



Alameda County Technical Advisory Committee (ACTAC) Meeting Agenda Thursday, September 3, 2026, 1:30 PM

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

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

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

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

Chair: John Nguyen

Staff Liaison:

John Nguyen

Clerk:

Elizabeth (Liz) Lake

Location Information:

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

Zoom Link:

<https://uso6web.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

3.1 Public Comment Information

4. Consent Calendar

4.1 Approve the June 4, 2026 Alameda County Technical Advisory Committee Meeting Minutes

Action

[4.1_ACTAC_Minutes_20260604.pdf](#)

4.2 2026 Alameda County Technical Advisory Committee Meeting Calendar Update Information

[4.2_ACTAC_2026_Calendar_20260903.pdf](#)

4.3 Alameda County Federal Inactive Projects Update Information

[4.3_ACTAC_ALA_Federal_Inactive_20260903.pdf](#)

5. Regular Matters

5.1 Metropolitan Transportation Commission's Transit Priority Network Update Information

[5.1_ACTAC_MTC_Transit_Priority_Network_20260903.pdf](#)

5.2 2028 Comprehensive Investment Plan Application Summary Information

[5.2_ACTAC_2028_CIP_Applications_Received_20260903.pdf](#)

5.3 Metropolitan Transportation Commission's Fiscal Year 2026-27 Annual Obligation Plan Update

Information

[5.3_ACTAC_FY2627-AOP_20260903.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

October 1, 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, June 4, 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 Steve Adams, Josie Aherns, Sai Midididdi, Lt. Danmeier, Anthony Fournier, Michael Gougherty, Joanna Liu, Matt Maloney, Gopika Nair, Dave Sorrell, Radiah Victor and John Xu.

Yvonne Chan attended as the alternate for Craig Raphael.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the May 7, 2026 Alameda County Technical Advisory Committee Meeting Minutes

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

Yes: Ayupan, Chan, Ching, Clark, Foster, Fried, Heard, Hu, Hufstader, Maravilla, Meisner, Nguyen, Novenario, Yang, Yeamans

No: None

Abstain: None

Absent: Adams, Aherns, Danmeier, Fournier, Gougherty, Liu, Maloney, Midididdi, Nair, Sorrell, Victor, Xu

5. Regular Matters

5.1. Approve Senate Bill 63 Connect Bay Area Funding Framework

Carolyn Clevenger recommended that the Committee approve the Senate Bill 63 Connect Bay Area funding framework for Alameda County return to source funding and small operator funding.

This item received one verbal public comment.

Jennifer Yeamans made a motion to approve the item. Marilou Ayupan seconded the motion. The motion passed with the following vote:

Yes: Ayupan, Chan, Ching, Clark, Foster, Fried, Heard, Hu, Hufstader, Maravilla, Meisner, Nguyen, Novenario, Yang, Yeamans

No: None

Abstain: None

Absent: Adams, Aherns, Danmeier, Fournier, Gougherty, Liu, Maloney, Midididdi, Nair, Sorrell, Victor, Xu

5.2. FY 2024-25 Direct Local Distribution Program Compliance Summary Report Update

Christine Shin provided an update on the Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Program Compliance for the FY 2024-25 reporting period. This item was for information only.

5.3. Alameda County Federal Inactive Projects Update

Seon Joo Kim provided an update on the current Caltrans Inactive Projects list. This item was for information only.

6. Committee Members Reports

There were two member reports.

7. Staff Reports

There were two staff reports including a celebration of Jacki Taylor's retirement after twenty years of service at Alameda CTC.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 28, 2026

TO: Alameda County Technical Advisory Committee

FROM: John Nguyen, Director of Programming and Project Controls
Elizabeth (Liz) Lake, Clerk of the Commission

SUBJECT: 2026 Alameda County Technical Advisory Committee Meeting
Calendar Update

Recommendation

This is an item to provide the Alameda County Technical Advisory Committee (ACTAC) with an update on the 2026 meeting calendar. This is an information item.

Summary

ACTAC members provide technical expertise, analysis and recommendations to the Alameda CTC Commission related to transportation planning and programming. Some of the items discussed at ACTAC meetings are forwarded to Alameda CTC standing committees, including the Programs and Projects Committee (PPC), the Planning, Policy and Legislation Committee (PPLC) and subsequently to the Alameda CTC Commission.

The PPC and the PPLC are held on the second Monday of the month, with the exceptions of October 5, 2026 due to holidays. The ACTAC meets on the Thursday prior to the PPC and the PPLC standing committee meeting day.

The remaining ACTAC meeting dates for 2026 are detailed in the table below:

2026 ACTAC Meeting Dates
October 1, 2026
November 5, 2026
December 2026 – <i>No Meeting</i>

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



Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 28, 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 request that Committee members take the necessary actions 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 7/24/26 and reflective of sponsor updates as of 8/12/26). 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 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, which could impact the sponsor agency’s ability to include a project in MTC’s Annual Obligation Plan (refer to Item 5.3 on the FY 26-27 Annual Obligation Plan). 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 7/24/26

Alameda County Inactive Obligations
(as reported by Caltrans, 7/24/26)

4.3A

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Last Paid or Authorized Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance >\$50,000											
5933154	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 07/03/2026	Alameda County	CROW CANYON ROAD, PALOMARES ROAD, NORTH VASCO ROAD, AND ALTAMONT PASS ROAD IN	12/31/26	12/31/25	7	1,837,304	1,631,430	1,326,898	304,531.88
5057051	Inactive	Invoice returned to agency. Contact DLAE. 07/02/2026 [Invoice submitted 8/7/26]	Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMONCE AVENUE; FULTON STREET FROM CHANNING WAY TO BANCROFT WAY, AND TELEGRAPH AVENUE FROM	11/5/26	11/5/25	8	13,061,622	8,335,000	7,998,051	336,948.84
5050053	Inactive	Project is inactive. Funds at risk. Invoice immediately. [pending Sponsor response]	Hayward	VARIOUS LOCATIONS THROUGHOUT THE CITY OF HAYWARD IMPROVE TRAFFIC SIGNAL HARDWARE, INSTALL PEDESTRIAN COUNTDOWN SIGNAL HEADS, AND IMPROVE INTERSECTION	11/24/26	11/24/25	8	155,000	139,500	0	139,500.00
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	13	7,797,062	4,157,000	4,098,327	58,672.55
5012158	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Contract executed on 7/31/26. Invoice to be submitted in ~November 2026, following the completion of billable work (no CE budget to bill sooner). Inactive justification submitted to DLAE on 8/7/26]	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	20	410,135	250,000	0	250,000.00
5012160	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Sponsor submitted a revised authorization request to reflect the bids received; pending Caltrans's approval]	Oakland	BRIDGE NO. 33C0373R, EDGEWATER DRIVE NB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY REPLACE EXISTING TWO-LANE BRIDGE WITH A NEW TWO-LANE BRIDGE	12/19/26	12/19/25	7	800,000	708,240	132,512	575,728.03
5012161	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Sponsor submitted a revised authorization request to reflect the bids received; pending Caltrans's approval]	Oakland	BRIDGE NO. 33C0373L, EDGEWATER DRIVE NB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY REPLACE EXISTING TWO-LANE BRIDGE WITH A NEW TWO-LANE BRIDGE	12/19/26	12/19/25	7	800,000	708,240	163,909	544,330.57
5012177	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PS&E 65% Complete; ROW Certification process anticipated to start September 2026. Sponsor to follow up on the reason for invoicing delay]	Oakland	4 INTERSECTIONS: MLK JR. WAY & W GRAND AVE; ORANGE ST & PERKINS ST; PARK BLVD & LEIMERT BLVD; AND FRUITVALE AVE & INTERNATIONAL BLVD ADD A PROTECTED LEFT-TURN PHASE, ADD INTERSECTION MAST-ARMS, INSTALL RAISED MEDIAN/PEDESTRIAN REFUGE ISLANDS, AND INSTALL/UPGRADE	1/5/27	1/5/26	6	355,000	319,500	0	319,500.00

Alameda County Inactive Obligations

(as reported by Caltrans, 7/24/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Last Paid or Authorized Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5101032	Inactive	Project is inactive. Funds at risk. Invoice immediately. [pending Sponsor response]	Pleasanton	WEST LAS POSITAS BLVD BETWEEN HOPYARD ROAD AND THE IRON HORSE TRAIL RECONSTRUCT A 1.4 MILE SEGMENT OF A LARGER PLANNED 3.8 MILE RECONSTRUCTION	9/2/26	9/2/25	10	2,875,000	1,700,000	0	1,700,000.00
5041049	Inactive	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 07/21/2026	San Leandro	THE INTERSECTION OF WICKS BLVD AND MANOR BLVD. INSTALL SOUTHBOUND AND NORTHBOUND	8/1/26	8/1/25	11	860,116	459,900	339,723	120,177.17
5041051	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Construction contract awarded recently; Sponsor to submit the first invoice in October 2026; justification submitted 8/7/26]	San Leandro	SAN LEANDRO BLVD AND WASHINGTON AVE FROM WEST JUANA AVE TO LEWELLING BLVD IMPLEMENT AN INTEGRATED CORRIDOR MANAGEMENT SYSTEM (TC)	9/11/26	9/11/25	10	1,928,000	1,928,000	0	1,928,000.00
5041053	Inactive	Project is inactive. Funds at risk. Invoice immediately. [pending Sponsor response]	San Leandro	MANOR BLVD/CROSBY ST; MANOR BLVD/THOITS ST; DUTTON AVE/ARBOR DR; FARNSWORTH ST/DEVONSHIRE AVE; 150TH AVE/LARK ST; E. 14TH ST/LORRAINE DR; AND FARNSWORTH ST/CHAPEL AVE INSTALL	11/3/26	11/3/25	8	377,300	339,570	0	339,570.00
Unexpended Balance \$50,000 or less and > \$1,000											
5012142	Inactive	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 07/24/2026	Oakland	TELEGRAPH AVENUE BETWEEN 29TH AND 45TH ST. STRIPING AND SIGN ROAD DIET WITH BUFFERED BIKE	8/15/26	8/15/25	11	2,645,645	1,344,510	1,305,249	39,261.14
Unexpended Balance < or = \$1,000											
5933138	Inactive	Project is inactive. Funds at risk. Invoice immediately. [All obligated funds have been expended. Sponsor is working with Caltrans to finalize NEPA, which will allow Sponsor to request additional PE funds that are currently programmed in FY 27/28. 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	39	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	140	980,000	806,545	806,545	0.00
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	74	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	14	31,446,836	26,662,114	26,662,114	0.00

