacement (Phase 1)	AC Transit	\$30
202	Hayward Maintenance Complex (Phase 1)	BART	\$415
203	Operations Control Center (OCC) Modernization	BART	\$145
204	Atlantis O&M Facility	LAVTA	\$87
205	Union City Transit Facility Upgrades	Union City Transit	\$20
Transit Service Improvements			
206	BART Core Capacity	BART	\$4,760
207	Oakland Alameda Water Shuttle	City of Alameda	\$6
208	ACE Medium-Term Service Increases	SJRRRC	\$883
Transit Station Access and Modernization			
209	Bay Fair Connection	BART	\$236
210	Dublin/Pleasanton BART Station Active Access Improvements	BART	\$17
211	West Oakland TOD	BART	TBD
212	Fremont BART Station Modernization	City of Fremont	\$8
213	Isabel/Valley Link Multimodal Improvements	City of Livermore	\$40
214	S. Front/Valley Link Multimodal Improvements	City of Livermore	\$40
215	Coliseum City Transit Hub/Coliseum City infrastructure	City of Oakland	\$230
216	San Leandro BART Station Area Safety Improvements	City of San Leandro	\$6
217	Union City BART Mobility Hub	City of Union City	\$6
218	Union Landing Transit Center Modifications	Union City Transit	\$5

#	Program Name	Agency
Bridges and Railway Crossings		
1	Right-of-Way Safety Improvement Program	CCJPA
2	Railroad Grade Separations - Oakland	City of Oakland
3	Railroad Grade Separations - San Leandro	City of San Leandro
Clean Transportation		
4	Zero Emission Bus Maintenance Bay Upgrades	AC Transit
5	Zero Emission Bus Fueling and Charging Infrastructure Equipment and Construction	AC Transit
6	Hydrogen Fuel Cell Powered Port Equipment	CTE/Port of Oakland
7	Port of Oakland and UPS transition to Battery Electric Trucks	Port of Oakland
8	Port Wide EV Readiness Program (Aviation)	Port of Oakland
9	Airport Electric Shuttle Bus Fleet & Facility	Port of Oakland
10	Green Power Microgrid	Port of Oakland
11	Transforming the Port of Oakland to Zero Emissions	Port of Oakland
12	Electrification of Materials and Equipment Transport	Port of Oakland
13	Powering Progress: Electrification of Materials and Equipment Transport at the Port of Oakland	Port of Oakland
14	Central Bay O&M Expansion and Electrification	SF Bay Ferry
15	Alameda Main St. Electrification	SF Bay Ferry
16	Oakland Terminal Modernization	SF Bay Ferry
17	Harbor Bay Terminal Modernization	SF Bay Ferry
18	Seaplane Lagoon Electrification	SF Bay Ferry
Climate Adaptation and Resilience		
19	BART Adaptation, Resilience, and Sustainability Investments	BART
20	Citywide Green Infrastructure and Stormwater Management Program	City of Alameda
21	Climate Action and Resiliency Plan Implementation	City of Alameda
22	Green Stormwater Infrastructure Implementation Plan	City of Dublin
23	Climate Action Plan Implementation	City of Emeryville
24	Green Infrastructure Projects Program	City of Emeryville
25	Lindsay Tract Green Infrastructure and Storm Drain Improvements	City of Newark
26	Green Stormwater Infrastructure in Transportation Program	City of Oakland
27	Climate Adaptation Planning for Neighborhood-led Resiliency	City of Oakland/Port of Oakland
28	Green Infrastructure Improvements	City of San Leandro
29	Sea Level Rise	City of San Leandro
30	Stormwater Trash Capture Device Installation Project	City of San Leandro
Goods Movement		
31	Goods Movement Improvements Program	City of Oakland
32	Inner & Outer Harbor Turning Basins Widening	Port of Oakland
33	Oakland Alameda Estuary Marine Debris Removal and Regional Stewardship Project	Port of Oakland
34	Seaport Near & On-Dock Rail Enhancements	Port of Oakland
35	Powering the Future (2021)	Port of Oakland
36	Wharf Infrastructure Modernization	Port of Oakland
37	Terminal Modernization Project	Port of Oakland
Multimodal Corridors and Programs		
38	Delay Hotspot Correction Program	AC Transit
39	Alameda County Pedestrian, Bicycle and Trail Master Plan Implementation Program	ACPWA
40	Safe Routes to School	Alameda CTC
41	Active Transportation Plan Implementation	City of Alameda
42	Citywide Roundabout Implementation	City of Alameda
43	Vision Zero Action Plan Implementation	City of Alameda
44	Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	City of Alameda
45	Active Transportation Program	City of Albany
46	Accessible Protected Bike Lane Streets	City of Berkeley
47	Citywide Bike Boulevard/Major Street Intersections Project	City of Berkeley
48	Street Trauma Prevention Program Implementation - Traffic Calming and Emergency Response Times	City of Berkeley
49	Vision Zero Action Plan Implementation	City of Berkeley
50	Complete Streets, Vision Zero, & Transit Corridor Studies and Implementation	City of Berkeley
51	Downtown Dublin Streetscape Plan Implementation	City of Dublin
52	Dublin Bicycle and Pedestrian Plan Implementation	City of Dublin
53	Local Roadway Safety Plan Implementation	City of Dublin

