



# 24th Annual Independent Watchdog Committee Report to the Public FY2024-25

## Table of Contents

- Measure B and Measure BB Sales Tax Activities . . . . . 1
- FY2024-25 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

## 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.

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.

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 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 24th annual report reviews expenditures and IWC activities during the fiscal year July 1, 2024 through June 30, 2025 (FY2024-25).**

## 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 FY2024-25 Measure B revenues include only adjustments to previous sales tax filings. Measure B revenues totaled \$18.6 million, and audited expenditures totaled \$14.3 million. Measure BB revenues totaled \$509.6 million, and audited expenditures totaled \$419.0 million in FY2024-25. Key expenditures include capital projects named in the TEP, direct local distributions (DLDs) to local jurisdictions, and discretionary grant programs.

## 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](mailto:Contact@AlamedaCTC.org). Email feedback and/or suggestions to the IWC at [IndependentWatchdog@AlamedaCTC.org](mailto:IndependentWatchdog@AlamedaCTC.org).

# Independent Watchdog Committee

## Findings and Recommendations FY2024-25

The Independent Watchdog Committee (IWC) provides independent oversight of Measure B and Measure BB expenditures. Under its statutory authority, the IWC does not set or recommend policy decisions or procedures for the Alameda County Transportation Commission (Alameda CTC), nor does it recommend prospective expenditures or budgets.

In summary, the IWC's mission is to support the work of the Commission and its staff on behalf of Alameda County residents by reviewing, reporting on, and providing oversight strictly related to Measure B and Measure BB expenditures, programs, and projects.

### Recommendation

The IWC wishes to explore opportunities to better serve Alameda County. IWC's authority is limited to reviewing Measure B and Measure BB expenditures retroactively according to Alameda CTC legal counsel. IWC Oversight roles and activities could potentially include future expenditures, benefits, and performance of Measure BB-funded programs and projects in accordance with its responsibilities under Measure BB.

### Findings

#### Positive and Constructive Progress

- Improved communication and performance measurement, particularly for Direct Local Distributions (DLDs) and in the 2024-2025 Performance Report.
- More consistent and efficient data collection, with increased reliance on the Federal Transit Administration's National Transit Database.
- Expansion of performance indicators presented in easier-to-utilize graphic format, and improvement in the accuracy of the data reported.

#### Concerns and Areas for Improvement

- AC Transit, the City of Hayward, and Union City did not submit their required audited financial statements to the Commission by the stipulated deadline. AC Transit and Hayward have since submitted, but the IWC has not reviewed the reports as of this writing.
- The Bicycle, Pedestrian, and/or Bicycle/Pedestrian Master Plans for the Cities of Albany, Newark, Oakland, and Pleasanton were more than five years old at the end of fiscal year 2024-2025, exceeding the time period for renewal; all are in the process of being updated.
- Need for improved correlation metrics for DLD expenditures on the High Injury Network, enabling quantifiable measurement of impacts that mitigate or eliminate incidents.
- Incorporation of appropriate inflation adjustments into performance metrics.
- More consistent and comprehensive schedule, budget, and performance reporting for capital projects and roads, transit, and non-motorized operations.
- Enhanced public-facing data presentation, including interactive, web based, intelligent, and social media friendly communication tools.

#### FY 2025–2026 IWC Action Plan

- Continue to provide independent oversight of Measure B and Measure BB expenditures and report on findings and recommendations.
- Work with Alameda CTC to explore opportunities to expand and enhance the IWC's oversight role and responsibilities for future and proposed expenditures in accordance with its responsibilities in accordance with Measure BB.