Alameda County Inactive Obligations

(as reported by Caltrans, 7/24/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Last Paid or Authorized Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
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 on ROW cert. 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	70	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.
	Invoice / Final invoice is under review
	Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
	In REPEAT Inactive List (>24 months of no activity)



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 28, 2026

TO: Alameda County Technical Advisory Committee

FROM: Colin Dentel-Post, Assistant Director of Planning

SUBJECT: Metropolitan Transportation Commission's Transit Priority Network Update

Recommendation

The Metropolitan Transportation Commission (MTC) will provide an update on its proposed Transit Priority Network (TPN). This item is for information only.

Background Summary

At the September ACTAC meeting, staff from the Metropolitan Transportation Commission (MTC) will present an update on the region's draft TPN.

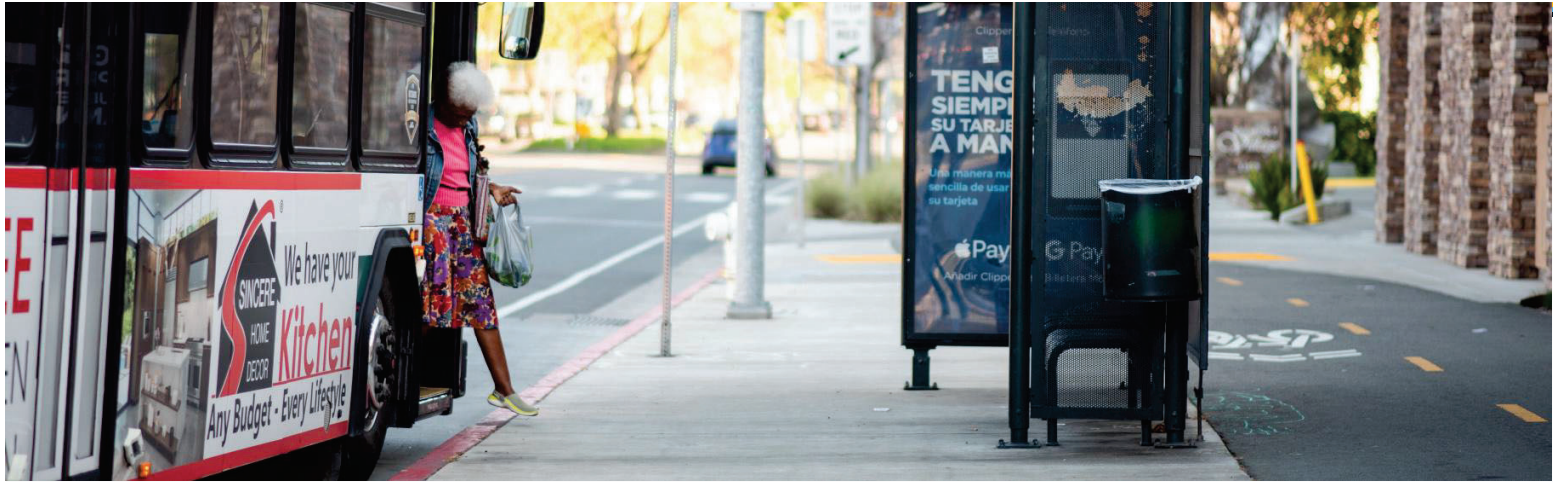
The TPN is one component of MTC's suite of transit priority initiatives. In January 2026, MTC adopted its [Transit Priority Policy for Roadways](#) (TPPR), intended to enhance the transit rider experience by supporting implementation of transit priority infrastructure and policies and promoting interagency coordination. The policy requires that projects receiving MTC discretionary funding must coordinate with transit agencies to consider the needs of transit and work to mitigate project impacts to transit, where feasible. The policy has been implemented via the existing Complete Streets Checklist process.

The TPPR further called for development of a TPN to define a regional network of key transit roadways where projects should consider additional transit-supportive design elements and where transit-supportive investments should be prioritized for funding. MTC has worked to develop the [public draft TPN](#) in consultation with a technical advisory committee comprised of staff representing transit agencies, cities, Caltrans, and county transportation agencies, including Alameda CTC. MTC is now seeking comments on the draft TPN via [this form](#) by **Wednesday, September 30**. Questions may be directed to <mailto:transitpriority@bayareametro.gov>. MTC anticipates adopting a final TPN in early 2027.

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

Attachments:

- A. MTC TPN Slide Presentation
- B. MTC TPN Memo



MTC Transit Priority Update



METROPOLITAN
TRANSPORTATION
COMMISSION

Alameda County Technical Advisory Committee

9/3/26

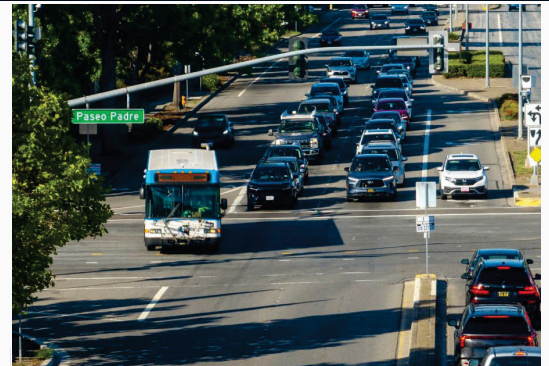
1

Definition of Transit Priority

Transit-supportive infrastructure, design, and policies that can decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays.

Some examples include:

- Bus bulbs and boarding islands to so buses do not need to pull out of traffic
- Transit Signal Priority (TSP) and transit queue jumps to reduce delays at red lights
- Relocating bus stops to optimize stop placement



EXCEPT
BUSES



Photo credit: Karl Nielsen/MTC; Jeremy Menzies/SFMTA; Sinwaves, Inc; FHWA MUTCD

2

MTC's Regional Transit Priority Efforts

Policy



Transit Priority Policy for Roadways

*Adopted January 2026
(MTC Resolution No. 4739)*

Planning



Transit Priority Roadway Assessment

Plan Bay Area 2050+
(and Transit 2050+)

Caltrans Coordination

- District 4 Transit Plan
- Director's Policy on Transit
- Transit Implementation Plan

Funding & Technical Assistance



Transit Performance Initiative (TPI)

Bus Accelerated Infrastructure Delivery (BusAID)

Innovative Deployments to Enhance Arterials (IDEA)

Project Delivery



Forward Initiatives

- Bay Bridge Forward
- Richmond-San Rafael Bridge Forward
- Dumbarton Bridge Forward

Transit Priority Policy for Roadways (TPPR)

What:

- New MTC Policy approved January 2026 to emphasize transit priority
- Implemented via existing Complete Streets Checklist

Goals:

1. Establish a common definition of transit priority
2. Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects.
3. Inform prioritization of funding for transit priority projects



Implements Plan Bay Area 2050+ Strategy

Optional: Local Resolution on Transit Priority

- **Purpose: Promote broader local support of transit priority**
- MTC provides several templates for a local policy or resolution:
 - Local resolution supporting the regional Policy
 - Local transit priority policy
 - Update to local complete streets resolution
- ***Funding incentives to be applied on a program-by-program basis***
- See [Policy Webpage](#) for various resources

Examples

- City of San Francisco Transit First Policy (*City Charter*)
- City of Berkeley Transit First Policy (*General Plan*)
- City of El Cerrito Transit First Policy (*General Plan*)
- City of San José Transit First Policy (*City Council Policy, Move San José*)

TPPR Requirements added to Complete Streets Checklist

- Transit Priority Policy for Roadways requires that projects receiving MTC discretionary funding must coordinate with transit agencies.
 - **Projects on any street with regular scheduled transit service:**
must consider the needs of transit and work to mitigate project impacts to transit, where feasible
 - **Projects on the regional Transit Priority Network (forthcoming):**
should consider best-practice transit-supportive design elements (i.e., not only mitigate project impacts to transit, but also strive to improve transit) and should be prioritized for transit priority investments
- View materials on Policy Webpage at <http://mtc.ca.gov/TransitPriorityPolicy>

Transit Priority Roadway Assessment

The Transit Priority Roadway Assessment will develop the regional Transit Priority Network and help MTC and its partners better understand roadway transit existing conditions in the Bay Area.