#	Program Name	Agency
54	SR2S Improvements	City of Dublin
55	Bicycle and Pedestrian Plan Implementation	City of Emeryville
56	Powell Street Traffic Safety Improvements	City of Emeryville
57	Active Transportation Infrastructure Maintenance	City of Fremont
58	Citywide Active Transportation Improvements	City of Fremont
59	Citywide ADA Sidewalk and Intersection Improvements	City of Fremont
60	Bicycle and Pedestrian Master Plan	City of Hayward
61	Local Road Safety Plan	City of Hayward
62	Safe Routes to Schools	City of Hayward
63	Speed Management Plan	City of Hayward
64	Livermore Bicycle, Pedestrian & Active Transportation Plan	City of Livermore
65	City of Newark Active Transportation Plan	City of Newark
66	Citywide Bicycle Master Plan Implementation	City of Newark
67	Citywide Pedestrian Master Plan implementation	City of Newark
68	Safe Route to Schools Improvements Program	City of Newark
69	ADA 30-Year Curb Ramp Transition Plan	City of Oakland
70	Bike Plan Priority Corridors	City of Oakland
71	City-Wide Bike Plan Implementation Program	City of Oakland
72	Complete Streets Paving Infrastructure Program	City of Oakland
73	Implementation Program for Citywide Safe Routes to Schools and Traffic Calming Improvements	City of Oakland
74	Oakland 2024 High Injury Network Corridor Improvements	City of Oakland
75	Pedestrian Plan Implementation & Stairs/Paths Program	City of Oakland
76	Quick-Build Program	City of Oakland
77	Undercrossing Improvements Program	City of Oakland
78	City of Oakland Capital Improvement Program (CIP) - Priority Unfunded List	City of Oakland
79	Downtown Oakland Specific Plan (DOSPP) Mobility Implementation Projects	City of Oakland
80	East Oakland Community Based Transportation Plan (EOMAP) / East Oakland Neighborhoods Initiative (EONI) Plan Area Projects	City of Oakland
81	Grand Ave Mobility Plan Implementation	City of Oakland
82	Hegenberger Road Complete Streets Plan	City of Oakland
83	Oakland Chinatown Complete Streets Improvements	City of Oakland
84	Oakland Complete Streets Program	City of Oakland
85	West Oakland Community Based Transportation Plan Area Projects	City of Oakland
86	West Oakland, Jack London District, and Downtown Oakland Connectivity Projects	City of Oakland
87	Transit Action Strategy / Transit Capital Program	City of Oakland / AC Transit
88	City of Pleasanton Bicycle and Pedestrian Master Plan	City of Pleasanton
89	City of Pleasanton Travel Action Plan	City of Pleasanton
90	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	City of San Leandro
91	Local Street Rehabilitation and Complete Streets Implementation including Green Streets Infrastructure	City of San Leandro
92	2035 General Plan Traffic Circulation Improvements	City of San Leandro
93	San Leandro Street Circulation and Capacity Improvements	City of San Leandro
Paratransit and Transit Pass Programs		
94	Mobility for Seniors and People with Disabilities - Paratransit	Alameda CTC
95	Student Transit Pass Program	Alameda CTC
96	BART Means-Based Fare Discount Program	BART
97	Free Bus Pass Program for Seniors and People with Disabilities	City of Alameda
98	LAVTA Wheels Access Mobility Management	LAVTA
99	Para-Taxi Operations	LAVTA
100	Regional Paratransit Trip Booking (RPTB) Demonstration Project	MTC
Roadway Maintenance and Repair		
101	Estuary Bridges Maintenance and Repairs	ACPWA
102	Railroad Crossing Annual Maintenance	ACPWA
103	Sidewalk Repair Program	ACPWA
104	Citywide Streetlight Renewal	City of Albany
105	Marin Pavement & Curb Ramp Rehabilitation	City of Albany
106	Annual Sidewalk Rehabilitation Program	City of Albany
107	Annual Street Rehabilitation Program	City of Albany
108	Dublin's Annual Street Resurfacing	City of Dublin
109	Citywide Pavement Rehabilitation	City of Fremont
110	Annual Pavement Maintenance	City of Livermore
111	Bridge Rehabilitation	City of Livermore
112	City Local Bridge Seismic Evaluation	City of Livermore

#	Program Name	Agency
113	Annual Pavement Rehabilitation Program	City of Newark
114	Annual Sidewalk, Curb, & Gutter Rehabilitation Program	City of Newark
115	Citywide Bridge Retrofit & Preventive Maintenance Program	City of Oakland
116	City-Wide Paving Program	City of Oakland
117	Citywide Sidewalk Repairs	City of Oakland
118	Bridge Maintenance Program	City of San Leandro
119	Stormdrain Maintenance and Repair Program	City of San Leandro
Technology		
120	All Door Boarding Pilot Program	AC Transit
121	New Technologies and Innovations	City of Alameda
122	Multimodal Corridor Signal Interconnect & Transit Signal Priority Upgrades	City of Berkeley
123	City-wide Traffic Signal Modernization	City of Dublin
124	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	City of Dublin
125	Traffic Signal Modernization Program	City of Emeryville
126	Citywide Traffic Signal Modernization	City of Fremont
127	Signal Master Plan	City of Hayward
128	City-Wide Traffic Signal System Management	City of Oakland
129	Speed Camera Program Expansion	City of Oakland
130	City of Pleasanton Automated Traffic Signal Performance Expansion	City of Pleasanton
131	Traffic Signal Modernization	City of San Leandro
132	Annual Cloud-Based TSP Software License	LAVTA
133	AVL System Upgrade	LAVTA
Trails and Greenways		
134	Village Greens and Greenways	City of Emeryville
135	City-Wide Bay Trail Network	City of Oakland
136	City of Pleasanton Trails Master Plan	City of Pleasanton
137	Shoreline Bay Trail Maintenance and Improvement Program	City of San Leandro
Transit O&M Facilities		
138	Facility Campus State of Good Repair Program	AC Transit
139	Operator Restroom Planning and Construction	AC Transit
140	Service Critical Infrastructure Program	AC Transit
141	BART Core Infrastructure and Systems Investments	BART
142	BART Fleet and Maintenance Facility Investments	BART
143	Replacement Fleet Program	Union City Transit
144	Replacement Fleet Program – 35-foot CNG Fixed-Route Vehicles	Union City Transit
Transit Service Improvements		
145	Intra East Bay Express Bus Service	AC Transit
146	Fremont, Newark and Hayward Service Improvements	AC Transit
147	Bus Service (AC Transit) - Increased Service and Frequencies	City of Alameda
148	Water Shuttle Operations	City of Alameda
149	Alameda/Oakland Ferry Frequency Increase	SF Bay Ferry
150	Harbor Bay Ferry Frequency Increase	SF Bay Ferry
151	Oakland Alameda Water Shuttle Operations	SF Bay Ferry
152	Seaplane Frequency Increase	SF Bay Ferry
153	SSF Frequency Increase	SF Bay Ferry
Transit Station Access and Modernization		
154	Bus Stop Improvement Program	AC Transit
155	BART Stations and Access Investments	BART
156	Transit Stop Amenities	City of Berkeley
157	Go Tri-Valley Program Operations	LAVTA
158	LAVTA First-Mile/Last-Mile Microtransit Program	LAVTA
159	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	LAVTA
160	Airport Way Finding Signage	Port of Oakland
Transportation Demand Management Programs		
161	Alameda CTC Transportation Demand Management Program	Alameda CTC
162	Transportation Demand Management: Transit Pass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	City of Alameda
163	Citywide Bicycle Parking	City of Berkeley
164	Parking Management Program	City of Hayward
165	City-Wide Parking Management & Mobility Program	City of Oakland