# Independent Watchdog Committee

## Findings and Recommendations FY2024-25 (cont.)

### Key Acronyms

<b>ACE</b>	Altamont Corridor Express
<b>ACPWA</b>	Alameda County Public Works Agency
<b>AC Transit</b>	Alameda-Contra Costa Transit District
<b>ADA</b>	Americans with Disabilities Act
<b>Alameda CTC</b>	Alameda County Transportation Commission
<b>BART</b>	San Francisco Bay Area Rapid Transit District
<b>BPAC</b>	Bicycle and Pedestrian Advisory Committee
<b>Caltrans</b>	California Department of Transportation
<b>CWC</b>	Citizens Watchdog Committee
<b>DLDs</b>	Direct Local Distributions
<b>FY2024-25</b>	Fiscal Year July 1, 2024 to June 30, 2025
<b>HIN</b>	High Injury Network
<b>IWC</b>	Independent Watchdog Committee
<b>LAVTA</b>	Livermore Amador Valley Transit Authority
<b>PAPCO</b>	Paratransit Advisory and Planning Committee
<b>TEP</b>	Transportation Expenditure Plan
<b>WETA</b>	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>

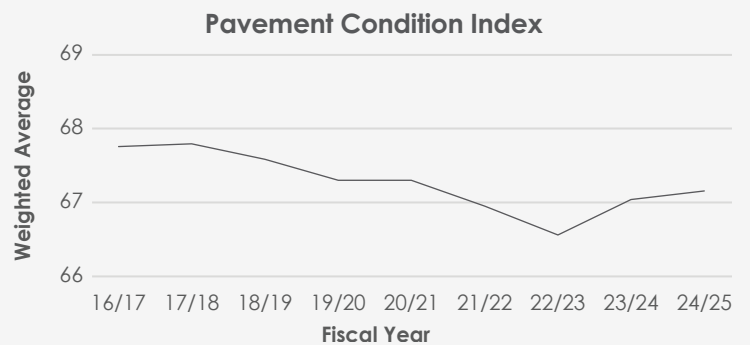
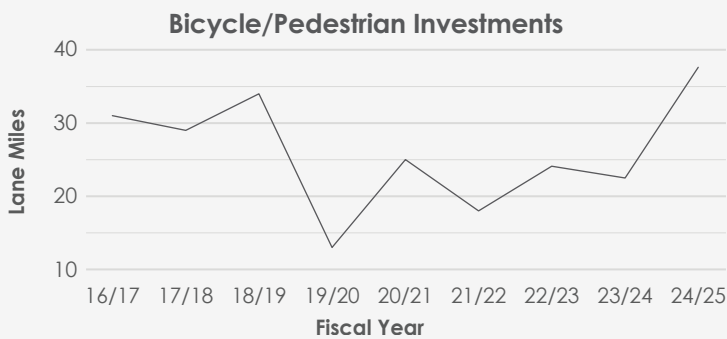
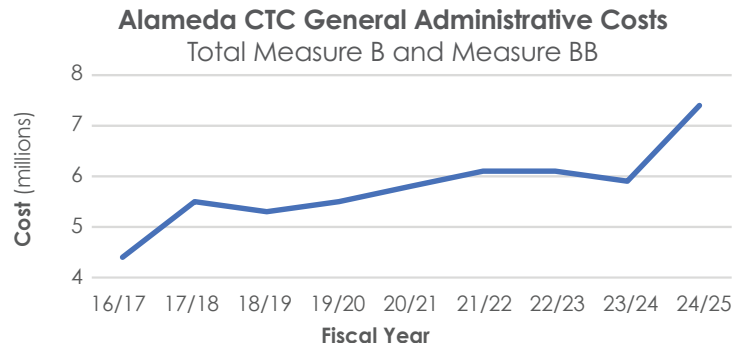
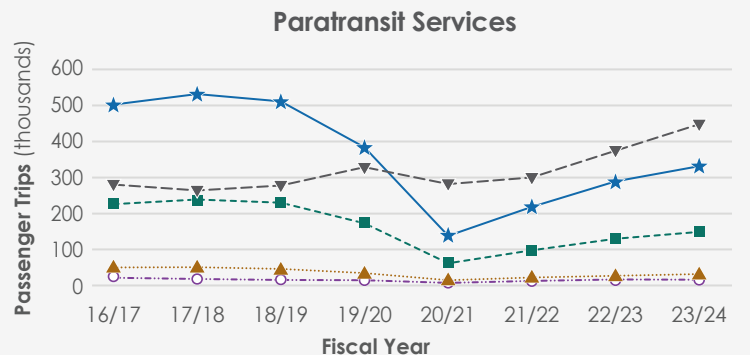