Deliverable	Timeframe
Existing Conditions Transit Baseline Analysis including "Hotspot" locations with notable delay/reliability issues	Summer 2026
Regional Transit Priority Network (TPN) key transit corridors throughout the Bay Area	Draft: Summer 2026 Final: Winter 2027
Near-Term Implementation Strategy	Spring 2027
Transit-Supportive Roadway Design Toolkit technical resource	Spring 2027

Check out the [Transit Priority Roadway Assessment webpage](#) for updates.

Transit Priority Network (TPN)

Defines a regional network of key transit roadways:

- Where projects should consider best-practice transit-supportive design elements
- Where transit-supportive investments should be prioritized for funding

Transit Agencies Included:

- | | | |
|----------------------------|-------------------------|----------------------------|
| ▪ AC Transit | ▪ Muni (SFMTA) | ▪ Union City Transit |
| ▪ County Connection | ▪ Petaluma Transit | ▪ Vacaville City Coach |
| ▪ Dumbarton Express | ▪ SamTrans | ▪ Vine Transit (NVTA) |
| ▪ FAST (City of Fairfield) | ▪ Santa Rosa CityBus | ▪ VTA (Santa Clara Valley) |
| ▪ Golden Gate Transit | ▪ SolTrans | ▪ WestCAT |
| ▪ Marin Transit | ▪ Sonoma County Transit | ▪ Wheels (LAVTA) |
| | ▪ Tri-Delta Transit | |

TPN Development Approach Principles



Coherent and cohesive regional network



Based on ridership, service frequency, local plans/policies, regional growth geographies (e.g., equity priority communities)



Informed by stakeholders



Focuses on transit use, not performance (travel time, delay)



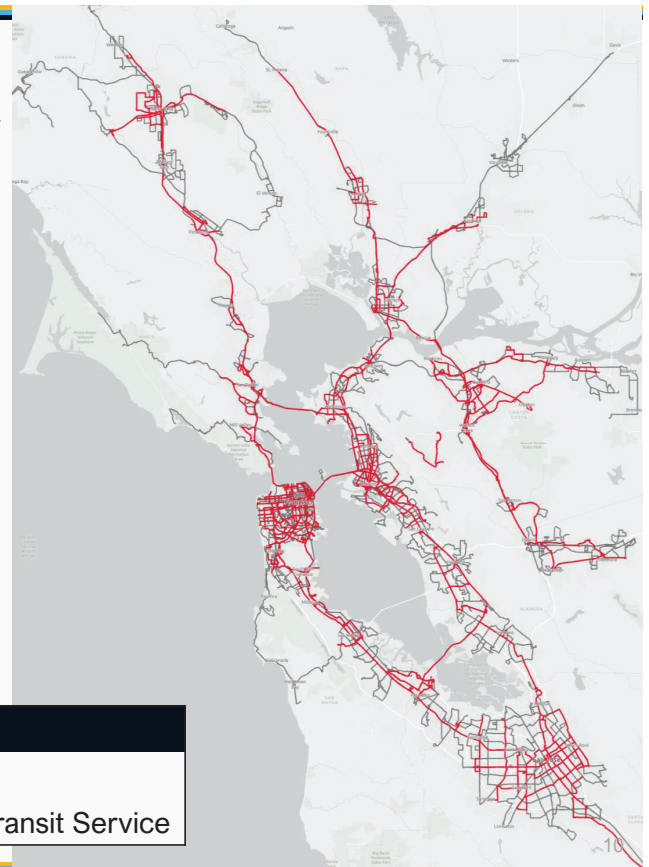
Considers varied local contexts to guide regional investment

Draft TPN Regionwide Summary Statistics*

- **4% of roadway miles** on Draft TPN
 - 9% of roadway miles have transit
 - 41% of transit roadway miles on Draft TPN
- **74% of ridership** on Draft TPN
- **79% of routes serving EPCs** on Draft TPN
- **79 of 101 local jurisdictions** on Draft TPN

**preliminary values –
for discussion purposes only*

Legend:	
	Draft TPN
	Other Roadways with Transit Service



Alameda County Summary Statistics*

- **4% of roadway miles** on Draft TPN
 - 12% of roadway miles have transit
 - 35% of transit roadway miles on Draft TPN
- **73% of ridership** on Draft TPN
- **65% of routes serving EPCs** on Draft TPN
- **12 of 14 local jurisdictions** on Draft TPN

Please provide feedback [in this form](#)

Oakland Statistics:

- **8% of roadway miles** on Draft TPN
 - 15% of roadway miles have transit
 - 51% of transit roadway miles on Draft TPN
- **83% of ridership** on Draft TPN
- **96% of routes serving EPCs** on Draft TPN

**preliminary values –
for discussion purposes only*



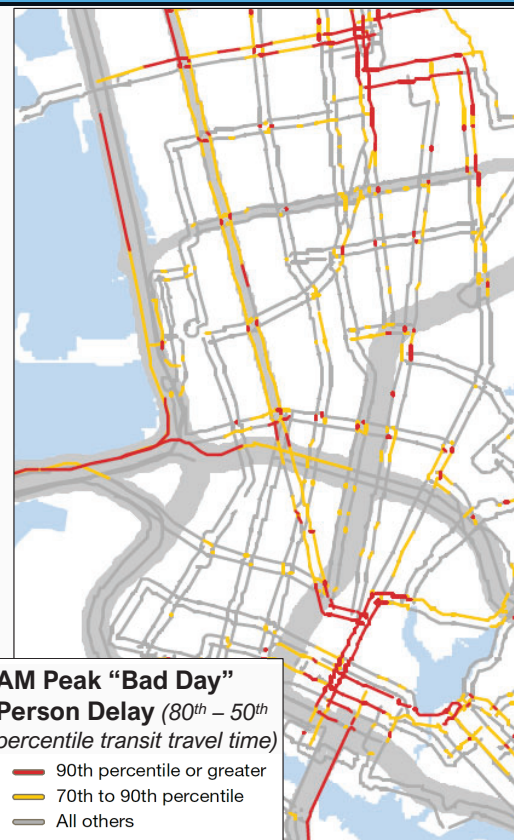
11

Integrating the Transit Priority Network into the 2027 BusAID Program

- **Preparing for next Call for Projects mid-2027 (after adopting Transit Priority Network)**
 - ~\$25 million anticipated, state and federal funds
- Revised guidelines will provide **bonus points for transit projects located along the Transit Priority Network** (subject to Commission approval)

Existing Conditions Baseline Analysis

- **Service Levels**
 - Route-miles & service-hours
 - Peak frequencies
 - Upcoming major service changes
- **Ridership**
 - Boardings per mile
 - Vehicle passenger loads
- **Delay & Reliability (including “hotspots”)**
 - Vehicle median speeds
 - Transit vs. auto speeds
 - Vehicle-minutes & person-minutes of delay/mile
 - Span of delay
- **Transit Priority Infrastructure**
 - Segment treatments (e.g., transit lanes)
 - Intersection treatments (e.g., transit signal priority)



Near-Term Implementation Strategy

- **Support near-term action and enhance local capacity to deliver transit priority:**
 - Determine needs for potential MTC technical assistance programs
 - Define agency roles and responsibilities
 - Inform future transit priority funding allocations
 - Identify challenges in delivering transit priority projects and action plans for faster implementation
 - Determine frequency of updates to Transit Priority Policy for Roadways, Transit Priority Roadway Assessment, and regional Transit Priority Network



Transit-Supportive Roadway Design Toolkit

- Toolkit will provide context-specific guidance for different Bay Area roadway types, including benefits and tradeoffs
- Toolkit will address:
 - Existing state and local standards, design guidance, and local & national best practices
 - Design and cost considerations for transit-supportive treatments



Short Bus Lane

Short bus lanes—also called transit approach lanes, queue bypass lanes, or queue jump lanes—are segments of traffic lanes dedicated to buses approaching an intersection. Often paired with TSP (see TSP in a Queue Jump Lane), short bus lanes reduce transit delay at intersections by allowing buses to bypass queues and travel through the intersection more quickly.

Benefits

- Improves speed and reliability by allowing buses to bypass general traffic queues. Can use existing stops (if not creating bus stop curb extensions).
- Can implement in areas without space for a longer dedicated lane.
- Can lengthen or reconfigure in any lane to meet the needs of a given corridor.

Challenges

- Must be long enough to allow buses to bypass queues of through lane and turn lane general purpose traffic.
- Enforcement is difficult, as the lane is not typically physically separated, and vehicles are only in the lane for a short time.
- Intersections where right turns on red are prohibited may result in longer queues and reduce the benefit of the short bus lane.

Complementary Treatments

- Bus Bulbs (p. 96)
- TSP in Queue Jump Lane (p. 43)

Painting Treatment: Short bus lanes should be painted red with "BUS ONLY" or "BUS BAY ONLY" markings.

Queueing: Ensure short bus lane is long enough for buses to bypass general purpose traffic queues and reach the short bus lane. If queues span multiple intersections along a corridor, consider implementing a dedicated bus lane instead.

Bus-Like Intersections: If the street cannot accommodate a separated bike lane, allow bicycles in the short bus lane with a bike box at the head of the bus lane. If possible, enforce to prevent illegal driving in short bus lane.