2026 CTP Implementation Plan: Draft Strategies and Actions

This Attachment presents an initial set of draft strategies and actions that would address priority needs across the Countywide Transportation Plan (CTP) and the Countywide Active Transportation Plan (CATP). The strategies connect directly to objectives in the Policy Blueprint whereas the proposed draft actions are near-term implementation actions.

Additional strategies and actions to address the key needs identified through the 2026 Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment) are not yet included in this table. Those strategies and actions will be added in advance of the final Draft Plan.

Major Need: Improve Equitable Access to Transit and Destinations	
Draft Strategies	Draft Actions
Facilitate capital project delivery that removes barriers	Draft a strategic advancement and investment plan for highest priority medium-scale projects (e.g. more than \$25 million) that address priority areas and remove barriers to safe, active travel Develop a freeway ramp safety and multimodal connectivity program that identifies projects, including quick implementation/low cost and longer term/higher cost for all highway ramps in the County. (underway with Countywide Ramp Intersection Safety Plan)
Implement a complete countywide active transportation network	Identify priority Countywide Bikeways Network (CBN) and Three Major Trail segments and develop collaborative action plans with local agencies to advance design and implementation of projects on priority segments
Invest in multimodal corridors to deliver effective transit	Work with MTC, Transit Operators, and jurisdictions to collaboratively define the Transit Priority Network for Alameda County Develop a program of multimodal corridor studies that identify priority transit, active transportation, and safety treatments on multi-jurisdictional arterials on the Transit Priority Network and strategies to implement them

Major Need: Improve Equitable Access to Transit and Destinations	
Draft Strategies	Draft Actions
Enhance affordable transportation options	Evaluate long-term sustainability of the countywide Student Transit Pass Program and explore opportunities to expand affordable access to transit for youth Facilitate coordination between employers and transit operators to expand employer-supplied transit benefits, reducing cost barriers for workers and supporting sustainable transit ridership and funding Expand Transportation Demand Management offerings to include transit incentives along Express Lane corridors, around major transit hubs, and with major employers Expand community and youth access to affordable transportation, including bicycles and transit
Advance and prioritize community-identified projects for vulnerable and historically underserved communities	Develop specific implementation plans for the current Community-Based Transportation Plans (CBTPs) in Alameda County Continue to include robust engagement with and led by community-based organizations as a standard agency practice and explore opportunities for ongoing collaboration with CTP Working Group partners Support funding and development for priority actions from all CBTPs countywide through regional funding and technical assistance

2026 CTP Implementation Plan: Draft Strategies and Actions

Major Need: Reduce Speeding	
Draft Strategies	Draft Actions
Design for safe target speeds	Revise and expand Commission's All Ages and Abilities policy to be a Safe System Approach policy that informs programming of competitive capital grants and includes safety principles for all road users and speed management Advocate for expanded legislative authority to allow jurisdictions implement automated speed enforcement, focusing on countywide and local high injury networks; facilitate technical support and information exchange Fund and/or conduct before-and-after studies on major projects to assess the effectiveness of updated roadway designs on reducing speeds
Upgrade traffic signals for safety and reliability	Develop a smart signal standard and pilot smart signal technology on 1 to 2 multi-jurisdictional arterials to implement consistent speed management and safety data gathering
Advance the safe system approach	Review city Local Road Safety Plans (LRSP) for Safe System Approach techniques and recommend ways to incorporate speed reduction and rapid response; consider potential benefits of a countywide LRSP Continue to invest in safety education and encouraging safe, active travel habits for students at all grade levels in Alameda County through the Safe Routes to Schools program

2026 CTP Implementation Plan: Draft Strategies and Actions

Major Need: Protect Vulnerable Road Users	
Strategy	Action
Prioritize improvements on the High-Injury Network (HIN) and Proactive Safety Network (PSN)	Collaborate with local agencies to plan safety improvements on priority arterials on the HIN and PSN that span multiple jurisdictions, identifying infrastructure and technological safety enhancements Explore opportunities to create a dedicated funding program exclusively for safety treatments on the county's HIN & PSN, with a priority to treatments on both the HIN & PSN
Prioritize safety around schools	Establish and launch a Safe Routes to School capital grant program that provides funding and technical assistance to implement safety improvements at schools

Major Need: Invest in Public Spaces	
Strategy	Action
Support compact multimodal development areas	Work with transit agencies and cities to identify high priority locations for focused collaboration to develop multimodal, multijurisdictional strategic implementation
Build up public spaces	Provide coordination/project management support for corridor and paving projects on streets in commercial and other areas with concentrations of pedestrians, to better integrate safety and placemaking enhancements