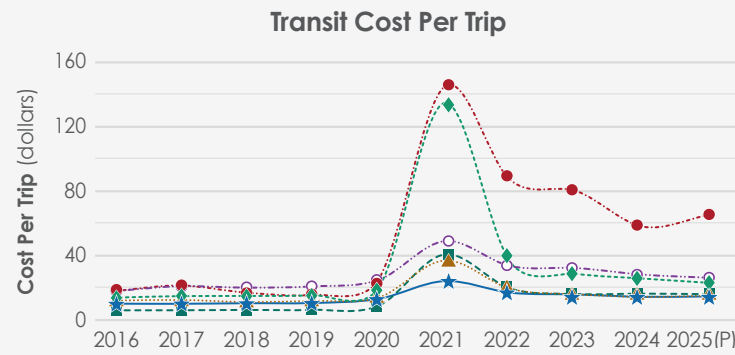
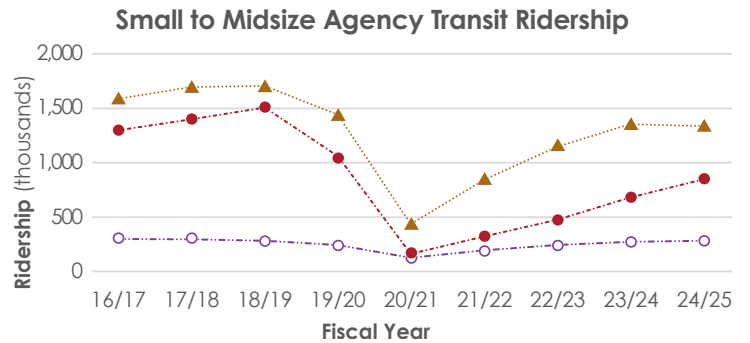
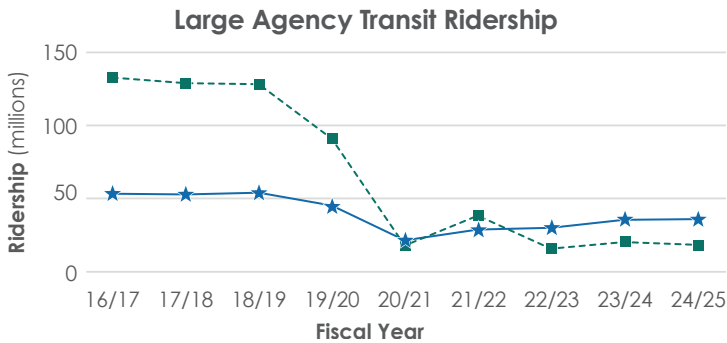
\*Note: Please scroll up/down the page to find the reports.



# 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](https://AlamedaCTC.org/Funding/Reporting-and-Grant-Forms)

## Alameda County Performance Metrics



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

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 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, 2025 is available here: [AlamedaCTC.org/ACFR](https://www.alamedactc.org/ACFR).

([https://www.alamedactc.org/wp-content/uploads/2025/12/Alameda-CTC-ACFR-2025\\_Signed\\_12.26.25.pdf](https://www.alamedactc.org/wp-content/uploads/2025/12/Alameda-CTC-ACFR-2025_Signed_12.26.25.pdf))

## 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 FY2024-25 Measure BB DLD disbursements totaled \$198.0 million and grant expenditures totaled \$8.4 million. Measure B grant expenditures totaled \$1.7 million using sales tax revenues collected in prior years. See pages 7 and 9 for more information.



