



23rd Annual Independent Watchdog Committee Report to the Public FY2023-24

Table of Contents

Measure B and Measure BB Sales Tax Activities	1
FY2023-24 IWC Findings.	2
Links and Key Acronyms.	3
Performance Data Trends.	4
DLD, Grants, and Capital Projects	5&6
Measure B Expenditures	7&8
Measure BB Expenditures.	9&10
IWC Activities	11

SUMMARY OF Revenues and Expenditures

Alameda CTC is responsible for administering the Measure B and Measure BB transportation sales tax measures. Measure B revenue collection officially ended on March 31, 2022; therefore, during FY2023-24 Measure B revenues include only adjustments to previous sales tax filings. Measure B revenues totaled \$1.1 million, and audited expenditures totaled \$17.4 million. Measure BB revenues totaled \$382.7 million, and audited expenditures totaled \$371.8 million in FY2023-24. Key expenditures include capital projects named in the TEP, direct local distributions (DLDs) to local jurisdictions, and discretionary grant programs.

Measure B and Measure BB Sales Tax Activities

In November 2000, Alameda County voters approved Measure B, which extended the County's 1986 half-cent transportation sales tax to 2022 and set forth a 20-year Transportation Expenditure Plan (TEP) to enhance the County's transportation system. Measure B also established a Citizens Watchdog Committee (CWC) to review all Measure B expenditures for compliance with the TEP.

In November 2014, Alameda County voters approved Measure BB, which increased the County's half-cent transportation sales tax to one full cent, extended the tax through 2045 and set forth a 30-year TEP for essential transportation improvements throughout the County.

The 2014 Measure BB established an Independent Watchdog Committee (IWC) that reports its findings annually to the public to ensure appropriate use of sales tax funds and provides monitoring and review of Measure B expenditures and Measure BB expenditures and performance measures.

The IWC replaced and assumed responsibility for CWC activities in July 2015. **The IWC does not opine on other funds and/or programs that the Alameda CTC manages.**

This 23rd annual report reviews expenditures and IWC activities during the fiscal year July 1, 2023 through June 30, 2024 (FY2023-24).

How to Get Involved with IWC

We Need YOU

The Alameda CTC Independent Watchdog Committee (IWC) and advisory committee meetings are open to the public. Chinese and Spanish interpreters and sign language interpretation services are available upon advance notice.

If you are interested in joining Alameda CTC's IWC, Bicycle and Pedestrian Advisory Committee (BPAC) and/or Paratransit Advisory and Planning Committee (PAPCO), please contact Alameda CTC.

For more information or to schedule an interpreter at least 5 days prior to the meeting you wish to attend, please contact Alameda CTC at 510-208-7400 or Contact@AlamedaCTC.org.

Independent Watchdog Committee

Findings and Recommendations FY2023-24

To Our Fellow Alameda County Residents and Taxpayers—

Back in 1986, Alameda County voters passed the first Measure B, a half-percent sales tax dedicated to transportation improvements. In 2000, the voters approved the second Measure B, which continued the half-cent transportation sales tax. In 2014, you approved Measure BB, which increased that tax to a full percent and extended it through 2045. Measure BB funds big things that improve mobility, like the I-580 and I-680 express lanes, BART capital improvements, and little things that have no measurable impact on mobility, like the annual Bike to Anywhere Day goodie bags, and lots of stuff in between. In FY 2023-24 alone, Measures BB generated nearly \$383 million in revenue, which is about 2/3rds of the Alameda County Transportation Commission's overall budget.

Your Independent Watchdog Committee (IWC) purposes include: "... to review and oversee all expenditures and performance measures ... of the Measure BB transportation sales tax." The IWC does not choose which projects get funded and we do not have the authority to recommend new policies or redirect spending. The Commission insists that our role is to monitor and report on the implementation of Measure B and BB – but only after the fact. With that limitation, we are a post hoc oversight body, which makes it challenging to provide effective oversight in time to avoid improper or unwise expenditures.

The IWC continues to work with the Commission and Commission staff to improve our oversight and our reporting of oversight. While "Independent" is literally our first name, the IWC does not control its own bylaws and has little control over its work with Commission staff. The Commission's outside legal counsel has ruled that the IWC has no right to directly interface with the Commission at Commission meetings because our reporting mandate is to the public, not the Commission. While the latter interpretation is legally proper, it is illogical for the IWC to be prohibited from reporting our issues and recommendations directly to the Commission

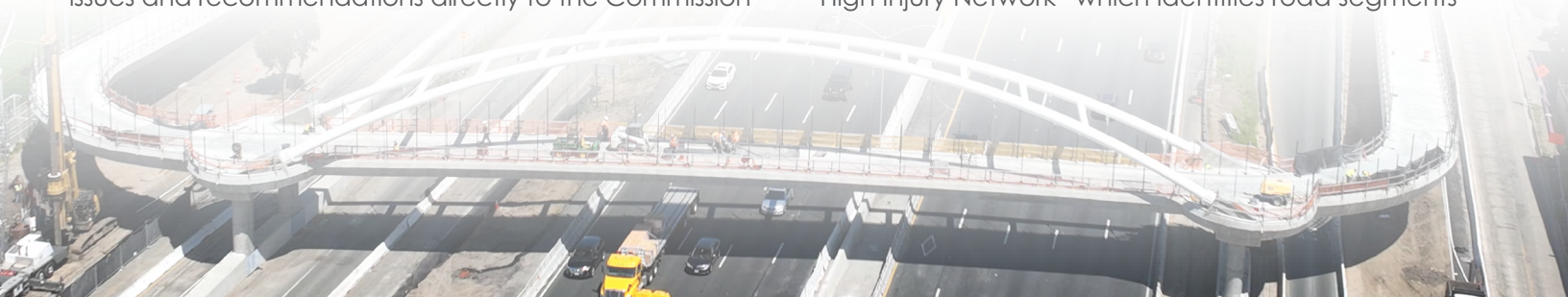
and its members in public meetings and to respond to replies and questions. These long-running issues are unresolved as of the preparation of this report.

We are encouraged to see progress in our push to improve oversight despite our constraints. The Commission's most recent Performance Reports—for FY 2022–23 and FY 2023–24—have made significant improvements in how performance is measured and communicated. This is especially true for Direct Local Distributions (DLDs), which fund four categories of ongoing transportation programs for local jurisdictions: transit, local streets and roads, bicycle and pedestrian infrastructure, and paratransit services.