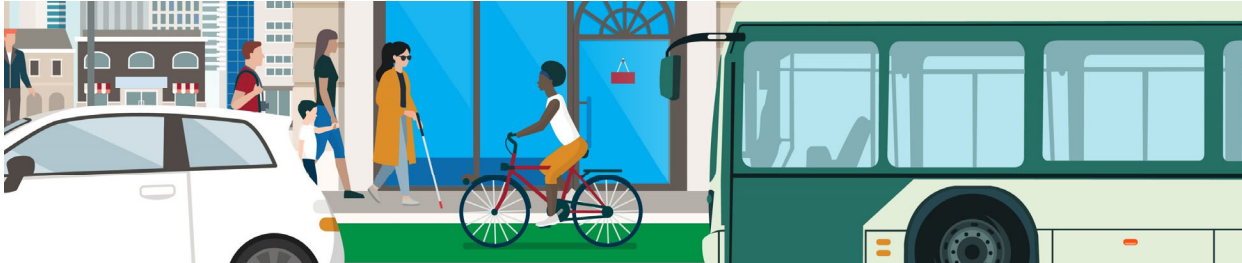
2026 CTP Implementation Plan: Draft Strategies and Actions

Major Need: Maintain the Existing System	
Strategy	Action
Improve infrastructure and services	Deliver tailored capacity-building webinars and training on sidewalk data collection, evaluation, and maintenance best practices Work with jurisdictions to understand their financial and operational needs to bring facilities up to a state of good repair and asset management prioritization techniques
Integrate sustainable and resilient infrastructure	Explore planning and funding opportunities to incorporate urban greening and stormwater mitigation into projects and facilitate information sharing with jurisdictions

Major Need: Plan for a Resilient Future	
Strategy	Action
Explore emerging technologies to manage congestion	Participate in regional projects, including Future of Highways, Express Lanes Strategic Plan update, and other studies to advance technological and operational strategies to manage congestion Participate in industry forums and conferences to evaluate the potential for emerging technologies (e.g., shared, autonomous) and associated incentive or regulatory approaches to help manage congestion and support efficient delivery

Major Need: Plan for a Resilient Future	
Strategy	Action
Partner with regional, state, and local agencies to plan for clean transportation	Participate in MTC's Electrification Strategy update to help identify opportunities for fleet electrification projects in Alameda County Continue to collaborate with local jurisdictions, transit agencies, the Bay Area Air District and AVA to identify opportunities to install and implement charging and other electrification projects
Partner with regional, state, and local agencies to plan for goods movement and freight-supporting land uses	Participate in future regional and Caltrans planning for freight transportation (rail, truck, water) Collaborate with local jurisdictions and business groups to identify high-priority needs and opportunities to support local goods movement and industrial clusters
Partner with regional, state, and local agencies to plan for long-term climate impacts	Collaborate with MTC, Caltrans/CalSTA, the Air District and others on future climate mitigation and adaptation studies
Plan for a transformative, multimodal future	Continue long term investments to create a complete Countywide Bike Network and Transit Priority Network that serve existing and new developments Explore opportunities for transformative transit investments, along with technology solutions

2026 Countywide Transportation Plan





ALAMEDA
County Transportation
Commission

CTP Update

Alameda County Technical Advisory Committee
April 9, 2026

1

Purpose

Receive feedback on the draft project and programs list and implementation plan

Agenda

1. CTP Background
2. Project & Programs List Development
3. Draft Strategies and Key Near-Term Actions
4. Next Steps



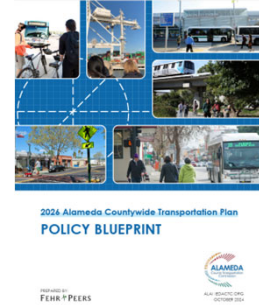
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What does the CTP do?

The CTP...

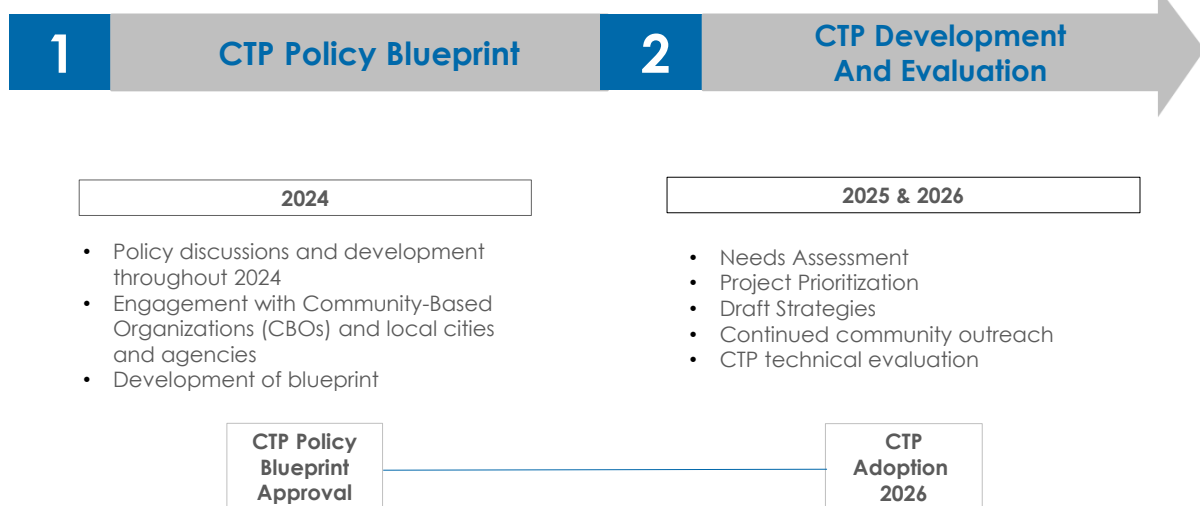
- Establishes a countywide **transportation vision and goals**
- Articulates needs and priorities for the Regional Transportation Plan: **Plan Bay Area 2060**
- Enables **funding eligibility** (ex. OBAG cycles) for many projects and informs **funding criteria**
- Informs agency **policy priorities, planning initiatives, and advocacy platform**



3

3

Background: Two-Phased Approach

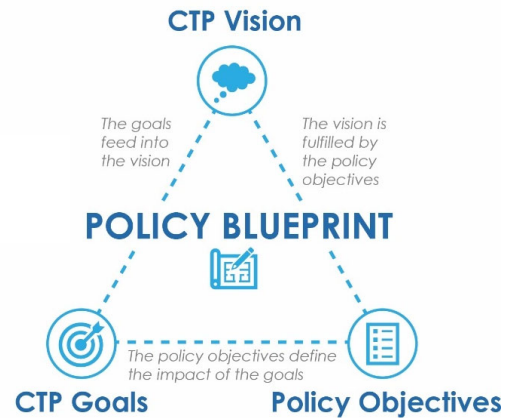


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4

What is the Policy Blueprint?