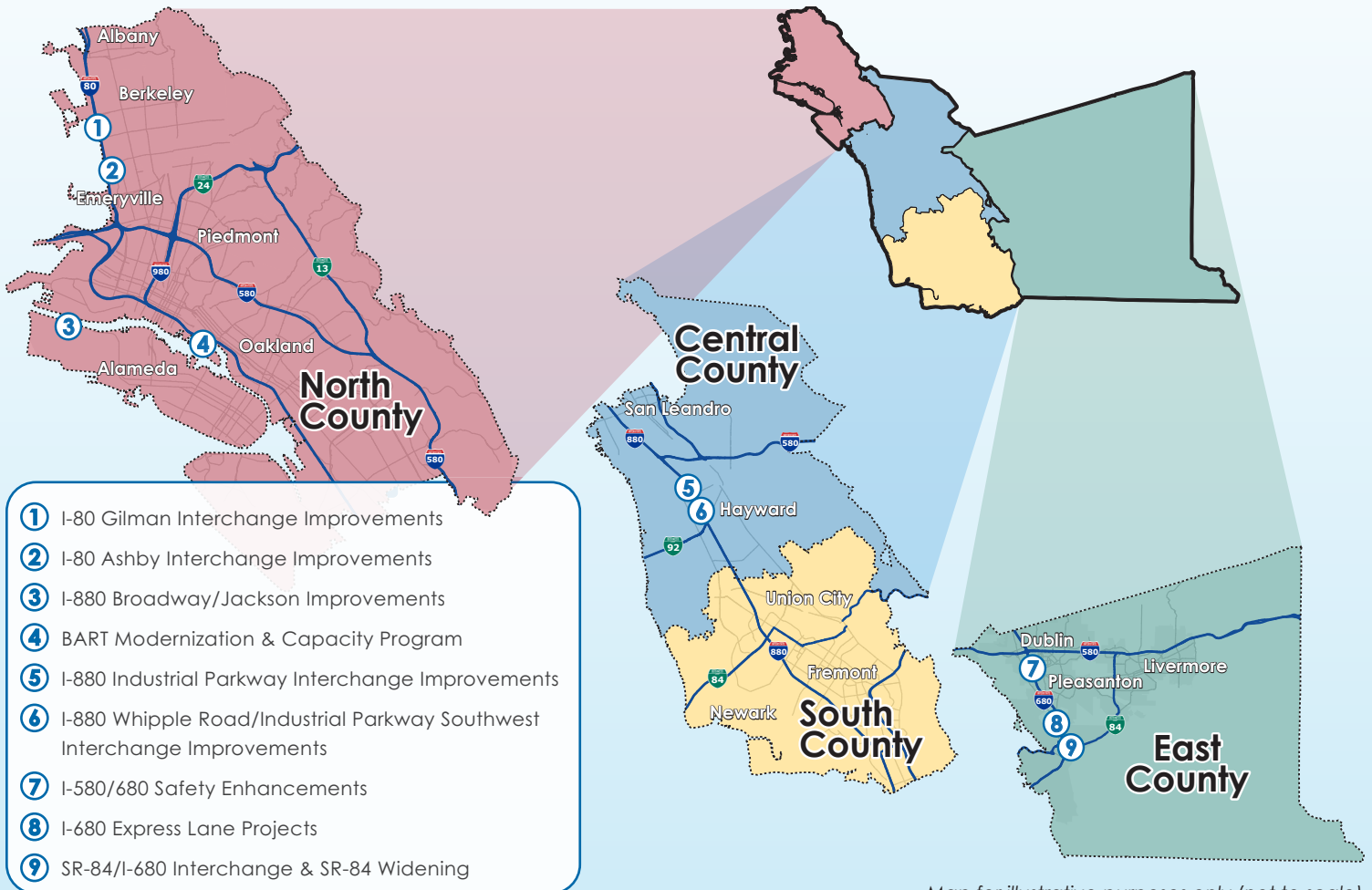
## Capital Projects

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 FY2024-25, expenditures for capital projects named in the TEP for Measure BB totaled \$100.0 million. See page 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.