In earlier years, data on DLD performance was sparse or unreliable. Metrics like "cost per passenger" were misleading or inconsistently defined. Some major operators—the Water Emergency Transportation Authority (WETA, aka Bay Ferry) and Capitol Corridor—were omitted entirely. Performance measure data presented to the IWC had notable inaccuracies—for instance, ACE transit trips for FY16/17 were overreported by a factor of 30, even after the IWC had previously flagged this error. Other measures, like "Total B/BB Cost per Passenger," were never officially adopted by the Commission, were analytically flawed to the point of misleading, and have since been removed. The most recent reports have corrected many of these issues. Cost and mileage data now aligns better with National Transit Database (NTD) data reported to the Federal Transit Administration for transit and paratransit, although there are still errors. In short, we see a genuine effort to improve accuracy and transparency, and we commend Alameda CTC staff for making those changes.

We also note for the record that Union City has submitted its compliance reports and audited financial data on a timely basis this year, after several years of recovering from a data breach hack. All jurisdictions need to monitor and reinforce their data security.

The IWC also has concerns about the countywide "High Injury Network" which identifies road segments



Independent Watchdog Committee

Findings and Recommendations FY2023-24 (cont.)

of danger to pedestrians and bicyclists. We have tried, although unsuccessfully, to find a way to correlate DLD expenditures for local streets and roads and for bicycle/pedestrian purposes with whether they have a measurable impact in reducing or mitigating incidents and injuries. We intend to continue this quest.

But there is more to be done. We believe it is time to revisit the DLD performance metrics adopted in 2016. Those metrics are now approaching their 10-year anniversary and, under current agreements, their term limit. We recommend a transparent update process, with input from local jurisdictions, operators, the public, appropriate advisory bodies, and this committee. Oversight tools should evolve alongside the programs they're meant to track. We encourage the Commission to report more performance measures, both for individual municipalities and transit operators and in total, to utilize both time series and peer group analysis, and to make greater use of graphic reporting. Currently data is allowed to be available only in PDF form, for fear of being mis-used.

We also call for improved performance reporting for capital projects. Unlike DLD programs, where funding is ongoing and metrics are relatively straightforward, major capital projects tend to be one-off, large-scale efforts that span many years. For these, we'd like to see more consistent reporting on project delivery: are projects completed on time and on budget? Do they deliver the outcomes promised in initial proposals? How do they compare to original schedules, budgets, and performance expectations? Metrics like cost compliance, schedule compliance, and usage versus

forecasted utilization—such as daily passengers or vehicle counts—should be tracked and published to allow determinations of actual benefits. And project quality should be addressed too: did construction meet technical standards? Are there issues that could increase maintenance or reduce the project's useful life? In order to fulfill our responsibility to monitor sales tax expenditure, this committee deserves the ability, as well as authority, to access contemporaneous data on projects, and to question them while they are in progress.

We also recommend modernizing how data is collected and shared. In many cases, agencies already submit detailed reports to the federal government—especially transit agencies reporting to the NTD. We suggest that Alameda CTC make full use of those existing submissions, both to reduce the reporting burden and improve accuracy. We further recommend that Alameda CTC explore new ways of presenting data to the public, with an emphasis on an interactive website tool that would allow users to filter, explore, and analyze the data themselves. The level and variety of data that is annually provided to the PAPCO Program Plan Review subcommittees may be a basis from which to build.

The Independent Watchdog Committee sincerely appreciates and welcomes your interest. If you read through this report, or at least this page, tell us! We'd like to know if anyone reads this report and how you learned about it – please share your comments at bit.ly/IWCFeedback2025

You can also email us feedback and suggestions to: IndependentWatchdog@AlamedaCTC.org

Key Acronyms

ACE	Altamont Corridor Express
ACPWA	Alameda County Public Works Agency
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
Alameda CTC	Alameda County Transportation Commission
BART	San Francisco Bay Area Rapid Transit District
BPAC	Bicycle and Pedestrian Advisory Committee
Caltrans	California Department of Transportation
CWC	Citizens Watchdog Committee
DLDs	Direct Local Distributions
FY2023-24	Fiscal Year July 1, 2023 to June 30, 2024
HIN	High Injury Network
IWC	Independent Watchdog Committee
LAVTA	Livermore Amador Valley Transit Authority
PAPCO	Paratransit Advisory and Planning Committee
TEP	Transportation Expenditure Plan
WETA	SF Bay Area Water Emergency Transportation Authority

Helpful Links*

Alameda CTC homepage: <https://www.AlamedaCTC.org>

Alameda CTC Meetings: <https://www.AlamedaCTC.org/all-meetings>

Independent Watchdog Committee (IWC):
<https://www.AlamedaCTC.org/about-us/committees>

IWC Annual Reports:
<https://www.AlamedaCTC.org/news-publications/annualreports>

Alameda CTC Annual Performance Report:
<https://www.AlamedaCTC.org/news-publications/reports>

DLD Compliance Reports and Financial Audits:
<https://www.AlamedaCTC.org/funding/reporting-and-grant-forms>

DLD Payments:
<https://www.AlamedaCTC.org/funding/direct-local-prog-dist-pay>

2000 Measure B TEP:
<https://www.AlamedaCTC.org/funding/fund-sources/measure-b>

2014 Measure BB TEP:
<https://www.AlamedaCTC.org/funding/fund-sources/measure-bb>

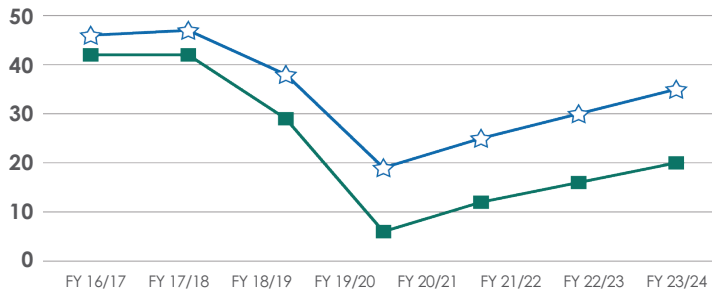
*Note: Please scroll up/down the page to find the reports.