- **Adopted** by the Commission in October 2024
- **Vision and four goals** for the 2026 CTP as part of the Policy Blueprint:
 - Equity
 - Safety
 - Climate
 - Economic Vitality
- **Policy Objectives** for each goal



5

5

Safety Goal and Policy Objectives

Goal

Reduce fatalities and severe injuries of all users towards zero by deterring unsafe speeds, prioritizing vulnerable users, and implementing the Safe System Approach.

Policy Objectives

-  Eliminate Fatal and Serious Injury Crashes
-  Design for Safe Target Speeds
-  Utilize the High-Injury Network and Proactive Safety Network
-  Prioritize Vulnerable Users
-  Separate Users
-  Advance the Safe System Approach



Note: complete list of policy objectives for each goal in Policy Blueprint

6

6

Policy Blueprint to Implementation Plan



Strategies represent implementation directions for each policy objective.

Near-Term Actions are concrete near-term steps that inform Alameda CTC's work plan and help advance each strategy.



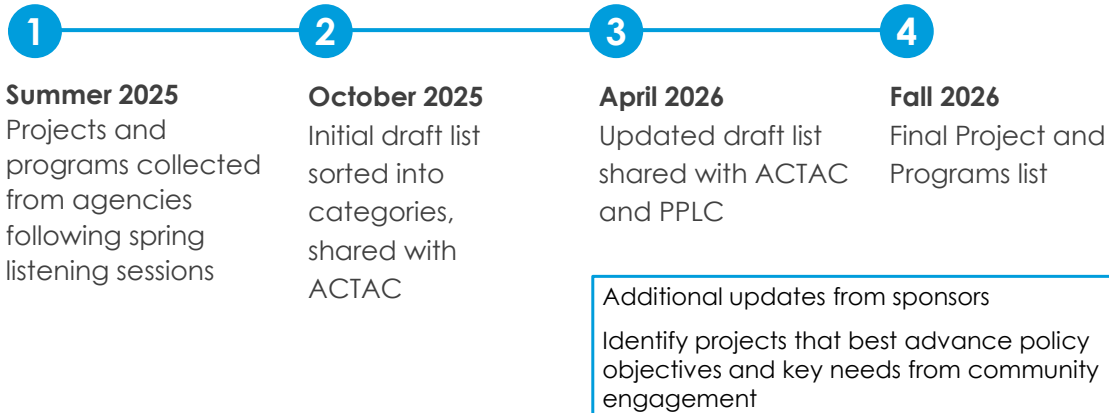
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8

Project and Programs List Development



9

9

Project and Program Categories

Bridges and Railway Crossings
Clean Transportation
Climate Adaptation and Resilience
Goods Movement
HOV and Express Lanes
Interchange Modernizations
Multimodal Corridors
Paratransit and Transit Pass

Roadway Maintenance and Repair
Technology
Trails and Greenways
Transit Capital Expansions
Transit Operating & Maintenance Facilities
Transit Service Improvements
Transit Station Access and Modernization
Transportation Demand Management

- Projects have a cost more than \$3 million
- Programs are bundles of small projects, operational investments, or long-term concepts



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Projects that Fully Advance the Policy Blueprint

Safety

- On High-Injury Network or Proactive Safety Network with safety design elements
- Does not materially increase speeds or roadway capacity

Equity

- From a community-based plan
- Increases safety or access in an equity area
- Removes barriers for older adults and people with disabilities

Climate

- Covers multiple modes, reduces barriers
- On Countywide Bikeways Network with All Ages and Abilities bicycle facilities
- Climate adaptation and clean fuels

Economic Vitality

- In a Priority Development Area or Transit Oriented Community and improves multimodal access
- Improves goods movement near commercial areas



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Draft Implementation Plan

Strategies and Near-Term Actions



Countywide Transportation Plan: Policy Blueprint

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Major Countywide Needs



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Example actions since the Policy Blueprint was adopted:

- Countywide Ramp Intersection Safety Plan (CRISP)
- Central County Community Connections Plan (4CP)
- Active Transportation Plan (ATP) update and Paratransit Needs Assessment (PNA) scoped to advance issue areas identified during Policy Blueprint



Countywide Transportation Plan: Policy Blueprint

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Major Need

Improve Equitable Access to Transit and Destinations

Potential New Near-Term Actions

Facilitate Capital Project Delivery

Draft a strategic advancement and investment plan for highest priority medium-scale projects (more than \$25 million) that address priority areas

Implement a Complete Countywide Active Transportation Network

Identify priority segments and develop collaborative action plan with local agencies to advance design and implementation

Invest in Multimodal Corridors to Deliver Effective Transit

Work with MTC, Transit Operators, and jurisdictions to collaboratively define the Transit Priority Network for Alameda County


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Major Need

Reduce Speeding

Potential New Near-Term Actions

Design for Safe Target Speeds

Revise and expand Commission's All Ages and Abilities policy to be a Safe System Approach policy that informs programming of competitive capital grants and includes safety principles for all road users and speed management

Upgrade Traffic Signals for Safety and Reliability

Develop a smart signal standard and pilot smart signal technology on 1 to 2 multi-jurisdictional arterials to implement consistent speed management and safety data gathering


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Major Need

Protect Vulnerable Road Users

Potential New Near-Term Actions

Prioritize improvements on the High-Injury Network (HIN) and Proactive Safety Network (PSN)

Collaborate with local agencies to plan safety improvements on priority arterials on the HIN and PSN that span multiple jurisdictions, identifying infrastructure and technological safety enhancements

Prioritize Safety Around Schools

Establish and launch a Safe Routes to School capital grant program that provides funding and technical assistance to implement safety improvements at schools

Note: recommendations to expand accessible transportation services and programs will be shared at the May meeting of PPLC