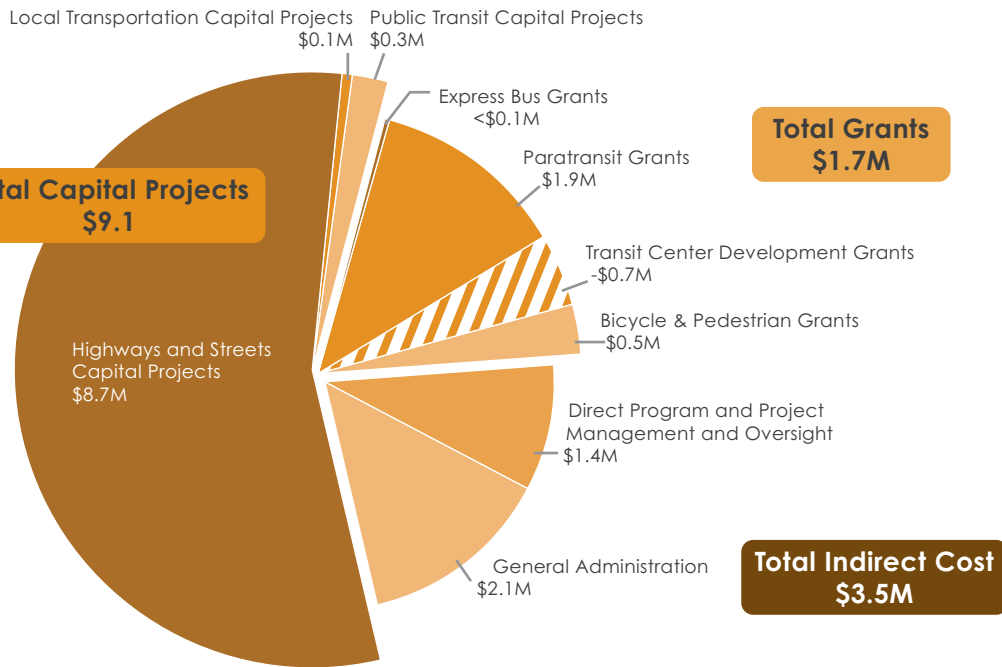
Over the life of the 2000 Measure B program, Alameda CTC allocated approximately 40 percent of 2000 Measure B funds to specific capital projects included in the TEP and continues to spend those funds. During FY2024-25, expenditures for capital projects for 2000 Measure B totaled \$9.4 million. See page 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.



# Measure B Expenditures

In FY2024-25, audited expenditures for Measure B totaled \$14.3 million.



**Notes**

1. Measure B sales tax sunsetted on March 31, 2022, thereby ending the monthly DLDs to local jurisdictions.
2. Transit Center Development Grants includes a reclassification of prior year cost which resulted in a negative \$0.7M during the fiscal year.

## FY2024-25 Measure B Direct Local Distributions (DLDs) Expenditures

Program compliance reports submitted by Measure B DLD fund recipients reported \$8.3 million in expenditures during FY2024-25 resulting in a decrease to fund balance as Measure B collections officially ended on March 31, 2022. For more information, see the FY2024-25 Program Compliance Summary Report: [AlamedaCTC.org/Reports](https://www.alamedactc.org/Reports).