Performance Trend Data

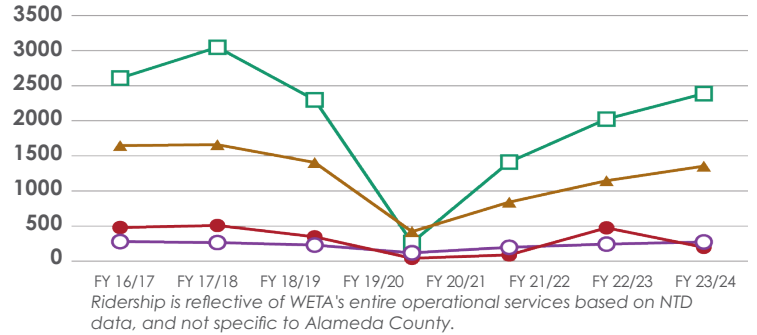
On an annual basis, Measure B and Measure BB DLD recipients are required to document expenditures and include a description of the accomplishments made with the DLD investments. Recipients also are required to report how specific performance measures were met. According to the Measure BB TEP, "the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC". See the DLD recipients' compliance reports: AlamedaCTC.org/Funding/Reporting-and-Grant-Forms

Performance Metrics

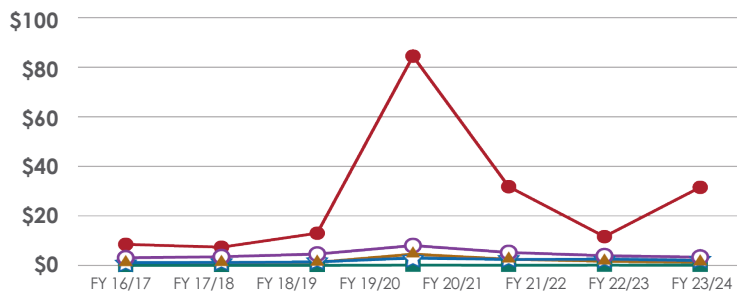
Alameda County Transit Ridership
BART & AC Transit (in millions)



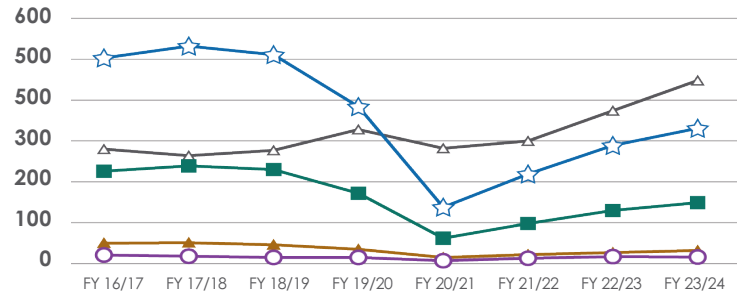
Alameda County Transit Ridership
Small to Midsize Agencies (in thousands)



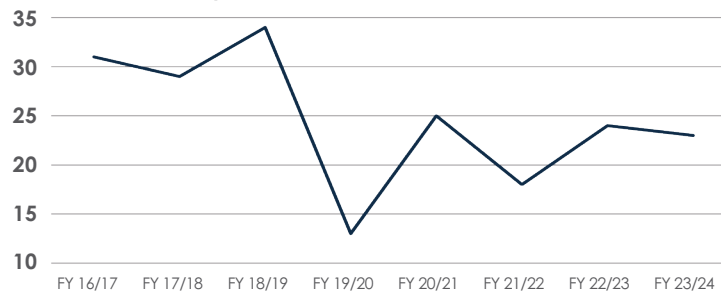
Transit Cost Per Trip
Cost per trip (in dollars)



Alameda County Paratransit Services
Passenger Trips (in thousands)

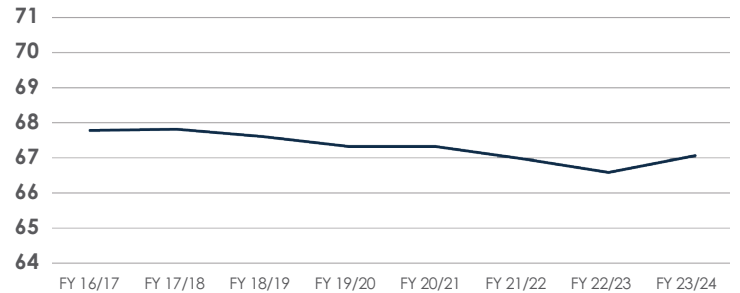


Bicycle/Pedestrian Investments
Lane Miles of Improvement



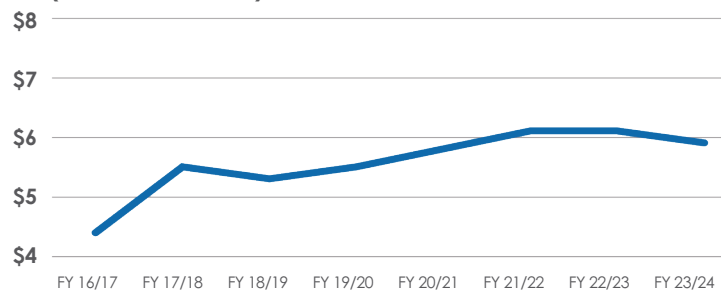
Data reflects estimated lane miles of capital bicycle/pedestrian improvements reported by DLD recipients.

Alameda County Weighted Average
Pavement Condition Index

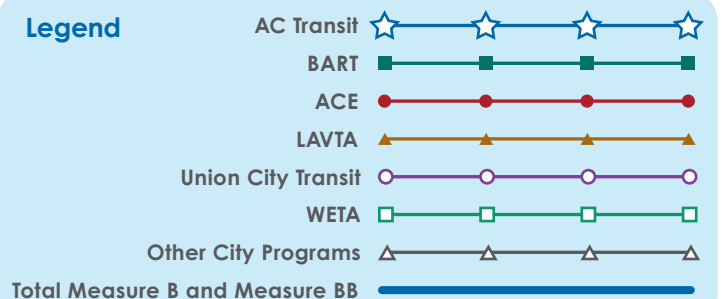


PCI scores reflect weighted lane miles and moving averages across Alameda County based on MTC's Pavement Condition of the Bay Area Jurisdictions Report.

Alameda CTC General Administrative Costs
(In Millions of Dollars)



Legend



Alameda CTC Measure B and Measure BB

DLD and Grants Program

The IWC reviews and oversees Alameda CTC 2014 Measure BB and 2000 Measure B expenditures, which are primarily for DLDs, transportation capital projects, and discretionary grant programs. These expenditures also include general administration, and all are subject to an annual independent audit. Alameda CTC's audited financial statement for the year ended June 30, 2024 is available here: AlamedaCTC.org/ACFR.