Right-of-Way Type: Short bus lanes are most impactful at approaches to TSP-enabled intersections, intersections where transit vehicles operate in a curbside lane, or at crossings where a right-turn queue jump lane is not viable.



Example guidance from the MBTA Bus Priority Toolkit

We are seeking subject matter experts at local jurisdictions and transit agencies to guide Toolkit development.

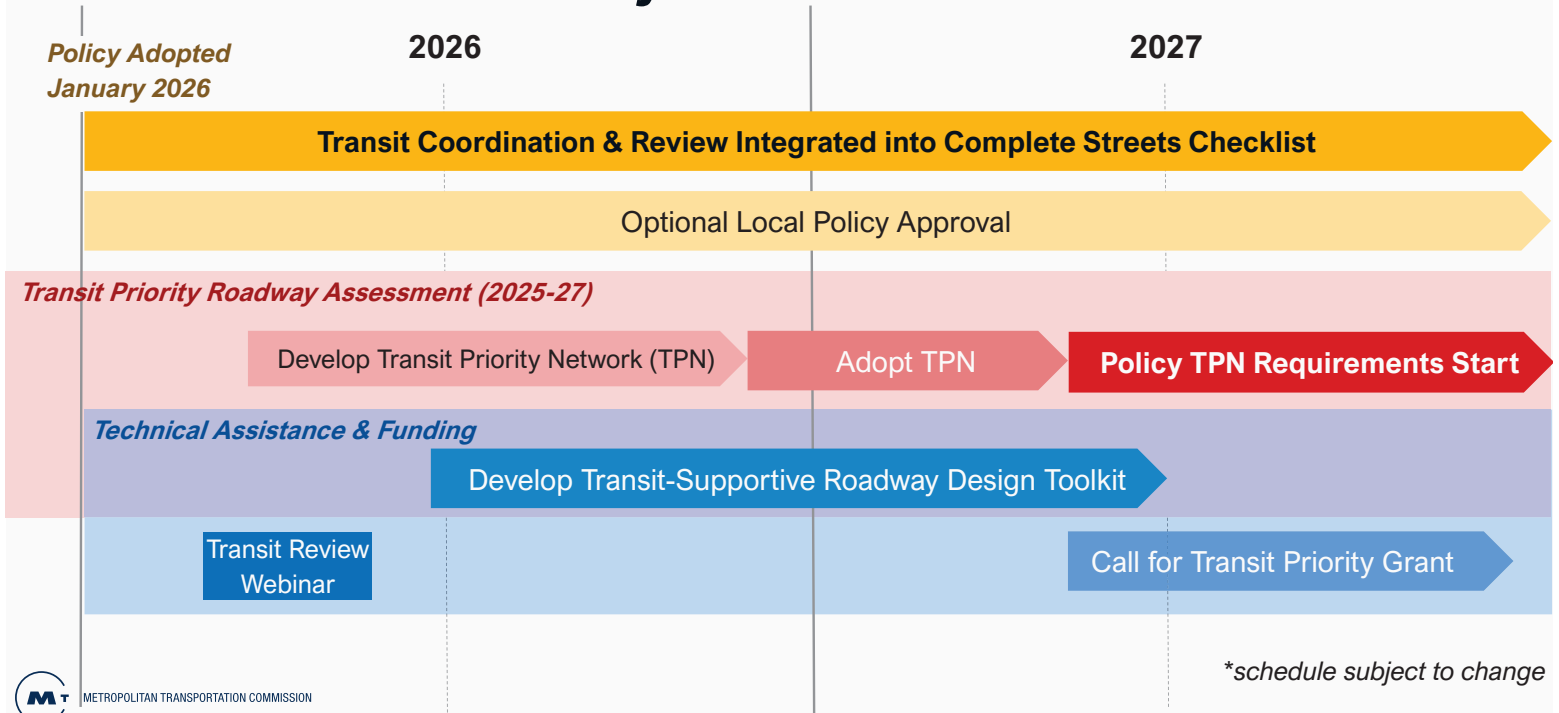
If interested, please email us at:
transitpriority@bayareametro.gov

Assessment & Transit Priority Network Outreach Plan*

Content	Date	Group
Introduction to Assessment	Spring 2026	Staff Working Groups
	Spring/Summer 2026	MTC Regional Network Management (RNM) Bodies
Draft Transit Priority Network	Summer/Fall 2026	Outreach to cities through County Transportation Agency committees
		<i>Alameda:</i> <i>Alameda County Technical Advisory Committee (9/3)</i>
	Fall 2026	For full list of meetings see the Assessment webpage MTC RNM Bodies
Final Transit Priority Network	Winter/Spring 2027	MTC RNM Bodies

*schedule subject to change

Overall Transit Priority Timeline*



METROPOLITAN TRANSPORTATION COMMISSION

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Thank You

Email: transitpriority@bayareametro.gov

For more information: [Transit Priority webpage](#)

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METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Alameda County Technical Advisory
Committee

DATE: September 3, 2026

FR: Joel Shaffer (MTC), Britt Tanner (MTC),
Mika Miyasato (AC Transit)

RE: MTC Transit Priority Update

MTC staff – in conjunction with a technical advisory committee comprised of transit agency, city, county transportation agency, and Caltrans staff – have developed a [public draft Transit Priority Network \(TPN\)](#). MTC's [Transit Priority Policy for Roadways](#), adopted January 2026, calls for the development of a TPN to define a regional network of key transit roadways where projects should consider transit-supportive design elements (i.e., not only mitigate project impacts to transit, but also strive to improve transit) and where transit-supportive investments should be prioritized for funding.

In August and September, MTC staff are presenting the draft TPN to and soliciting feedback from county transportation agencies and local jurisdictions. For Alameda County, MTC will present at the 9/3 Alameda County Technical Advisory Committee. MTC can also meet individually with local jurisdictions, as requested.

Comments on the draft TPN can be submitted via this [public comment webform](#), and questions may be directed to transitpriority@bayareametro.gov.



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 28, 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: 2028 Comprehensive Investment Plan Application Summary

Recommendation

This item will provide the Committee with an update on the applications received for the 2028 Comprehensive Investment Plan (CIP). This item is for information only.

Summary

Alameda CTC released a 2028 CIP Call for Projects on May 28, 2026, seeking projects ready for delivery between FY 2027-28 and FY 2031-32. Approximately \$200 million is available from local discretionary funds, federal One Bay Area Grant Cycle 4 (OBAG 4) funds, and Community Action Resource Empowerment (CARE) program funds.

Alameda CTC received (sixty-eight) 68 applications requesting about \$267.3 million, exceeding available funding within specific fund programs based on their eligibilities. Projects will be evaluated using the Commission-approved CIP selection criteria and matched to eligible funding sources.

The CIP programming process will occur in two phases. The first key milestone is the Commission's consideration of OBAG 4 project nominations in October 2026 for submission to MTC. Following MTC's review and OBAG 4 program recommendation in early 2027, Alameda CTC will present the complete recommendation for the remaining available CIP funds as part of the 2028 CIP in May 2027.

Background

Alameda CTC programs and allocates transportation funding through its Comprehensive Investment Plan (CIP), a biennial programming process that coordinates multiple funding sources into a single programming cycle. The CIP strategically invests in projects that advance the goals of the Countywide Transportation Plan and voter-approved transportation

expenditure plans, over a five-year programming horizon with funds allocated in the first two years.

On May 28, 2026, Alameda CTC released the 2028 CIP Call for Projects, which collective \$200 million in available funding from local administered sources, federal OBAG 4, and CARE program funds. The 2028 CIP targets improvements related to bicycle/pedestrian, complete streets, and transit-related improvements within Alameda County that can be implemented from FYs 2027-28 through 2031-32.

On July 27, 2026, the 2028 CIP application period closed. Alameda CTC received sixty-eight (68) applications with funding requests totaling approximately \$267.3 million.

Project sponsors are requested to review the 2028 CIP Summary of Applications Received (Attachment A) and to contact Christine Shin, cschin@alamedactc.org, to report any errors or omissions with the information presented.

Next Steps

The next step in developing the 2028 CIP is the review and evaluation of submitted applications. Applications will be evaluated using Commission-approved criteria, including project benefits and alignment with Countywide Transportation Plan, readiness, leveraging of other funding sources, and consistency with countywide and regional priorities.

To develop the 2028 CIP, Alameda CTC will consider project evaluation scores, funding source eligibility requirements, and the availability of funds to create a balanced and strategic program of investments.