(<https://www.alamedactc.org/news-publications/reports>)

Agency/Jurisdiction <sup>1</sup>	Measure B Bike/Ped	Measure B Local Streets	Measure B Transit	Measure B Paratransit	Total Measure B
City of Alameda	\$222,308	\$690,926	-	\$214,655	\$1,127,889
City of Albany	\$0	\$69,648	-	\$0	\$69,648
City of Berkeley	\$560,543	\$1,883,080	-	\$0	\$2,443,623
City of Emeryville	\$1,658	\$19,135	-	\$0	\$20,793
City of Fremont	\$128,845	\$442,760	-	\$259,479	\$831,084
City of Hayward	\$95,752	\$428,101	-	\$88,648	\$612,501
City of Livermore	\$459,791	\$1,602,041	-	-	\$2,061,832
City of Newark	\$14,615	\$79,116	-	\$0	\$93,731
City of Pleasanton	\$184,047	\$0	-	\$0	\$184,047
City of Union City	\$597,480	\$220,709	\$0	\$0	\$818,189
WETA	-	-	\$37,610	-	\$37,610
<b>Total</b>	<b>\$2,265,039</b>	<b>\$5,435,516</b>	<b>\$37,610</b>	<b>\$562,782</b>	<b>\$8,300,947</b>

**Notes**

1. The table above reflects total Measure B expenditures reported by agencies/jurisdictions.
2. DLD recipients not reflected on the table have expended all Measure B DLD funds and have no related expenditures.
3. Dash indicates DLD recipient does not receive funding for the program.
4. Revenue and expenditure figures may vary due to rounding.

## FY2024-25 Measure B Active Projects

ID	Implementing Agency	2000 Measure B Project Name	Planning Area	Current Phase <sup>1</sup>	Expenditures	Anticipated Project Completion Date
1	Caltrans / Alameda CTC	I-680 Sunol Express Lanes Improvements	East	CON	7.1	12/31/2027
2	Caltrans / Alameda CTC	Route 84 Express Way <sup>3</sup>	East	CON	0.5	12/31/2026
3	Newark	Dumbarton Corridor Improvements	Central	Design	0.3	12/31/2027
4	Caltrans / Alameda CTC	I-680 Southbound Express Lane State Route 84 to Alcosta Boulevard <sup>2</sup>	East	CON	1.5	1/31/2026
5	San Leandro	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	C	3.2	0.0	12/31/2025
6	Caltrans/ Alameda CTC	Interstate 680 Southbound Express Lane from State Route 84 to Alcosta Boulevard <sup>3</sup>	E	66.4	7.0	12/31/2025