DLD and Discretionary Grant Programs for Local Jurisdictions

Alameda CTC allocates approximately 65 percent of Measure BB funds on a monthly basis by formula to local jurisdictions and transit operators for ongoing maintenance, operations and small infrastructure or capital projects, and through competitive, discretionary grants paid on a reimbursement basis, as approved by voters in the 2014 TEP, for the categories and by the percentages shown. Since 2002, when collections began for the 2000 Measure B, Alameda CTC allocated approximately 60 percent of Measure B funds to local jurisdictions and transit operators on a monthly basis by formula for ongoing maintenance and small infrastructure or capital projects, and through competitive, discretionary grants paid on a reimbursement basis. While the Measure B sales tax did sunset on March 31, 2022, Alameda CTC continues to provide Measure B funding to local jurisdictions and transit operators on a reimbursement basis for small infrastructure and capital projects from grant funds that were awarded and set aside for this purpose as the program winds down and projects are completed.

- **Local Streets and Roads (20%):** All cities and the County receive allocations for local transportation improvements, including street maintenance and repairs. Jurisdictions use these flexible Measure B and Measure BB funds to meet their locally determined transportation priorities.
- **Mass Transit (23.81%):** Transit systems ACE, AC Transit, BART, LAVTA, Union City Transit and WETA receive allocations for capital projects, operations and/or maintenance.
- **Special Transportation for Seniors and People with Disabilities (10.01%):** Funds are allocated to support paratransit under the Americans with Disabilities Act (ADA) and other transportation programs for older adults and people with disabilities.
- **Bicycle and Pedestrian Safety Funds (5.02%):** All cities and the County receive these funds for bicycle and pedestrian plans, programs and capital projects.
- **Other Discretionary Grants (6.19%):** Funds are allocated on a competitive basis for Student Transit Pass Programs, freight and economic development, technology, innovation and development and community development related projects located throughout Alameda County.

During FY2023-24 Measure BB DLD expenditures totaled \$194.8 million and grant expenditures totaled \$10.4 million. Measure B grant expenditures totaled \$4.3 million using sales tax revenues collected in prior years. See pages 7 and 9 for more information.

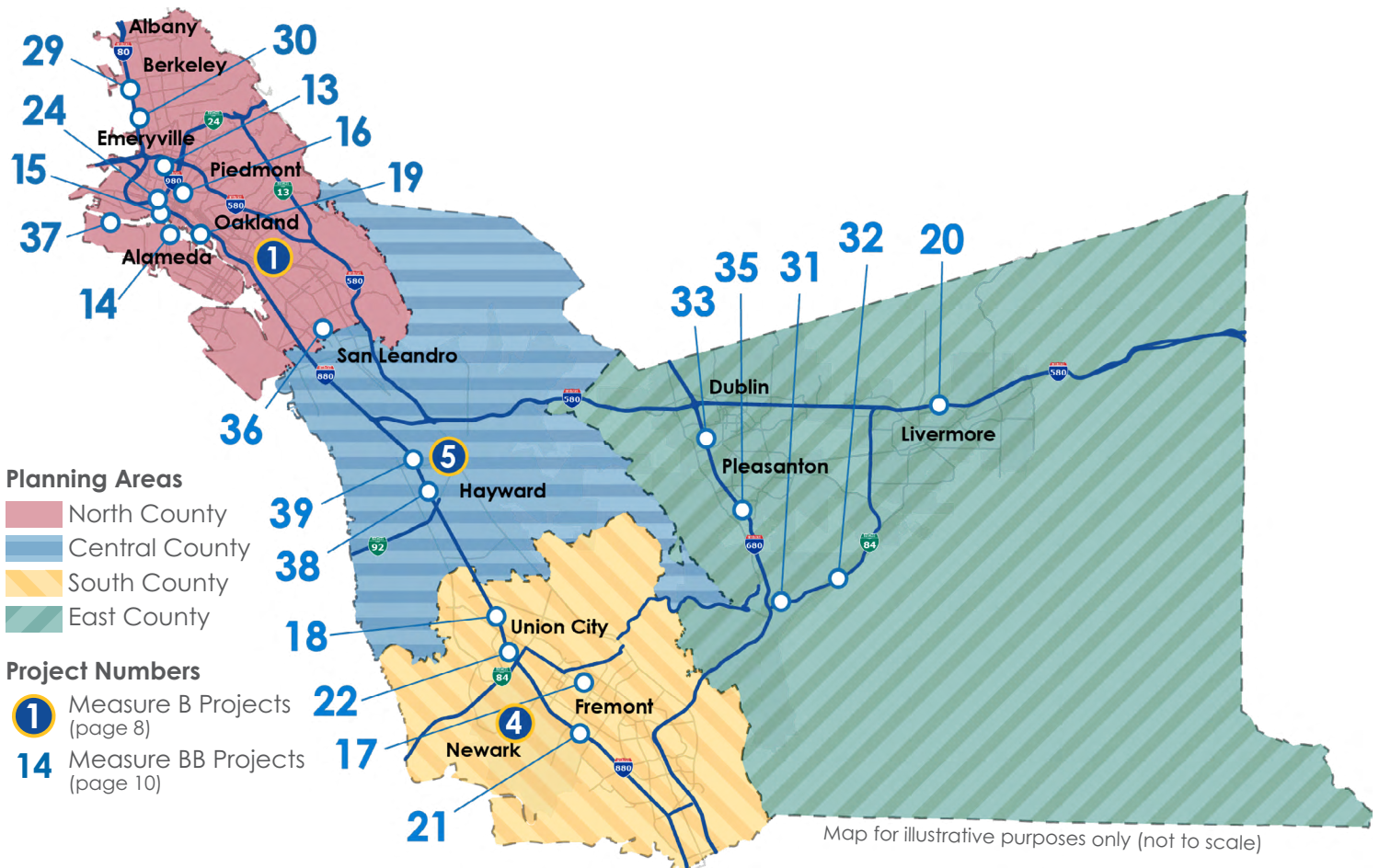
Capital Projects

Alameda CTC allocates approximately 35 percent of Measure BB funds to specific capital projects named in the TEP. The sales tax revenues will be allocated over the life of the program to ultimately achieve the percentage split (65-35) included in the TEP provided in support of Measure BB as approved by voters. During FY2023-24, expenditures for capital projects named in the TEP for Measure BB totaled \$23.5 million. See pages 10 for more information.