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Major Need

Plan for a Resilient Future

Key Proposed Near-Term Actions

Emerging Technologies to Manage Congestion

Participate in regional projects, including Future of Highways, Express Lanes Strategic Plan update, and other studies to advance technological and operational strategies to manage congestion

Plan for Goods Movement

Collaborate with local jurisdictions and business groups to identify high-priority needs and opportunities for local goods movement and industrial clusters

Transformative, Multimodal Future

Explore opportunities for transformative transit investments, along with technology solutions


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Next Steps

- Spring 2026
 - Additional discussions with sponsor agencies
 - Discuss accessible transportation strategies with PPLC
 - Long-term assessment of CTP
 - Final CTP Working Group meeting
- Summer 2026 – CTP public review draft and comment period
- Fall 2026 – Final CTP taken to Commission for adoption





Memorandum

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• 510.208.7400

• www.AlamedaCTC.org

DATE: April 2, 2026

TO: Alameda County Technical Advisory Committee

FROM: John Nguyen, Director of Programming and Project Controls
Christine Shin, Senior Program Analyst
Seon Joo Kim, Senior Program Analyst

SUBJECT: Draft 2028 Comprehensive Investment Plan and One Bay Area Grant Cycle 4 Program Guidelines

Recommendation

It is recommended that the Alameda County Technical Advisory Committee (ACTAC) receive an update on the Alameda CTC's Draft 2028 Comprehensive Investment Plan (CIP) and the One Bay Area Grant Cycle 4 (OBAG 4) Draft Program Guidelines. This item is for information only.

Summary

The Draft 2028 CIP and the OBAG 4 Program Guidelines (Attachment A) describe the programming requirements, fund estimate, eligibilities, and selection criteria for the development of the 2028 CIP.

Background

Alameda CTC programs and allocates funding administered by Alameda CTC through the CIP. The CIP programming process consolidates multiple funding sources into a singular programming cycle. The CIP's purpose is to strategically program funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans. The CIP includes a five-year programming horizon, with the first two years of the CIP reflecting the allocation period.

This summer, Alameda CTC plans to issue a call for projects for the development of the 2028 CIP. The 2028 CIP spans over a five-year programming horizon from FYs 2027-28 through 2031-32.

The 2028 CIP includes a programming fund estimate of approximately \$200.0 million in combined Alameda CTC-administered discretionary local funding sources, including Measures B and BB, Vehicle Registration Fee (VRF) and I-580 Toll Revenues; regional Transportation Fund for Clean Air (TFCA) and CARE; and federal OBAG 4 funds for eligible capital projects and programs within Alameda County.

The 2028 CIP funds will be programmed per the Draft 2028 CIP Program Guidelines (see Attachment A) and Alameda CTC's Draft Safe Routes to School Capital Grant Pilot Program Guidelines (see Attachment B). These Program Guidelines describe the policies, requirements, eligibility, selection criteria, and procedures for the 2028 CIP Program development, including OBAG and CARE nominations.

Next Steps

Alameda CTC staff anticipate adopting these program guidelines at the May 28, 2026 Commission Meeting and releasing the 2028 CIP call for projects immediately thereafter.

The following table identifies the major milestones associated with the 2028 CIP programming and development schedule.

Milestone	Date
Commission Approves 2028 CIP Program Guidelines	May 28, 2026
Release 2028 CIP Notice of Funding Opportunity and Application	May 28, 2026
2028 CIP Application Workshop	June 4, 2026
2028 CIP Application Deadline	July 27, 2026
Summary of Applications Received	September 2026
TFCA Programming and OBAG 4 / CARE Nominations Recommendation	October 2026
MTC Approval of OBAG 4 / CARE Programs	Early 2027
2028 CIP Program Recommendation	By May 2027

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

Attachments:

- A. [Draft 2028 CIP Notice of Funding Opportunity and Program Guidelines](#)
- B. [Draft 2028 CIP SR2S Capital Grant Pilot Program Guidelines](#)



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Draft 2028 Comprehensive Investment Plan and One Bay Area Grant Cycle 4 Program Guidelines



A presentation to the Alameda County Technical Advisory Committee
 Alameda CTC Staff
 April 2026

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Comprehensive Investment Plan (CIP)

Purpose:

- CIP coordinates the programming of fund sources programmed through Alameda CTC (Local Measure B/BB & VRF, regional TFCA & CARE, state STIP, federal OBAG)
- Strategic investments supporting countywide vision and goals
- CIP spans a five-year programming horizon, with a two-year allocation window in the first years.



Comprehensive Investment Plan





2028 CIP & OBAG 4 Guidelines

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2028 CIP Programming Horizon