### Measure B Notes:

1 Project phase is as of January 2026.

2 Table includes active capital projects with expenditures in the reporting fiscal year.

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

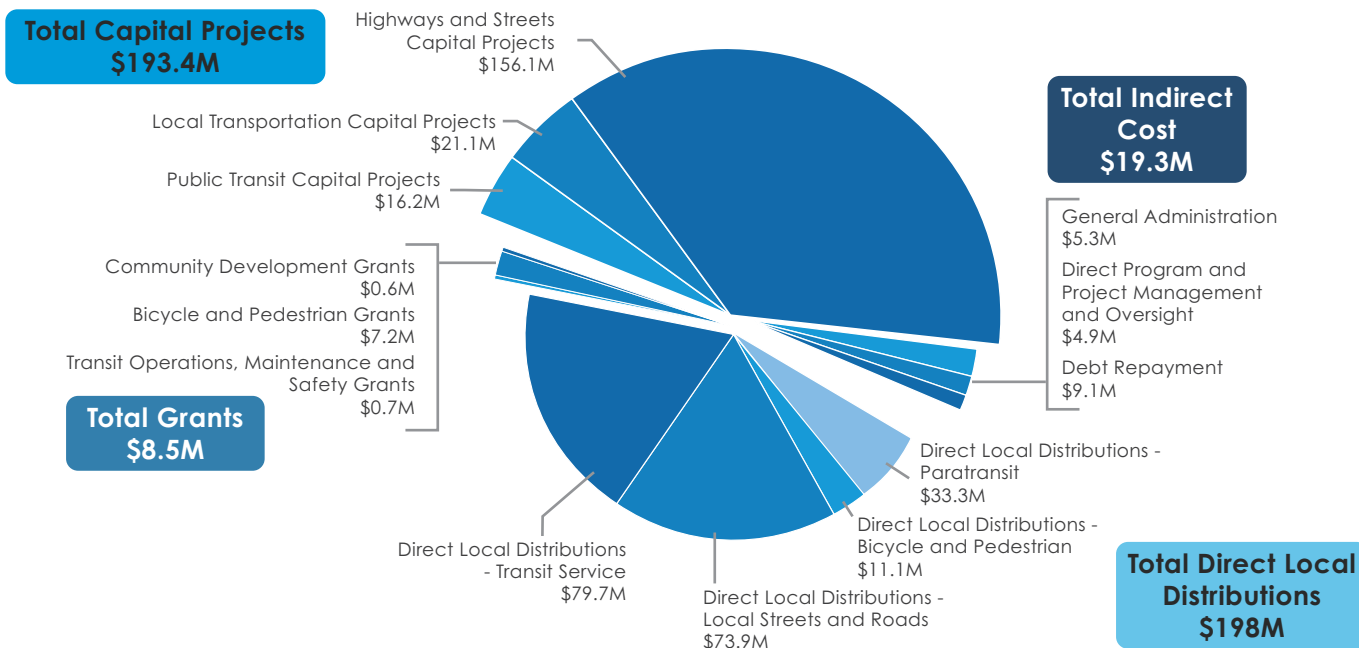
4 Although Measure B revenue collection ended in March 2022, projects are still active.

5 Project fact sheets are available on the Alameda CTC website: [AlamedaCTC.org/Programs-Projects](https://www.alamedactc.org/Programs-Projects)



# Measure BB Expenditures

In FY2024-25, audited expenditures for Measure BB totaled \$419 million.



## FY2024-25 Measure BB Direct Local Distributions (DLDs) Expenditures

Measure BB DLD fund recipients reported \$211.1 million in expenditures during FY2024-25. For more information, see the FY2024-25 Program Compliance Summary Report: [AlamedaCTC.org/Reports](https://www.alamedactc.org/Reports).

(<https://www.alamedactc.org/news-publications/reports>)

Agency/Jurisdiction <sup>1</sup>	Measure BB Bike/Ped	Measure BB Local Streets	Measure BB Transit	Measure BB Paratransit	Total Measure BB Expenditures
AC Transit	-	-	\$68,835,035	\$16,480,780	\$85,315,815
BART	-	-	\$1,848,611	\$5,545,832	\$7,394,443
LAVTA	-	-	\$1,848,611	\$912,741	\$2,761,352
WETA	-	-	\$658,894	-	\$658,894
ACE	-	-	\$3,861,547	-	\$3,861,547
ACPWA	\$208,376	\$2,794,669	-	-	\$3,003,045
City of Alameda	\$791,924	\$8,733,211	-	\$724,658	\$10,249,793
City of Albany	\$34,460	\$1,260,776	-	\$129,538	\$1,424,774
City of Berkeley	\$609,133	\$5,002,427	-	\$1,180,224	\$6,791,784
City of Dublin	\$1,332,374	\$411,622	-	-	\$1,743,996
City of Emeryville	\$238,979	\$1,298,409	-	\$109,070	\$1,646,458
City of Fremont	\$1,716,391	\$5,080,893	-	\$1,565,131	\$8,362,415
City of Hayward	\$385,013	\$4,573,612	-	\$2,534,806	\$7,493,431
City of Livermore	\$371,858	\$761,366	-	-	\$1,133,224
City of Newark	\$0	\$0	-	\$194,194	\$194,194
City of Oakland	\$4,319,101	\$42,424,133	-	\$3,555,666	\$50,298,900
City of Piedmont	\$0	\$186,453	-	-	\$186,453
City of Pleasanton	\$1,067,057	\$3,515,025	-	\$544,067	\$5,126,149
City of San Leandro	\$418,631	\$4,407,302	-	\$807,402	\$5,633,335
City of Union City	\$973,392	\$5,361,536	\$924,305	\$528,263	\$7,787,496
<b>Total</b>	<b>\$12,466,689</b>	<b>\$85,811,434</b>	<b>\$77,977,003</b>	<b>\$34,812,372</b>	<b>\$211,067,498</b>