The 2014 Measure BB TEP includes a combination of specifically named capital projects and discretionary grant programs. The named capital projects are primarily large-scale infrastructure improvements to freeway corridors, interchanges, the BART system, and transit corridors. The discretionary programs fund a diverse pool of projects that vary by type, size, and location. Examples of large-scale capital improvements funded by the discretionary programs include the GoPort Program of projects at the Port of Oakland, multimodal corridor projects on San Pablo Avenue, and railroad safety programs.

Over the life of the 2000 Measure B program, Alameda CTC allocated approximately 40 percent of 2000 Measure B funds to specific capital projects included in the TEP and continues to spend those funds. During FY2023-24, expenditures for capital projects for 2000 Measure B totaled \$10.8 million. See pages 8 for more information.

In addition to the 2000 Measure B capital projects included in the original TEP provided in support of 2000 Measure B when approved by voters, Alameda CTC added several projects approved by the Commission pursuant to the TEP: the Vasco Road Safety Improvement Project from the Measure B Congestion Relief Emergency Fund in 2003, the I-80 Integrated Corridor Management Project in 2008, the I-880/23rd and 29th Avenues Interchanges and the Countywide Transportation Plan/TEP in 2010, and the Studies for Congested Segments/ Locations on the Congestion Management Program Network in 2011.



Active Capital Projects

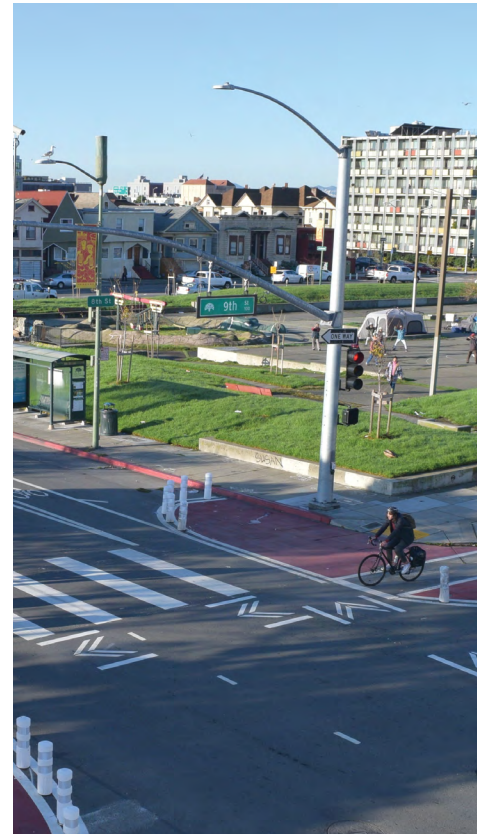
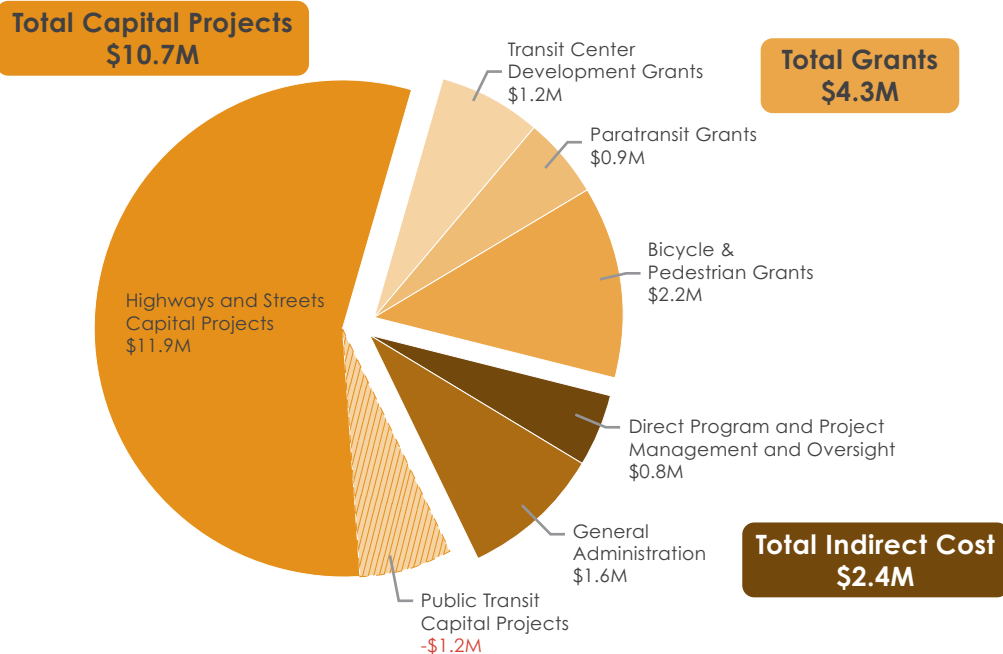
The map above highlights the locations of Measure B and Measure BB capital projects that were active during FY2023-24, except those projects that contain subprojects at various locations or those projects that have not completed sufficient engineering studies to determine clear project location.

Alameda CTC's capital projects included six active 2000 Measure B and 28 active 2014 Measure BB capital and discretionary projects in FY2023-24; 100 percent of the programmed funding for Measure B capital projects has been allocated, but not all of it has been expended. Project funding commitments and project expenditures for capital projects active during FY2023-24 are provided in the charts on pages 8 and 10.

Alameda CTC issued \$124.0 million of Measure BB Sales Tax Revenue Bonds in July 2022 to bridge a short-term funding gap that existed while many large capital projects in the TEP were entering the construction phase. In FY2023-24, the bonds incurred \$9.0 million of costs related to annual debt repayment. Details related to the debt can be found in the official statement: [AlamedaCTC.org/Bonds](https://www.alamedaCTC.org/Bonds)

Measure B Expenditures

In FY2023-24, audited expenditures for Measure B totaled \$17.4 million.



Notes

1. Measure B sales tax sunsetted on March 31, 2022, thereby ending the monthly DLDs to local jurisdictions.
2. Public Transit Capital Projects includes a reclassification of prior year cost which resulted in a negative \$1.2M during the fiscal year.

