

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 14-15, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8d.(11), Action Item

Prepared By: Jeffrey Wyly, Chief (Acting)  
Division of Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT  
EXPENDITURE FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM  
COMPONENT, PER TIRCP ALLOCATION POLICY  
WAIVER 26-87**

### **ISSUE:**

Should the California Transportation Commission (Commission) extend the period of project development expenditure for the Transit and Intercity Rail Capital Program (TIRCP) (2022:07) Oakland Waterfront Mobility Hub (2nd Street Transportation Hub) component (PPNO CP086), in Alameda County, for the time period as identified in the attachment?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission extend the period of project development expenditure for the TIRCP (2022:07) Oakland Waterfront Mobility Hub (2nd Street Transportation Hub) component (PPNO CP086), in Alameda County, for the time period as identified in the attachment.

### **BACKGROUND:**

In May 2024, the Commission approved an allocation of \$730,000 for the Plans, Specifications, and Estimate phase of the TIRCP (2022:07) Oakland Waterfront Mobility Hub (2nd Street Transportation Hub) component (PPNO CP086). The responsible agency is unable to complete the component phase per the Timely Use of Funds (TUF) policy.

The current TIRCP Allocation Policy stipulates that the agency implementing a project component request a time extension if the project component will not be completed within the specified timeline. Under the TUF policy, an extension can be requested for up to 20 months for each delivery milestone, where permissible by statute. The attachment describes the details of the project component and the explanation for the delay.

Attachment

**Time Extension/Waiver – Project Development Expenditure  
Transit and Intercity Rail Capital Program**

Project Number: 1  
Applicant: City of Oakland  
County: Alameda  
District: 04  
PPNO: CP086  
Allocation Amount: \$730,000  
Remaining Balance: \$730,000  
Phase: Plans, Specifications, and Estimate  
Allocation Date: 05/17/2024  
Allocation Resolution: TIRCP-2324-58  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

**(2022:07) Oakland Waterfront Mobility Hub (2nd Street Transportation Hub)**

The City of Oakland (City) requests a 20-month time extension for the period of project development expenditure to complete the Plans, Specifications, and Estimate (PS&E) phase of the (2022:07) Oakland Waterfront Mobility Hub (2nd Street Transportation Hub) component. The City has experienced unexpected delays in completing the PS&E phase.

This project will upgrade an existing bus layover facility on 2nd Street into an improved transit center. The improvements will enhance bus rapid transit, commuter rail, intercity rail, local bus services, and cycle networks for riders traveling to and from Downtown, the Jack London District and the Amtrak Station.

The City has been engaged with several regional stakeholders, including Embarcadero West properties, Amtrak, Port of Oakland, Federal Railroad Administration (FRA), Alameda-Contra Costa Transit (AC Transit), Union Pacific Railroad (UPRR), and the California Public Utilities Commission to complete the PS&E plans. The PS&E approvals have been delayed due to negotiations with stakeholders and UPRR, and utility coordination.

Initially, in spring 2024, the City moved forward with the 2nd Street project planning efforts, combined with the Embarcadero West corridor improvements project, and presented the plan to UPRR to expedite review and approval of the final design.

In October 2024, to further accelerate progress, the City began holding monthly virtual diagnostic team meetings with stakeholders and FRA. However, between late 2024 and summer 2025, it became evident that UPRR's concurrent review of both projects would take

longer than projected, with review durations extending to more than twice the timeframe originally indicated to the City.

In summer 2025, with the goal of meeting the expenditure deadline, the City made the decision to separate the design plans of the 2nd Street Transportation Hub from the Embarcadero West project. The 2nd Street project is now at 35 percent completion of the PS&E phase and moving forward with an independent utility plan, eliminating the long review periods by UPRR. However, additional coordination with UPRR is needed to complete permitting and ensure no disruption of rail operations.

Additional delays were caused by the City's coordination with various other stakeholders including AC Transit, Amtrak, Port of Oakland, and the utility owners. Coordination and negotiation with these stakeholders have caused, cumulatively, over eight months of unexpected delays in completing the geometric plan approval, due to bus rerouting during design planning, coordination needed for an Americans with Disabilities Act improvement project, negotiating use of a parking garage/ restroom facility as a transit hub, and the need to identify utility conflicts. Additional coordination with utility owners is projected to take an additional 10 months, and UPRR coordination is also projected to take an additional 10 months, which is required to complete final design plans.

Therefore, the City is requesting a 20-month time extension for the period of project development expenditure for the PS&E phase from June 30, 2026 to February 29, 2028.