The 2028 CIP programming and development schedule is as follows:

Milestone	Date
Summary of 2028 CIP Applications Received	September 2026
Commission Approval of OBAG 4 / CARE Nominations to MTC	October 2026
MTC's Approval of OBAG 4 / CARE Programs	Early 2027
Commission Approval of the 2028 CIP Program Recommendation	By May 2027

Fiscal Impact

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

Attachment:

- A. 2028 CIP – Summary of Applications Received

2028 Comprehensive Investment Plan - Summary of Applications Received

No.	Project Sponsor	Project Title	Request Amount	Sponsor Priority	Federal OBAG Consideration?
1	Alameda County Public Works Agency	Niles Canyon Trail Phase 1	\$ 1,785,000	1 of 2	-
2	Alameda County Public Works Agency	East Bay Greenway Multimodal Project: Bayfair to 162nd Avenue	\$ 8,900,000	2 of 2	-
3	Alameda County Transportation Commission	San Pablo Avenue Bus and Bike Lanes Project	\$ 10,000,000	1 of 4	Yes
4		East Bay Greenway Multimodal Phase 1 Hayward	\$ 10,000,000	2 of 4	Yes
5		Hesperian & Lewelling Complete Streets	\$ 2,902,500	3 of 4	-
6		Countywide Technology Initiative	\$ 750,000	4 of 4	-
7	Alameda-Contra Costa Transit District	International Boulevard Transit-Lane Delineation (Phase 2)	\$ 8,252,000	1 of 4	Yes
8		Zero Emission Bus Maintenance Bay Upgrades Project	\$ 5,000,000	2 of 4	Yes
9		State-of-the-Art Bus Lifts	\$ 7,500,000	3 of 4	Yes
10		AC Transit Next Generation Digital Signage Pilot	\$ 375,000	4 of 4	Yes
11	City of Alameda	Priority Plan Implementation with Paving: West End Corridors	\$ 1,050,000	1 of 4	-
12		Neighborhood Greenways Phase 2 Implementation	\$ 2,010,000	2 of 4	-
13		Grand Street Safety Improvements: Phase 3	\$ 1,405,000	3 of 4	-
14		Wooden Bridge Replacement Feasibility Study	\$ 300,000	4 of 4	-
15		Alameda High School SSA Implementation	\$ 359,000	SR2S	-
16	City of Albany	Solano Access and Safety Improvements	\$ 2,900,000	1 of 2	-
17		Pierce-Cleveland Connector Path	\$ 996,000	2 of 2	Yes
18		Albany Safe Routes to Schools	\$ 650,000	SR2S	-
19	City of Berkeley	Sacramento Crossings Improvement	\$ 10,000,000	1 of 1	Yes
20		North and West Berkeley Safe Routes to Schools	\$ 914,025	SR2S	-
21	City of Dublin	Dublin Boulevard Extension Phase 1A	\$ 10,000,000	1 of 1	Yes
22		2027-2028 Pedestrian Improvements for Annual Street Resurfacing	\$ 750,000	SR2S	-
23	City of Emeryville	Emery Go-Round Operating Expenses (FY 27/28 & 28/29)	\$ 1,000,000	1 of 1	-
24	City of Fremont	Dumbarton Bridge to Quarry Lakes Trail - Segment C (I-880/Decoto Interchange)	\$ 10,000,000	1 of 4	Yes
25		Centerville Equity Priority Community Safe and Smart Corridor Project	\$ 10,000,000	2 of 4	-
26		East Bay Greenway Trail (Irvington BART to Fremont BART)	\$ 5,000,000	3 of 4	Yes
27		Dumbarton Bridge to Quarry Lakes Trail - Segment A Project	\$ 3,000,000	4 of 4	-
28		Fremont Blvd Active Transportation Improvement (Nicolet Avenue to Alder Ave)	\$ 750,000	SR2S	-
29	City of Hayward	Safe Streets Hayward - Tennyson Corridor Project	\$ 3,105,000	1 of 2	-
30		A Street Corridor Signal Interconnect & Advanced Traffic Management System	\$ 3,738,000	2 of 2	-
31		Safe Routes to School Implementation	\$ 1,000,000	SR2S	-
32	City of Livermore	Citywide Traffic Signal Upgrade and Dashboard	\$ 4,566,000	1 of 3	Yes
33		SR-84 Trail Overcrossing and Connection	\$ 3,188,000	2 of 3	Yes
34		East Avenue Improvements	\$ 2,775,000	3 of 3	Yes
35	City of Newark	2027 Cedar Boulevard Pedestrian Improvements	\$ 1,200,000	1 of 1	Yes
36	City of Oakland	8th Street Corridor Improvements	\$ 10,000,000	1 of 4	Yes
37		73rd Avenue Active Routes to Transit	\$ 9,294,000	2 of 4	Yes
38		Oakland Estuary Bay Trail Connections	\$ 10,000,000	3 of 4	Yes
39		Quick Build Safety Treatments at Uncontrolled Crosswalks on Multilane Roadways	\$ 10,000,000	4 of 4	Yes
40		San Leandro Street & 39th Avenue ASCEND School Safety Improvements	\$ 1,000,000	SR2S	-
41	City of Piedmont	2027 Pedestrian Safety Improvements Project	\$ 1,101,000	1 of 1	-
42	City of Pleasanton	I-680/Sunol Boulevard Interchange Modernization - Phase 1	\$ 2,000,000	1 of 4	-
43		West Las Positas Multimodal Reconstruction - Phase 2	\$ 7,050,000	2 of 4	-
44		I-580 Overcrossing Bicycle and Pedestrian Improvements	\$ 4,462,500	3 of 4	-
45		City of Pleasanton Transortation Technology Update	\$ 1,125,000	4 of 4	-

No.	Project Sponsor	Project Title	Request Amount	Sponsor Priority	Federal OBAG Consideration?
46	City of San Leandro	Regional Emergency Stabilization for Coastal Utility and Emergency Access	\$ 3,749,000	1 of 4	Yes
47		LINKS Shuttle Operations	\$ 489,000	2 of 4	-
48		Downtown Pedestrian Lighting	\$ 862,500	3 of 4	-
49		Fairway Drive Traffic Calming	\$ 1,394,250	4 of 4	-
50		SR2S Pedestrian Safety Enhancements	\$ 495,000	SR2S	-
51	City of Union City	Union City Transit CNG Bus Procurement	\$ 800,000	1 of 4	-
52		Union City Transit Facility Upgrades	\$ 2,778,000	2 of 4	-
53		Alvarado Niles Road Complete Street Lighting Improvements Project Phase I	\$ 2,100,000	3 of 4	-
54		Union City Bicycle & Pedestrian Master Plan Update	\$ 125,000	4 of 4	-
55		Guy Emanuele Jr. Elementary School Pedestrian and Bicycle Safety Improvement	\$ 300,000	SR2S	-
56	Livermore Amador Valley Transit Authority	Atlantis Facility Zero Emission Bus Infrastructure	\$ 7,000,000	1 of 4	Yes
57		CAD/AVL System Replacement and Upgrade	\$ 1,875,000	2 of 4	Yes
58		On-Board Security Enhancements	\$ 1,050,000	3 of 4	Yes
59		Route 30R Operations FY28 & FY29	\$ 500,000	4 of 4	-
60	Port of Oakland	Green Power Microgrid Project	\$ 10,000,000	1 of 2	-
61		OAK Clean Community Connections: Cleaner Ways to Work, Greener Ways to Travel	\$ 8,455,000	2 of 2	Yes
62	San Joaquin Regional Rail Commission	LAVTA Shuttle Operations	\$ 289,000	1 of 3	-
63		ACE PIDS/Wayfinding/Signage	\$ 1,337,000	2 of 3	-
64		Fremont Platform	\$ 9,000,000	3 of 3	-
65	SF Bay Area Rapid Transit District	BART LED Lighting Upgrades	\$ 1,875,000	1 of 3	-
66		BART Wayfinding Improvements	\$ 4,631,000	2 of 3	Yes
67		Ashby TOD Mobility Enhancements	\$ 10,000,000	3 of 3	-
68	Tri-Valley San Joaquin Valley Regional Rail Authority	Valley Link Rail Project - Phase 1A Design	\$ 6,000,000	1 of 1	-

Sorted by Sponsor and Sponsor's Priority

Total Amount Requested \$ 267,257,775

Applications Submitted by Category	Amount
2028 CIP Funding Consideration	\$ 106,133,775
Federal OBAG Consideration (will also be considered for other funds if not selected)	\$ 154,906,000
Safe Routes to School (SR2S) Program Consideration	\$ 6,218,000

Total Requested by Category \$ 267,257,775



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 28, 2026

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Metropolitan Transportation Commission's Fiscal Year 2026-27
Annual Obligation Plan Update

Recommendation

This item will provide an update on the Metropolitan Transportation Commission's (MTC's) Fiscal Year (FY) 26-27 Annual Obligation Plan and associated requirements. This item is for information only.

Summary

MTC's Regional Project Delivery Policy, Resolution 3606, requires MTC to develop an Annual Obligation Plan by October 1 of each year in coordination with local agencies, County Transportation Agencies (CTAs, such as Alameda CTC), and Caltrans, to support timely delivery of federal-aid funds administered by Caltrans. MTC also monitors delivery of various Senate Bill 1 (SB1) funds through the California Transportation Commission (CTC) Allocation Plan. Caltrans and MTC require each local agency with applicable federal- and state-funded projects to assign and maintain a Local Agency Single Point of Contact (SPOC). In coordination with SPOCs, ACTAC is requested to review the attached information and report any errors on the Draft FY 26-27 Obligation Plan to Seon Joo Kim, sjkim@alamedactc.org, by September 4, 2026. Only the projects that are confirmed to be on track to meet MTC's requirements will be included in the Final Obligation Plan.

Background

FY 26-27 Obligation Plan Timeline and Considerations

On June 23, 2026, MTC released the initial Draft FY 26-27 Obligation Plan with certain federal funds, including but not limited to those channeled through the One Bay Area Grant (OBAG) program (Attachment A), as well as the Draft FY 26-27 Obligation Requirements document that supplements Resolution 3606 (Attachment B). The federal earmarks, Highway Safety Improvement Program (HSIP), and Highway Bridge Program (HBP) funds are not included in the Annual Obligation Plan but are also subject to the federal and regional delivery requirements. Alameda CTC coordinated with ACTAC and

SPOCs to update and submit the Draft FY 26-27 Obligation Plan to MTC by their deadline of July 31, 2026. MTC is scheduled to present a final Draft FY 26-27 Obligation Plan at its September 10 Joint Local Streets and Roads Programming and Delivery Working Group meeting and to submit the Final Obligation Plan to Caltrans by October 1, 2026.