FY2023-24 Measure B Direct Local Distributions (DLDs) for All Programs

Program compliance reports submitted by Measure B DLD fund recipients reported \$10.1 million in expenditures during FY2023-24 resulting in a decrease to fund balance as Measure B collections officially ended on March 31, 2022. For more information, see the FY2023-24 Program Compliance Summary Report: AlamedaCTC.org/Reports

Agency/Jurisdiction ¹	Bike/Ped	Local Streets	Transit	Paratransit	Total Measure B
ACE	\$0	\$0	\$2,476,337	\$0	\$2,476,337
WETA	\$0	\$0	\$2,450,284	\$0	\$2,450,284
City of Alameda	\$79,013	\$549,864	\$0	\$0	\$628,877
City of Albany	\$82,377	\$434,826	\$0	\$0	\$517,203
City of Berkeley	\$321,948	\$512,406	\$0	\$0	\$834,354
City of Dublin	\$68,200	\$100,132	\$0	\$0	\$168,332
City of Emeryville	\$1,116	\$2,239	\$0	\$0	\$3,355
City of Fremont	\$82,865	\$405,454	\$0	\$650,718	\$1,139,037
City of Hayward	\$378,112	\$434,855	\$0	\$155,006	\$967,973
City of Livermore	\$3,189	\$38,275	\$0	\$0	\$41,464
City of Newark	\$76,817	\$336,846	\$0	\$0	\$413,663
City of Pleasanton	\$140,726	\$0	\$0	\$0	\$140,726
City of San Leandro	\$3,329	\$33,222	\$0	\$0	\$36,551
City of Union City	\$269,948	\$56,518	\$0	\$0	\$326,466
Total	\$1,507,640	\$2,904,637	\$4,926,621	\$805,724	\$10,144,622

Notes

1. The table above reflects total Measure B expenditures reported by agencies/jurisdictions.
2. Revenue and expenditure figures may vary due to rounding.
3. AC Transit, BART, LAVTA, ACPWA, City of Oakland, and City of Piedmont fully exhausted MB funds and therefore are not included in the table above.

FY2023-24 Measure B Active Projects

ID	Implementing Agency	Current Phase ¹	2000 Measure B Project Name	A	B	C	D
1	Oakland	Construction	Downtown Oakland Streetscape Improvement	N	6.4	0.0	12/31/2025
2	Caltrans/ Alameda CTC	Construction	I-680 Sunol Express Lanes Improvements ³	S/E	155.2	4.7	12/31/2027 ⁵
3	Caltrans/ Alameda CTC	Construction	Route 84 Expressway ^{3,4}	E	96.5	0.3	12/31/2026 ⁵
4	Newark	Design	Dumbarton Corridor Improvements (Central Avenue Overpass)	S	19.4	-1.2	12/31/2027
5	San Leandro	Design	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	C	3.2	0.0	12/31/2025
6	Caltrans/ Alameda CTC	Construction	Interstate 680 Southbound Express Lane from State Route 84 to Alcosta Boulevard ³	E	66.4	7.0	12/31/2025

Columns:

A Planning Area²

B 2000 Measure B Commitments/Allocated (\$ million)

C FY23-24 Measure B Expenditures (\$ million)

D Project Completion Date/Anticipated Completion Date

Measure B

¹ Project phase is as of January 2025.

Notes:

² Project Planning Areas include: C = Central County, E = East County, N = North County, S = South County.

³ Includes projects at multiple locations; therefore, project is not shown on the map on page 6.

⁴ Exchange and/or loan of Measure B funds approved for project.

⁵ Includes landscape plant establishment period.

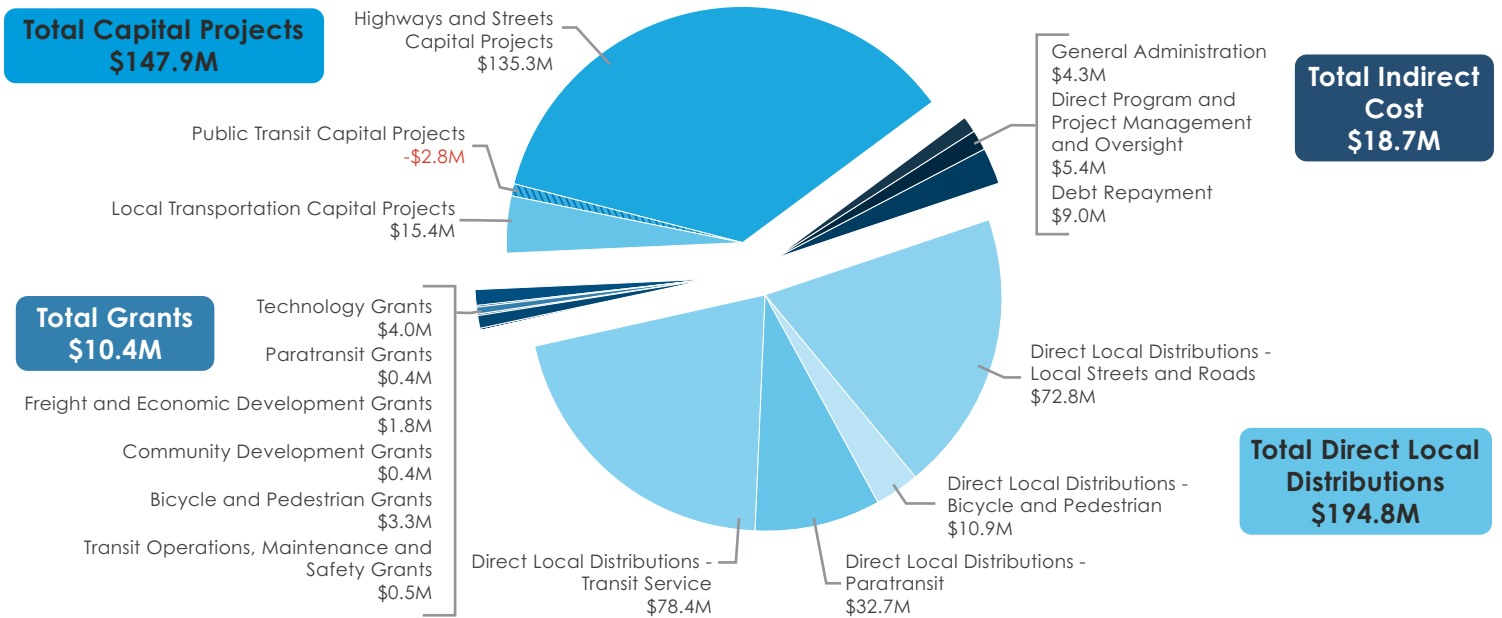
⁶ Project fact sheets are available on the Alameda CTC website: AlamedaCTC.org/Programs-Projects

⁷ Although Measure B revenue collection ended in March 2022, several projects are still active.