	FY	25-26	26-27	27-28	28-29	29-30	30-31	31-32
2026 CIP		A	A	P	P	P		
2028 CIP				A	A	P	P	P

A = Allocated; P = Programmed

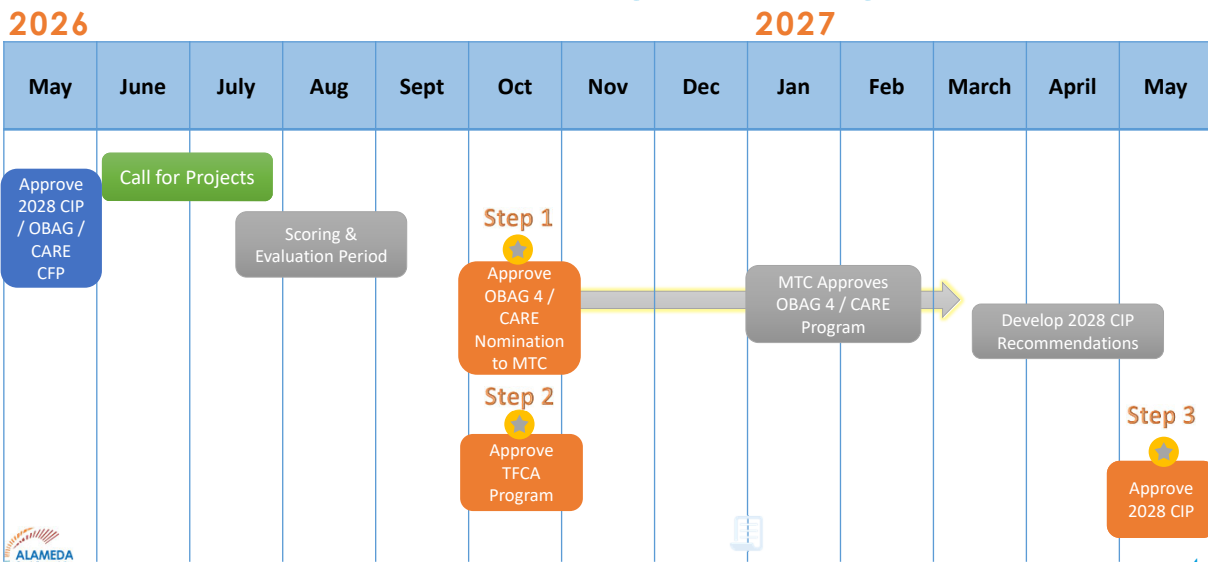


2028 CIP & OBAG 4 Guidelines

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2028 CIP Three-Step Programming Process



2028 CIP & OBAG 4 Guidelines

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2028 CIP Fund Estimate

Program Category	Fund Source	Amount (in millions)
Bicycle and Pedestrian Program	MB Countywide Bike/Ped Discretionary Program	\$31.0
	MBB Bike/Ped Discretionary Funds	
	VRF Bike/Ped Discretionary Funds	
Transit Program	MB Express Bus	\$21.0
	VRF Transit for Congestion Relief Program	
Community and Transit Oriented Development	MBB Community Development Investment Program	\$35.0
Technology Program	MBB Technology, Innovation and Development	\$20.0
	VRF Discretionary Technology Funds	
Freight and Economic	MBB Freight and Economic Development Program	\$10.0
Three Major Trails	MBB Three Major Trail Program Funds	\$15.0
Multiple Program Eligibilities	I-580 Toll Revenues	\$68.0
	Transportation Fund for Clean Air (TFCA)	
	One Bay Area Grant Program (OBAG)	
	Community Action Resource and Empowerment (CARE)	
Total Programming Fund Estimate		\$200.0



2028 CIP & OBAG 4 Guidelines

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One Bay Area Grant Cycle 4 (OBAG 4)

- Includes federal Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Focuses transportation investments within Priority Development Areas (PDAs) and Transit-Oriented Communities (TOCs, new this cycle)
 - A minimum of 80% of OBAG 4 projects must serve PDAs or TOCs
- CTA nominations to be evaluated and approved by MTC, which requires all OBAG candidates to submit:
 - MTC's OBAG 4 Application
 - CMAQ Air Quality Calculation Input for CMAQ-eligible projects
 - Complete Streets Checklist for each distinct project location
 - MTC Resolution of Local Support (upon award)



2028 CIP & OBAG 4 Guidelines

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OBAG 4 Project Sponsor Requirements

- Regional policy requirements, including Regional Project Delivery Policy, Complete Streets Policy and Transit Priority Policy for Roadways (TPPR, new this cycle)
 - State housing law compliance: Housing Element certification, annual HCD reporting, and state laws related to surplus lands, ADUs, and density bonuses
 - Safety planning: Local Roadway Safety Plan (LRSP) – Existing plans to be updated within 5 years
 - Pavement management: MTC certification of Pavement Management Program (PMP), complete Local Streets and Roads Needs survey
 - Performance reporting: Annual traffic count data submission for Highway Performance Monitoring System (HPMS)
- New this cycle: Formalized process for MTC to delay, withhold, or rescind awards for non-compliance



2028 CIP & OBAG 4 Guidelines

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OBAG 4 Alameda County Program Fund Estimate

OBAG 4 Component	Amount
(A) County Target *	\$64,770,000
(a) off-the-top	
Safe Routes to School (SR2S) advance (fall '25)	\$3,500,000
SR2S remaining needs (thru FY 29/30) <i>(draft est.)</i>	\$5,653,000
CTA Planning augmentation <i>(draft est.)</i>	\$3,996,000
(b) Call for Projects (in coordination with 2028 CIP)	\$51,621,000
(B) CTA Planning Funds (Base)	\$5,368,000
Alameda County OBAG 4 Total (A) + (B)	\$70,138,000

* Each county's nomination target is 120% of its county target.



2028 CIP & OBAG 4 Guidelines

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Community Action Resource & Empowerment (CARE)

- Focus on community-led transportation enhancements in Equity Priority Communities
 - Projects must originate from a Community-Based Transportation Plan (CBTP), locally led Participatory Budgeting (PB) process, or comparable community-driven planning effort with verifiable community support, especially from historically underserved communities.
- Can fund early- to final-stage project development activities and related outreaches (under CBTP-Technical Assistance, est. \$2.379m), as well as construction (under CARE-PB Implementation, est. \$2m)
- Additional considerations for projects consistent with MTC Coordinated Public Transit-Human Services Transportation Plan, Regional Safety / Vision Zero Policy, and/or MTC Equity Platform
- CTA nominations to be reviewed and approved by MTC



CIP Programming Principles

1. Must be an Eligible Applicant

- Cities, County, Transit Agencies, EBRPD, Alameda CTC
- For OBAG 4, eligible direct recipient of federal funding and able to complete regional/federal requirements

2. Must be an Eligible Project

- Consistent in the 2026 Countywide Transportation Plan (CTP)
- Meet eligibility requirements of the funding program recommended for award

Capital Projects (may include, but not limited to)	Non-Capital Projects (may include, but not limited to)
Roadway safety or modernization improvements	Safety education, training, enforcement and promotional programs
Bicycle/Pedestrian Improvement Projects	Transportation demand and traffic management programs
Transit infrastructure enhancements including access improvements, transit centers, station, or intermodal facilities enhancements	Shuttle/Transit/Program operations



CIP Programming Principles (continued)

3. Matching and Minimum/Maximum Request Requirements

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	\$500,000	\$10,000,000	25% (each phase requested)
Programs and Shuttle Operations	\$100,000 per year	\$500,000 per year	75%

- Matching funds must be expended concurrently and proportionally for each phase programmed with Alameda CTC-administered funds.
- Small Cities Policy: Albany, Emeryville, Piedmont are exempt from matching requirements.
- Previously incurred costs or previously expended funds do not count towards fulfilling minimum matching requirements.