As FY 26-27 is the final year of OBAG Cycle 3, MTC expects the Bay Area's obligation capacity to be heavily oversubscribed and will consider only the projects that demonstrate high certainty of obligation for inclusion in the Final FY 26-27 Obligation Plan. Local agencies with inactive projects with invoicing delays or with history of delivery issues may be at risk for having projects withheld from the Obligation Plan until the issues are resolved (refer to Item 4.2 for the latest Inactive Projects update). Alameda CTC is working with applicable sponsors and MTC to explore options for the projects that may not meet the OBAG 3 deadline.

Local Agency SPOC Requirements

In addition to being an agency's primary contact for MTC and Caltrans Local Assistance, SPOCs (Attachment C) are tasked with ensuring that agencies meet certain requirements to qualify for the applicable funding sources, including but not limited to maintaining all applicable federally- and state-funded projects in good standing with respect to regional, state and federal delivery deadlines and requirements. Additional information regarding SPOC roles and responsibilities, Certification Checklist, and training materials can be found at MTC's [Project Delivery](#) page.

FY 25-26 Federal-Aid Project Delivery – Lessons Learned

Historically, the federal-aid project delivery has presented various challenges for local agencies, including but not limited to the complex Environmental and Right of Way requirements and Caltrans-specific rules and procedures that may not fully recognize local circumstances and project timelines. In response to Alameda CTC's request for lessons learned in FY 25-26, ACTAC members shared the importance of 1) submitting all required items (including consistent TIP listings), complete and accurate from the beginning, to avoid back-and-forth's of comments and revisions; and 2) scheduling Field Review and starting the Preliminary Environmental Study process with Caltrans as early as possible to understand which studies and permits may be required.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. MTC Draft FY 26-27 Annual Obligation Plan – Alameda County, submitted to MTC on 7/31/26
- B. MTC Draft FY 26-27 Annual Obligation Plan Requirements, dated 6/11/26
- C. Alameda County SPOC List, dated 6/29/26

FY 2026-27 Draft Annual Obligation Plan (as submitted to MTC, 7/31/2026)

County	Local Agency	TIP ID	Program	Phase	Project Title	Unique ID/Fund Type	Latest Action Status	Latest Action Date	Federal Project No.	Field Review: Certification Date or Anticipated Date	ROW Cert: Certification Date or Anticipated Date	Anticipate Request For Authorization (RFA) Date: Now - 06/15/27	Anticipated Obligation Date	Comments
Alameda	ACTC	ALA230010	OBAG 3	CON	San Pablo Ave Parallel Bike Improvements [to be reprogrammed]	STP-T6-OBAG3-CO								ACTC to request the balance to be reprogrammed
Alameda	ACTC	ALA230007	OBAG 3	CON	East Bay Greenway MM Phase 1 Lake Merritt-Bayfair - Oakland South	STP-T6-OBAG3-CO			RCPL-6480(031)	1/1/2023	2/28/2027	3/31/2027	5/31/2027	Aiming to obligate in FY 26-27
Alameda	ACTC	ALA230233	OBAG 3	CON	Jackson Street Parallel Bike Improvements	STP-T6-OBAG3-CO			STPL-5178 (021)	3/19/2024	9/15/2026	10/1/2026	11/30/2026	Implemented by Albany
Alameda	Alameda	ALA230225	OBAG 2	CON	Parking Pricing And Curb Management	CMAQ-T5-OBAG2-REG-CI	RFA at CT-HQ	16-Jun-2026	CML 5014(051)	6/26/2025	8/1/2026	6/16/2026	9/1/2026	Anticipated for obligation in FY 25-26
Alameda	Alameda	ALA250237	CRP	PE	Alameda Public EV Charging Program	CRP-REG-T6	PE Authorization	2-Jun-2026	CRPL-5014(052)	n/a	n/a	9/16/2025	6/2/2026	Obligated in FY 25-26
Alameda	Alameda	ALA250237	CRP	CON	Alameda Public EV Charging Program	CRP-REG-T6			CRPL-5014(052)	11/1/2026	1/1/2027	1/31/2027	3/31/2027	Aiming to obligate in FY 26-27
Alameda	Alameda County	ALA230205	OBAG 3	CON	Alameda County Upper San Lorenzo Creekway Trail	STP-T6-OBAG3-CO			STPL 5933 (178)	7/22/2026	11/30/2027	2/28/2028	5/31/2028	Sponsor in discussion with Caltrans and ACTC/MTC about ways to expedite the project and request extension.
Alameda	Berkeley	ALA250241	OBAG 2	CON	San Pablo Ave. and Ashby Ave. Intersection	CMAQ-T5-OBAG2-REG-HIP			CML-5057(058)	10/30/2026	12/30/2026	3/15/2027	5/30/2027	Sponsor in discussion with Caltrans and ACTC/MTC about an alternative delivery strategy
Alameda	Caltrans	ALA170060	OBAG 1	CON	GL: Alameda and Marin Counties - TOS-Mobility	CMAQ-T4-2-FPI-REG-CT			CML 6204(095)					Regional project - tracked by MTC
Alameda	CCJPA	ALA210033	OBAG 2	PE	CCJPA SR84 Intermodal Bus Facility	STP-T5-OBAG2-REG-RSI								Regional project - tracked by MTC
Alameda	Fremont	ALA230220	OBAG 2	CON	Fremont Blvd Multimodal Corridor	CMAQ-T5-OBAG2-REG-HIP			FERPL23 5322(066)	6/16/2024	7/31/2026	8/31/2026	9/15/2026	Sponsor working with CTLA to obligate in FY 25-26
Alameda	MTC	ALA130030	CRP	CON	West Oakland Link	CRP-REG-T6								Regional project - tracked by MTC
Alameda	MTC	ALA190018	OBAG 2	CON	Bay Bridge Forward: Alameda I-580 WB	CMAQ-T5-OBAG2-CO-SSH			STPL 6084(259)					Regional project - tracked by MTC
Alameda	MTC	ALA210027	OBAG 3	CON	Bay Bridge Forward I-80/ Powell I/C Transit	CMAQ-T6-OBAG3-REG-MSOP								Regional project - tracked by MTC
Alameda	MTC	ALA250247	OBAG 3	CON	Bay Bridge Forward: I-80 EB HOV	CMAQ-T6-OBAG3-REG-MSOP								Regional project - tracked by MTC
Alameda	MTC	ALA250248	OBAG 3	CON	Bay Bridge Forward: I-580 WB to I-80 E	CMAQ-T6-OBAG3-REG-MSOP								Regional project - tracked by MTC
Alameda	MTC	ALA130030	OBAG 2	CON	West Oakland Link	CMAQ-T5-OBAG2-REG-RSI								Regional project - tracked by MTC
Alameda	MTC	ALA130030	OBAG 3	CON	West Oakland Link	CMAQ-T6-OBAG3-CO								Regional project - tracked by MTC
Alameda	MTC	ALA130030	OBAG 3	CON	West Oakland Link	CMAQ-T6-OBAG3-REG-CSCC								Regional project - tracked by MTC
Alameda	Newark	ALA230203	OBAG 3	CON	Old Town Streetscape and Complete Streets	STP-T6-OBAG3-CO			STPL-5317(020)	4/2/2024	10/1/2026	10/31/2026	11/30/2026	Even if NEPA gets delayed, sponsor expects obligation by 1/31/27.
Alameda	Oakland	ALA230223	OBAG 2	CON	OakPARK+	CMAQ-T5-OBAG2-REG-CI	RFA at CT	17-Jun-2026	CML-5012(174)	n/a	10/4/2024	6/17/2026	8/17/2026	Anticipated for obligation in FY 25-26
Alameda	Oakland	ALA250239	OBAG 2	CON	LAMMPS Phase 2 & 3 (Laurel Access to Mills+)	STP-T5-OBAG2-REG-HIP			STPL-5012(179)	Jun. 2026	6/30/2027	8/31/2027	10/30/2027	The milestone dates assume an archeological survey report is required. (If not required, it could meet FY 26-27 deadline to obligate by 1/31/27.) Sponsor in discussion with Caltrans and ACTC/MTC about potential extension
Alameda	San Leandro	ALA250246	CRP	CON	Levellings Boulevard Class IV Bikeways	CRP-REG-T6			-5041(054)	3/11/2026	11/1/2026	11/1/2026	1/30/2027	
Alameda	Union City	ALA250250	CRP	CON	Union City Station District Mobility Hub	CRP-REG-T6	FTA transfer req. at CT	29-Jan-2026		4/1/2027	2/1/2028	1/29/2026	9/1/2026	FTA Transfer (which is why the project activities are planned for completion after the anticipated FTA Transfer approval date)

Yellow highlighted by MTC

Grey highlighted - regional project, tracked by MTC

blue font indicates updates by sponsors/ACTC

FFY 2026-27 Annual Obligation Plan Milestones***Plan Development***

June/July 2026

Draft Plan reviewed by partnership working groups

June/July/Aug 2026

Agency Single Points of Contact (SPOCs) submit requests to include projects in the Obligation Plan

September 2026

Proposed Final Plan reviewed by partnership working groups

October 1, 2026

Obligation Plan finalized and submitted to Caltrans

Priority Obligation Period

October 2026

Caltrans begins processing obligations for projects on the FY2025-26 Annual Obligation Plan

December 1, 2026***Deadline for Requests for Authorization (RFAs) to be submitted to Caltrans for projects in the Obligation Plan****January 31, 2027****Deadline for Obligation of funds in the Obligation Plan**
CTC Allocation request deadline***Open Obligation Period***

February-September 2027

Unused Obligation Authority available to any project until exhausted

March 15, 2027

Mid-year Obligation Plan Update

March 31, 2027

CTC Allocation deadline for CTC-administered state and federally-funded projects

June 2027**Deadline for RFAs and FTA transfer requests to be submitted to Caltrans FY2026-27**

September 30, 2027

End of Federal Fiscal Year

** Requires a complete, funding obligation/FTA Transfer Request for Authorization (RFA) package and applicable documentation to Caltrans Local Assistance by December 1.*

Post Obligation Milestones

- **Construction (CON) Phases** - The construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC)
- **All Phases** – Agencies are required to invoice federal funds 6 months following federal authorization (obligation) and must invoice quarterly thereafter.