Measure BB Expenditures

In FY2023-24, audited expenditures for Measure BB totaled \$371.8 million.



FY2023-24 Measure BB Direct Local Distributions (DLDs) for All Programs

Measure BB DLD fund recipients reported \$180.7 million in expenditures during FY2023-24. For more information, see the FY2023-24 Program Compliance Summary Report: AlamedaCTC.org/Reports

Agency/Jurisdiction ¹	Bike/Ped	Local Streets	Transit	Paratransit	Total Measure BB
AC Transit	\$0	\$0	\$69,501,856	\$16,636,083	\$86,137,939
ACE	\$0	\$0	\$3,709,956	\$0	\$3,709,956
ACPWA	\$308,136	\$297,509	\$0	\$0	\$605,645
BART	\$0	\$0	\$1,818,771	\$5,456,312	\$7,275,083
LAVTA	\$0	\$0	\$1,818,771	\$872,166	\$2,690,937
WETA	\$0	\$0	\$1,252,762	\$0	\$1,252,762
City of Alameda	\$288,999	\$4,547,294	\$0	\$367,652	\$5,203,945
City of Albany	\$120,251	\$964,891	\$0	\$68,773	\$1,153,915
City of Berkeley	\$510,889	\$8,301,136	\$0	\$1,072,524	\$9,884,549
City of Dublin	\$187,779	\$976,762	\$0	\$0	\$1,164,541
City of Emeryville	\$12,596	\$1,283,109	\$0	\$82,302	\$1,378,007
City of Fremont	\$1,328,861	\$7,736,233	\$0	\$1,019,514	\$10,084,608
City of Hayward	\$40,152	\$6,934,261	\$0	\$2,024,599	\$8,999,012
City of Livermore	\$217,371	\$1,081,257	\$0	\$0	\$1,298,628
City of Newark	\$673,129	\$17,298	\$0	\$194,786	\$885,213
City of Oakland	\$2,695,497	\$27,962,834	\$0	\$2,322,213	\$32,980,544
City of Piedmont	\$66,196	\$75,227	\$0	\$0	\$141,423
City of Pleasanton	\$185,823	\$414,376	\$0	\$650,141	\$1,250,340
City of San Leandro	\$526,925	\$1,682,872	\$0	\$0	\$2,209,797
City of Union City	\$56,457	\$890,937	\$909,385	\$538,952	\$2,395,731
Total	\$7,219,061	\$63,165,996	\$79,011,501	\$31,306,017	\$180,702,575

Notes

1. The table above reflects total Measure BB expenditures reported by agencies/jurisdictions.
2. Revenue and expenditure figures may vary due to rounding.

FY2023-24 Measure BB Active Projects

TEP ID	Implementing Agency	Program	2014 Measure BB Project/Discretionary Program Name	A	B	C	D	E	F
13	AC Transit	Capital	Telegraph Avenue/East 14th/International Blvd Project ³	N/C	10.0	10.0	10.0	0.0	0.0
14	Alameda	Capital	Alameda to Fruitvale BART Rapid Bus ⁴	N	9.0	9.0	1.4	7.7	0.0
15	AC Transit	Capital	Grand/MacArthur BRT ⁴	N	6.0	0.1	0.1	5.9	0.0
16	AC Transit	Capital	College/Broadway Corridor Transit Priority ³	N	10.0	0.1	0.1	9.9	0.0
17	BART/ Fremont	Capital	Irvington BART Station ⁴	S	120.0	26.7	26.7	93.3	0.4
18	BART	Capital	Bay Fair Connector/BART METRO	C	100.0	40.9	40.9	59.1	0.0
19	BART	Capital	BART Station Modernization and Capacity Program ³	VAR	90.0	37.2	37.2	52.8	-3.3
20	TVSJVRRA	Capital	Valley Link Rail ⁸	E	400.0	0.0	0.0	400.0	0.0
21	Multiple	Discretionary	Dumbarton Corridor Area Transportation Improvements ³	S	120.0	21.4	21.4	98.6	1.4
22	Union City	Capital	Union City Intermodal Station ⁴	S	75.0	0.1	0.1	74.9	0.0
23	Multiple	Discretionary	Railroad Corridor Right of Way Preservation and Track Improvements ³	VAR	110.0	32.6	32.6	77.4	1.9
24	Oakland	Capital	Oakland Broadway Corridor Transit	N	10.0	5.4	5.4	4.6	1.2
25	CCJPA	Capital	Capitol Corridor Service Expansion ³	VAR	40.0	0.0	0.0	40.0	0.0
26	Multiple	Discretionary	Congestion Relief, Local Bridge Seismic Safety ³	VAR	639.0	206.8	206.8	432.2	14.2
27	Multiple	Discretionary	Countywide Freight Corridors ³	VAR	161.0	137.1	137.1	23.9	3.8
29	Caltrans/ Alameda CTC	Capital	I-80 Gilman Street Interchange Improvements ⁵	N	24.0	12.0	12.0	12.0	0.0
30	Caltrans/ Alameda CTC	Capital	I-80 Ashby Interchange Improvements ⁶	N	52.0	19.1	19.1	32.9	1.3
31	Caltrans/ Alameda CTC	Capital	SR-84/I-680 Interchange and SR-84 Widening	E	122.0	122.0	122.0	0.0	-20.2
32	Caltrans/ Alameda CTC	Capital	SR-84 Expressway Widening (Pigeon Pass to Jack London)	E	10.0	10.0	10.0	0.0	0.0
33	Alameda CTC	Capital	Safety improvements approaching and through the I-580/I-680 Interchange ⁶	E	20.0	0.0	0.0	20.0	0.0
34	Multiple	Capital	I-580 Local Interchange Improvement Program ³	E	28.0	1.4	1.4	26.6	0.2
35	Caltrans/ Alameda CTC	Capital	I-680 HOT/HOV Lane from SR-237 to Alcosta	S/E	60.0	60.0	60.0	0.0	7.8
36	Alameda CTC	Capital	I-880 corridor operational and interchange safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 Interchange ⁶	C	20.0	0.0	0.0	20.0	0.0
37	Multiple	Capital	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	N	75.0	74.0	74.0	1.0	6.2
38	Caltrans/ Alameda CTC	Capital	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements ⁴	C	60.0	10.8	10.8	49.2	2.8
39	Caltrans/ Alameda CTC	Capital	I-880 Industrial Parkway Interchange Improvements ⁴	C	44.0	10.7	10.7	33.3	0.0
40	Multiple	Capital	I-880 Local Access and Safety Improvements ³	VAR	85.0	33.8	33.8	51.2	-1.1
42	Multiple	Discretionary	Gap Closure on Three Major Trails ³	VAR	264.0	56.0	56.0	208.0	7.0