4. Maximum Number of Applications

- Maximum of four (4) applications per agency
- Cities/County may submit (1) additional application specific application for SR2S Grant Program.



2028 CIP Project Selection Criteria

General CIP Criterion	Criterion Description	Criteria Weight
A. Project Readiness	The project has a well-defined funding plan, budget and schedule; implementation of the project or project phase(s) is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.	40%
B. Needs and Benefits	The project's needs and benefits are evaluated on combined scoring of B.1 through B.5 below.	50%
B.1 General Benefits	The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by advancing the vision and goals of the CTP, referencing how project advances specific policy objectives in the Policy Blueprint.	10%



2028 CIP Project Selection Criteria Cont.

General CIP Criterion	Criterion Description	Criteria Weight
B.2 CTP Goal: Equity	The project demonstrates a significant impact and benefit to one or more MTC- identified Equity Priority Communities (EPCs) and/or alignment with agency Americans with Disabilities Act (ADA) Transition Plans. Sponsors may propose projects that are not physically located within the MTC-defined EPC if the application demonstrates a clear and direct benefit to other locally identified underserved communities and/or people (such as older adults, people with low incomes, people with disabilities and communities of color).	10%
B.3a CTP Goal: Safety	The project enhances transportation safety and includes countermeasures that specifically address demonstrated safety issues.	10%
B.3b CTP Goal Safety – HIN and PSN	The project enhances transportation safety on the countywide Active Transportation HIN and/or the PSN.	5%



2028 CIP & OBAG 4 Guidelines

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2028 CIP Project Selection Criteria Cont.

General CIP Criterion	Criterion Description	Criteria Weight
B.4 CTP Goal: Climate	The project supports active transportation and transit priority infrastructure that improves and expands transit and bicycle/pedestrian access, addresses climate change and emission reductions by advancing clean transportation initiatives, incorporates climate-adaptive and resilient elements, such as stormwater management, and/or reduces congestion through operational tools that do not increase roadway capacity or speeds.	10%
B.5 CTP Goal: Economic Vitality	The project improves connections between equity areas and employment centers, multimodal access, and quality of life for Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs) or demonstrates improvements to transportation access and/or infrastructure in Priority Production Areas (PPAs) or commercial centers and the freight transportation system.	5%
C. Matching Funds	Commits other identified funds beyond the minimum match requirement for the phase(s) funds are being requested. Up to 10 points assigned, 2 points earned for every additional 5% match beyond minimum match requirement.	10%
Total		100%



2028 CIP & OBAG 4 Guidelines

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SR2S Capital Grant Pilot Program

Purpose:

- Create, support, and enhance safe access and mobility to schools
- Implement safety countermeasures identified in a School Site Assessment (SSA) or equivalent local document
- Remove barriers for students to bike and walk to school
- Support capital improvements that are implementation-ready to provide immediate benefits

Fund Estimate: \$4 million of Alameda CTC-Administered Funding available through the 2028 CIP



2028 CIP & OBAG 4 Guidelines

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SR2S Capital Grant Guidelines

1. Must be an Eligible Applicant

Cities and Counties of Alameda

2. Minimum and Maximum Award and Matching Requirements

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	\$250,000	\$1,000,000	25% (each phase requested)

3. Application Requirements

- One SR2S Capital Grants Program may be submitted.
- Documentation of a SSA or similar project level evaluation.
- Project Vicinity Map & Project Improvement Map
- Resolution of Local Support
- Letters of Support



2028 CIP & OBAG 4 Guidelines

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SR2S Capital Grant Selection Criteria

General CIP Criterion	Criterion Description	Criteria Weight
A. Project Readiness	The project has a well-defined funding plan, budget and schedule; implementation of the project or project phase(s) is feasible, governing body approval and community support are demonstrated; sponsor demonstrates coordination among internal and external agencies, and demonstration of construction readiness.	45%
B. Needs and Benefits	The project safety need is clearly defined and demonstrates how the transportation improvement will benefit safety around schools enrolled in the Alameda CTC Safe Routes to Schools program and incorporates a high degree of elements from the Safe System Approach.	35%



2028 CIP & OBAG 4 Guidelines

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SR2S Capital Grant Selection Criteria Cont.

General CIP Criterion	Criterion Description	Criteria Weight
C. Safety on the HIN	The project demonstrates a significant safety benefit on the High-Injury Network.	10%
C. Matching Funds	Commits other identified funds beyond the minimum match requirement for the phase(s) funds are being requested. Up to 10 points assigned, 2 points earned for every additional 5% match beyond minimum match requirement.	10%
Total	100	100%



2028 CIP & OBAG 4 Guidelines

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CIP Development Schedule

Milestone	Anticipated Date
TFCA FY 26/27 Program Guidelines	February 2026 <i>(Commission Approval)</i>
Release TFCA FY 26/27 Call for Projects	Early March
2028 CIP/OBAG Program Guidelines and Fund Estimate	April 2026 <i>(ACTAC Information)</i>
2026 CIP Update & TFCA FY 26/27 Initial Program Recs.	May 2026 <i>(Commission Approval)</i>
2028 CIP/OBAG Program Guidelines and Fund Estimate	May 2026 <i>(Commission Approval)</i>
2028 CIP/OBAG Call for Projects	June 1, 2026 – July 27, 2026
TFCA FY 26/27 Final Program Recommendations	October 2026 <i>(Commission Approval)</i>
OBAG/CARE Program Nominations to MTC	October 2026 <i>(Commission Approval)</i>
MTC Adopts OBAG/CARE Program	January-March 2027
2028 CIP Program Recommendation	May 2027 <i>(Commission Approval)</i>



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