More information on these requirements and others is included below.

Background

The regional project delivery policy (MTC Resolution 3606) establishes certain deadlines and requirements for agencies accepting Federal Highway Administration (FHWA) funding and including these funds in the federal Transportation Improvement Program (TIP). The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in

delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, County Transportation Agencies (CTAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

As the federally-designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding'). To administer these funding programs, MTC has established various deadlines for the delivery of regional discretionary funds including the regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP), Regional Transportation Improvement Program (RTIP) and Carbon Reduction Program (CRP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds.

One of the most important features of the delivery policy, and a key to the success of on-time delivery, is the obligation deadline. Regional discretionary funding, as well as other FHWA funds in the TIP, must meet the Obligation/E-76/Authorization deadline established in the Policy. This ensures federal funds are being used in a timely manner, and funds are not lost to the region.

Importance of Annual Obligation Plan

The Annual Obligation Plan facilitates timely project delivery and management of the region's federal FHWA funds. The plan prioritizes the use of FHWA funds for projects that are ready for delivery and assists Caltrans Local Assistance in managing its workload for the federal fiscal year.

In recent years other regions and the state-managed local programs have improved upon their own annual delivery rate, and the region is once again hitting apportionment limits for some programs prior to the end of the fiscal year. These factors are reducing the flexibility the region has in advancing funds and allowing projects to move forward when ready. As a result, the Annual Obligation Plan is becoming increasingly important to prioritize the funding available for projects to be delivered in a given year. It is anticipated that moving forward, the plan will remain a vital tool in managing the delivery of FHWA-funded projects each year.

FY 2026-27 Annual Obligation Plan Conditions and Requirements

To facilitate timely project delivery within the region, the following conditions and requirements must be met for projects to be included in the Annual Obligation Plan. The obligation plan will serve to prioritize delivery of FHWA-funded projects for the federal fiscal year.

Annual Obligation Plan Development Procedures**Projects automatically included in the Obligation Plan**

To the extent known, projects with required federal funding delivery deadlines within the fiscal year will be added to the Annual Obligation Plan. These include but are not limited to STIP, ATP, HSIP, and Local Bridge Seismic Retrofit Program (LBSRP) projects. For FY2026-27, this will also include unobligated OBAG 2 and 3 funding. In addition to the annual obligation plan, a “CTC Allocation Plan” will be developed specifically for CTC-allocated state and federally-funded projects. It is the responsibility of the SPOC to ensure the Plans include all projects from their agency that have delivery deadlines within the applicable fiscal year.

SPOC Involvement

Requests for OBAG projects to be included in the annual obligation plan must come from the SPOC for that agency. This ensures the SPOC is aware of the federal-aid projects to be delivered that year, and to be available to assist the Project Manager(s) through the federal-aid delivery process. In addition, subsequent communication to MTC or the applicable CTA regarding potential delays or missed deadlines of any project in the annual obligation plan must include the SPOC. To add a project to the plan, email the request to the applicable CTA staff and to Alfredo Balderamos of MTC at abalderamos@bayareametro.gov.

Project-Level Conditions and Requirements**Field Review and Right of Way Certification**

For the PE phase of an OBAG project to be included the final plan the field review and related/required documentation, including the Preliminary Environmental Study (PES) if applicable, must be completed and accepted/signed off by Caltrans by September 30.

For the Right of Way phase of a project to be included in the final Annual Obligation Plan, the project must have undergone a field review with Caltrans AND all field review related/required documentation, including the Preliminary Environmental Study (PES) if applicable, submitted, signed, and accepted by Caltrans by September 30. This does not apply to projects for which Caltrans does not conduct a field review, such as FTA transfers, planning activities, and most non-infrastructure projects.

For the Construction phase of a project to remain in or be added to the final plan, Right of Way Certification must be completed by September 30. This requirement does not apply to non-infrastructure (NI) projects.

Request for Authorization Submittal Deadline & Obligation Deadline

For the purpose of delivering projects within the annual obligation plan agencies are required to submit a complete funding obligation/FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by December 1. This deadline allows for sixty days for Caltrans/FHWA review and approval of the RFA before the annual obligation deadline of January 31.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state, or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example, if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines. To avoid untimely obligations, agencies may also want to consider the use of Advance Construction Authorization (ACA) if they are unable to encumber funds within 6 months of obligation.

Please note that, per MTC Resolution 3606, Advance Construction Authorization does not satisfy the regional obligation deadline requirement. However, conversion of Advance Construction Authorization to an obligation of funding is given a high priority when developing future annual obligation plans.

Post Obligation Conditions and Requirements**Construction Advertisement / Award Deadline**

MTC Resolution 3606 states that for the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC).

However, regardless of the award deadline, agencies must still meet the invoicing deadlines for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance (CTC -administered construction funds lapse if not awarded within 6 months).

Until the Bay Area partnership working group develops procedures to address inactive obligations, the project award provision of MTC Resolution 3606 will be expanded to include the encumbrance of non-construction funds within 6 months and require the agency to notify the respective CTA and MTC staff if funds are not awarded/encumbered within 6 months of obligation.

Regional Invoicing and Reimbursement Deadlines

Until the Bay Area partnership working group develops procedures to address inactive obligations, the project invoicing provision of MTC Resolution 3606 are modified to require agencies to invoice federal funds 6 months following federal authorization (obligation), receive a federal reimbursement within 9 months of authorization, and must

invoice quarterly thereafter. Agencies must notify the respective CTA and MTC staff if federal funds are not awarded/encumbered within 6 months of obligation. Projects sponsors should consider including funds in the Construction Engineering (CE) phase, so that staff costs may be charged in the event that awards (and the resulting expenditure of eligible costs) be delayed.

Agencies that miss these milestones 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.

For clarification, within MTC Resolution 3606, reference to reimbursement refers to the reimbursement of federal funds. Federal funds are not considered reimbursed until the expenditure shows up in the federal Fiscal Management Information System (FMIS) and subsequently removed from any inactive obligation listing.

Agency-Level Conditions and Requirements

SPOC Certification Checklist

Starting in 2017, jurisdictions must have the SPOC certification checklist filled out and on file prior to projects being included in the Annual Obligation Plan. A new checklist must be filled out whenever a new SPOC is assigned for that agency.

- The SPOC certification checklist is located at:
https://mtc.ca.gov/sites/default/files/FORM_SPOC_REVISED_Checklist_083017.pdf
- The current certification status for Bay Area jurisdictions is available here:
<https://mtc.ca.gov/digital-library/599731-spoc-certification-status-listing>

Missed Past Delivery Deadlines

For project sponsors that have missed delivery deadlines within the past year, including CTC-administered program deadlines, the agency must prepare and submit a delivery status report on major delivery milestones for all federally active projects with FHWA-administered funds, and all projects with FHWA-administered funds programmed in the current TIP, before their OBAG project(s) are added to the annual obligation plan. Furthermore, once projects for such agencies are accepted in the final obligation Plan, the SPOC for the agency must report monthly to the applicable CTA, and MTC staff upon request, on the status of all agency project(s) in the annual obligation plan, until the funds are obligated/authorized.

The FHWA-Funded Projects Status report template is located at:
http://mtc.ca.gov/sites/default/files/Template_FHWA_Funded_Projects_Status.xlsx

Inactive Obligations

Because inactive obligations continue to be a significant issue in this region, until the region develops a process that substantially addresses inactive obligations for FHWA projects, any project sponsor with a project on the inactive list (all projects marked as "inactive", and projects marked as "Past Due" and not under review by Caltrans) need to

address the items listed below before MTC will make any programming actions requested by that agency in the federal TIP, or make any changes to OBAG funding.

- Provide a status of all outstanding invoices for projects on the Inactive list;
- Provide an explanation for not meeting the invoice deadline(s) for each invoice;
- Provide MTC and the applicable CTA an overview of their agency's internal process for monitoring timely submittals of invoices for FHWA federal-aid projects;
- Provide the contact information of their Finance/Accounting Manager that handles invoicing of federal funds;
- Have the applicable CTA staff send an email to MTC Funding Policy and Programs (FPP) staff with a statement of assurances that 1) the CTA is adequately communicating federal invoicing and reimbursement requirements to applicable agencies; 2) the CTA is adequately tracking and monitoring inactive obligations within the County; and
- Inform MTC whether or not a request should be made to FHWA to de-obligate the inactive funds.