Columns:

A Planning Area ¹	C Total Programmed to Date (\$ million)	E Total Remaining Commitment Balance (Un-Allocated)
B Total Measure BB Commitment (\$ million)	D Total Amount Allocated to Date (\$ million) ²	F FY23-24 Measure BB Expenditures (\$ million)

Measure BB Notes: ¹ Project Planning Areas include C = Central County, E = East County, N = North County, S = South County.

² The funding status is as of May 2024.

³ Includes projects at multiple locations; therefore, project is not shown on the map on page 6.

⁴ These projects received a one-year time extension approved December 5, 2024.

⁵ Exchange of Measure BB funds approved for project.

⁶ On April 25, 2024, the Commission approved a TEP amendment to redefine the project.

⁷ Additional project information is available on the Alameda CTC website: [AlamedaCTC.org/Programs-Projects](https://www.alamedactc.org/Programs-Projects)

⁸ On September 24, 2020, the Commission approved TEP amendment to refine the project sponsor and project.

Independent Watchdog Committee Activities

The IWC reports directly to the public and provides oversight by reviewing and overseeing Alameda CTC Measure B expenditures and Measure BB expenditures and performance measures. The IWC meets at least four times a year as a full committee and convenes subcommittees as needed. IWC members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit financially in any way from the sales tax. IWC members performed the following activities from July 1, 2023 through June 30, 2024.

- **Ongoing DLD and Discretionary Grant Programs and Capital Projects Monitoring:** The IWC monitors specific DLD and discretionary grant programs, capital projects and issues of concern.
- **Review of Independent Audit of Alameda CTC:** The IWC reviews the independent auditor's plan for the audit and reviews the draft final audited Annual Comprehensive Financial Report (ACFR) regarding Measure B and Measure BB expenditures. **The Alameda CTC ACFR for the year ended June 30, 2024 is available at AlamedaCTC.org/ACFR.**
- **Audit and Compliance Report Review:** The IWC members review audited financial statements and compliance reports, including performance measures, received from Measure B and Measure BB DLD recipients to ensure expenditures comply with the requirements in the applicable TEP. **DLD recipients' audited financial statements and compliance reports are available at: AlamedaCTC.org/Reporting-Grant-Forms**
- **Issues Identification Process:** IWC members may request and receive information from DLD recipients and/or Alameda CTC staff if they have concerns regarding Measure B and Measure BB expenditures, or for issues identified by the public.

July 2023 ACPWA Direct Local Distribution Program Expenditures and Related Issues in Unincorporated Alameda County Presentation: ACPWA staff provided an update on ACPWA Direct Local Distribution Program expenditures and related issues in Unincorporated Alameda County. **Outcome:** Issues remain regarding ACPWA responsiveness and activities including lack of notice to IWC. The Director of ACPWA reports directly to the County Board of Supervisors.

November 2023 Consideration of the Time Extensions for Securing Environmental Clearance for Funding Plans not under Alameda CTC Jurisdiction: An IWC member requested that staff explain how cities receive funding and do not spend the funds for several years. **Outcome:** IWC has requested that the Commission's annual consideration of time extensions be added to the IWC Calendar.

November 2023 Issues Identification Form Discussion on Information Requests regarding Alameda County High Injury Network: IWC Chair and Vice Chair submitted an Issues Identification Form requesting information regarding the Alameda County High Injury Network (HIN) which included a list of questions, and the request to include motorcycle data if possible. **Outcome:** See next item.

March 2024 Issues Identification Form Follow up Discussion on Information Requests regarding Alameda County High Injury Network: Staff from Alameda CTC indicated that Compliance Report is a good place to track HIN expenditures. **Outcome:** IWC remains unable to identify specific street segments in the HIN so as to be able to correlate them to DLD expenditures for improvement.

- **Annual Report to the Public:** Each year, the IWC establishes a subcommittee to develop the annual report to the public regarding Measure B and Measure BB expenditures and to discuss distribution and outreach for the annual report (see timeline below).

IWC Annual Report to the Public Timeline



Meet the IWC Members

From right - top row: Vamsi Tabjulu, Curtis Buckley, Keith Brown, Damian Park, Michael Henn. From right - bottom row: Brendan Adams, Alfred Exner, Patrisha Piras, Thomas Rubin.



Name	Appointer
Damian Park Chair	Alameda County Mayors' Conference, District 5
Patrisha Piras Vice Chair*	Sierra Club
Alfred Exner	Alameda County Mayors' Conference, District 4
Brendan Adams ⁺	League of Women Voters
Carl Tilchen ^{♦^}	Alameda County Board of Supervisors, District 1
Curtis Buckley	Bike East Bay
Esther Waltz [^]	PAPCO
Keith Brown	Alameda Labor Council AFL-CIO
Lenore McDonald Gunst ^{♦^}	League of Women Voters
Michael Henn ⁺	Alameda County Board of Supervisors, District 5
Thomas Rubin	Alameda County Taxpayers' Association
Vamsi Tabjulu*	Alameda County Mayors' Conference, District 3



Vacancies

East Bay Economic Development Alliance; Alameda County Board of Supervisors, Districts 1, 2, 3 and 4; Alameda County Mayors' Conference, Districts 1 and 2.

For more information, email

Contact@AlamedaCTC.org

* Members who left the committee in June 2025

♦ Members who left the committee during or after the reporting period.

* Members who joined the committee during this reporting period.

+ Members who joined the committee after the reporting period.

^ IWC member not pictured in photo.

APR / MAY

IWC Annual Report
Subcommittee Meets to
Develop Annual Report

JUN

Summary of
Compliance Reports
and Findings
Released

JUL

IWC Annual Report
Public Hearing and
Approval

AUG

IWC Annual Report
Published and
Available to the Public