MTC reserves the right to require a meeting with the Project Sponsor SPOC, Project Sponsor Project Manager, Project Sponsor Finance/Accounting Manager, applicable CTA programming staff and applicable MTC FPP staff to go over each inactive project before taking programming actions as described above.

Project Sponsors may also request a meeting with MTC, the relevant CTA and Caltrans to address project delivery concerns that may impede their ability to deliver projects on the AOP. Please contact MTC staff to request a meeting or if you have questions.

Caltrans updates the inactive project obligation status reports weekly on the Local Assistance Inactive Project Information web page:

<https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Program Specific Conditions and Requirements

OBAG Requirements

OBAG projects will not be included in the annual obligation plan until the project sponsor has met all applicable OBAG requirements, including, but not limited to, submittal of the Housing Element annual progress reports to HCD by April 1 of each year, fully participating in the statewide local streets and roads needs assessment survey, and providing updated information for the Highway Performance Monitoring System (HPMS) reporting.

HSIP Delivery Requirements

Because of the importance of timely delivery of safety projects, the following applies to agencies with Highway Safety Improvement Program (HSIP) projects programmed in the federal TIP:

- **For project sponsors with HSIP funds in the PE phase of a project:** A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the PE phase of all of the agency's HSIP project(s) prior to any OBAG project being added to the Annual Obligation Plan for that agency. The Caltrans-managed HSIP program has an obligation deadline for the PE phase of within 9 months of the Cycle Start Date. To meet this deadline, sponsors must have a field review (with all required documentation including the PES, if applicable, accepted by Caltrans) and submit the RFA for PE within 6 months of the Cycle Start Date.
- **For project sponsors with HSIP funds in the CON phase of a project:** A complete and accurate RFA must be submitted to Caltrans for the CON phase of all of the agency's HSIP project(s) subject to the delivery deadlines noted below, prior to any OBAG project for that agency being included in the Annual Obligation Plan.

HSIP deadlines by cycle for purposes of the Annual Obligation plan are outlined below, unless a later date is identified in the Caltrans HSIP Detailed Project Delivery Status report available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>

Cycle 11 HSIP (Federal Projects)

PE Authorization: December 31, 2023

CON Authorization: March 31, 2026 (RFA due February 28, 2026)

Cycle 12 HSIP (Federal Projects)

PE Authorization: December 31, 2025

CON Authorization: March 31, 2028 (RFA due February 28, 2028)

Waiver request for unforeseen project delays:

A jurisdiction that has been proceeding with a project in good faith and has encountered unforeseen delays may request special consideration. A sponsor may be allowed to add projects into the annual obligation plan even if it has an outstanding project delay if Caltrans Local Assistance, MTC, and the applicable CTA reach consensus that the delay was unforeseen, beyond the control of the project sponsor, and not a repeated occurrence for the agency.

NOTE: Poor project management is not considered an unforeseen delay.

CTC-allocated State and Federal Funds

In response to CTC concerns regarding delivery of CTC-administered projects, starting in 2018 many of the regional delivery requirements for federal funds also apply to CTC allocated state and federally-funded projects.

- **CTC Allocation Plan**

Expanding on the success of the development and implementation of the regional annual obligation plan, MTC, working with the CTA's and project sponsors, develops and maintains a regional "CTC Allocation Plan" identifying the CTC-administered programs and projects, such as STIP, ATP and RMRA (SB1) with CTC-allocation deadlines within the state fiscal year. It is the responsibility of the SPOC to ensure the Plan includes all projects from their agency that have applicable delivery deadlines within the fiscal year.

- **ATP and SB1 Reporting and Accountability**

Agencies receiving RMRA (SB1) and ATP funds are required to report on the status of the projects on a regular basis. To ensure agencies meet the deadline, MTC expects reports to be submitted at least 15 days in advance of the CTC deadline. This helps ensure any errors or omissions can be corrected before the reports are due to the CTC/Caltrans. Agencies that miss the reporting/accountability deadline(s) will have OBAG funds subject to re-programming.

- **CTC Allocations**

Projects with funds requiring a CTC allocation, including STIP, ATP and RRRA (SB1) must submit the CTC allocation request by January 31 and receive the CTC allocation by March 31 of the year programmed unless there is a special circumstance (such as coordinating the delivery timeline with other fund sources or project schedules) agreed to by the respective CTA and MTC staff. Sponsors missing the regional CTC allocation deadline are subject to OBAG projects being removed from the Annual Obligation Plan and reprogrammed to a later year in the federal TIP and will have low priority for including their OBAG projects in the following plan, until the sponsor can demonstrate the ability to meet regional and state delivery deadlines.

- **CTC Extensions**

Sponsors with projects requiring a CTC extension are subject to OBAG projects being removed from the Annual Obligation plan and reprogrammed to a later year in the federal TIP and will have low-priority for including their OBAG projects in the following annual obligation plan, until the sponsor can demonstrate the ability to meet regional and state delivery deadlines.

- **Local Bridge Seismic Retrofit Program (LBSRP) Delivery Requirements**

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) includes \$125 million of state matching funds to complete LBSRP.

These funds provide the required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges. Several projects within the program have not yet proceeded to construction – 19 years after voters approved funding for the program and 31 years after the Northridge Earthquake and 36 years after the Loma Prieta Earthquake.

Each project in the LBSRP is monitored by Caltrans at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Project delivery milestones are determined by agreement between Caltrans and the local agency. Local agencies are not allowed to change the schedules once the agreements are signed. Projects programmed in the current FFY, for which federal funds are not obligated by the end of the FFY, may be removed from the fundable element of the TIP at the discretion of Caltrans.

Because of the interest of the California Transportation Commission (CTC) with delivery of the remaining projects in the Local Bridge Seismic Retrofit Program, project sponsors with remaining seismic bridge projects will need to provide MTC and the respective Bay Area County Transportation Agency with updated status reports at least twice a year.

Sponsors with seismic retrofit bridge projects in the current FFY that do not deliver by the agreement date, will have low-priority for including their OBAG projects in the next Annual Obligation plan. OBAG funds will only be included if capacity is available after all other requests have been considered, and the agency has demonstrated the ability to meet regional and state delivery deadlines.

NOTE: Per CTC guidelines, project sponsors of LBSRP projects that miss the milestone delivery deadline identified in the LBRP bridge agreement are ineligible to receive future Highway Bridge Program (HBP) program funding from the CTC until the offending delivery milestone is met.

Single Point of Contact	June 29, 2026
Not Certified or Pending	
No Federal FHWA funds	
Certified	

County	Jurisdiction	Effective Date	Certified	First Name	Last Name	Email Contact
Alameda	Alameda	07/30/24	YES	Brendin	Christolear	bchristolear@alamedaca.gov
Alameda	Alameda County	11/14/24	YES	Maritoni	Maravilla	maritoni@acpwa.org
Alameda	Alameda CTC	09/20/17	YES	Vivek	Bhat	vbhat@alamedactc.org
Alameda	Albany	06/22/21	YES	Allison	Carrillo	acarrillo@albanyca.org
Alameda	Berkeley	10/21/25	YES	Mark	Helmbrecht	MHelmbrecht@berkeleyca.gov;
Alameda	Dublin	06/11/20	YES	Sai	Midididdi	sai.midididdi@dublin.ca.gov
Alameda	Emeryville	03/03/25	YES	Ryan	O'Connell	roconnell@emeryville.org
Alameda	Fremont	12/11/23	YES	Jeanne	Suyeishi	JSuyeishi@fremont.gov
Alameda	Hayward	08/02/22	YES	Alex	Ameri	alex.ameri@hayward-ca.gov
Alameda	Livermore	01/17/26	YES	Joanna	Liu	xliu@Livermoreca.gov
Alameda	Newark	08/27/25	YES	Jerrald	Yang	jerrald.yang@newarkca.gov
Alameda	Oakland	08/24/20	YES	Craig	Raphael	craphael@oaklandca.gov
Oakland SPOC to be replaced with (pending certification):				Acacia	Dupierre	adupierre@oaklandca.gov
Alameda	Piedmont	09/25/17	YES	John	Wanger	wanger@coastlandcivil.com
Alameda	Pleasanton	10/16/17	YES	Mike	Tassano	mtassano@cityofpleasantonca.gov
Alameda	Port of Oakland	03/07/18	YES	Radiah	Victor	rvictor@portoakland.com
Alameda	San Leandro	05/27/25	YES	Erwin	Ching	EChing@sanleandro.org
Alameda	Union City	11/19/20	YES	Trieu	Tran	trieut@unioncity.org
Regional	AC Transit	02/01/24	YES	Emily	Heard	eheard@actransit.org
Regional	BART	08/27/21	YES	Richard	Fuentes	rfuente@bart.gov
Regional	EBRPD	06/02/20	YES	Katy	Hornbeck	khornbeck@ebparks.org
Regional	MTC	09/18/17	YES	Kenneth	Kao	kkao@bayareametro.gov

Note: Updated report is posted monthly to:

<https://mtc.ca.gov/digital-library/599731-spoc-certification-status-listing>