**Notes**

1. The table above reflects total Measure BB expenditures reported by agencies/jurisdictions.
2. Revenue and expenditure figures may vary due to rounding.
3. Dash indicates DLD recipient does not receive funding for the program.

## FY2024-25 Measure BB Active Projects

No	Implementing Agency	2014 Measure BB Project/Discretionary Program Name	Plannng Area	Current Phase*	Expenditures
1	BART/ Fremont	Irvington BART Station (TEP-17)	South	Design	-0.1
2	BART	BART Station Modernization and Capacity Program (TEP-19)	Various	Various	16.4
3	Multiple	Dumbarton Corridor Area Transportation Improvements (TEP-21)	South	Various	1.4
4	Multiple	Railroad Corridor Right of Way Preservation and Track Improvements (TEP-23)	Various	Various	1.7
5	Oakland	Oakland Broadway Corridor Transit (TEP-24)	North	CON	2.4
6	Multiple	Congestion Relief, Local Bridge Seismic Safety (TEP-26)	Various	Various	20.7
7	Multiple	Countywide Freight Corridors (TEP-27)	Various	Various	0.7
8	Caltrans/ Alameda CTC	I-80 Gilman Street Interchange Improvements (TEP-29)	North	CON	28.7
9	Caltrans/ Alameda CTC	I-80 Ashby Interchange Improvements (TEP-30)	North	Design	0.8
10	Caltrans/ Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening (TEP-31)	East	CON	7.2
11	Alameda CTC	Safety improvements approaching and through the I-580/I-680 Interchange (TEP-33)	East	Various	0.4
12	Caltrans/ Alameda CTC	I-680 HOT/HOV Lane from SR-237 to Alcosta (TEP-35)	South, East	CON	0.1
13	Multiple	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements (TEP-37)	North	CON	4.8
14	Caltrans/ Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements (TEP-38)	Central	Design	0.5
15	Caltrans/ Alameda CTC	I-880 Industrial Parkway Interchange Improvements (TEP-39)	Central	Design	0.1
16	Multiple	Gap Closure on Three Major Trails (TEP-42)	Various	Various	10.5

### Measure BB Notes:

\* Project phase is as of January 2026.

1. Table includes active capital projects with expenditures in the reporting fiscal year.

2. Negative expenditures reflect accruals and adjustments.

3. Project fact sheets are available on the Alameda CTC website: [AlamedaCTC.org/Programs-Projects](https://AlamedaCTC.org/Programs-Projects)

# 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, 2024 through June 30, 2025.

- 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, 2025 is available at [AlamedaCTC.org/ACFR](https://www.alamedactc.org/wp-content/uploads/2024/12/FY2023-24_Alameda_CTC_ACFR.pdf).** ([https://www.alamedactc.org/wp-content/uploads/2024/12/FY2023-24\\_Alameda\\_CTC\\_ACFR.pdf](https://www.alamedactc.org/wp-content/uploads/2024/12/FY2023-24_Alameda_CTC_ACFR.pdf))
- 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](https://www.alamedactc.org/funding/reporting-and-grant-forms).** (<https://www.alamedactc.org/funding/reporting-and-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.

**March 2025 City of Berkeley's Bus Pad DLD Program Expenditures on Citywide Bus Pad Program:** Berkeley staff provide an overview of the City's Bus Pad Program and its benefits achieved.

**Outcome:** IWC was informed of the City's program development and implementation which includes surveying and prioritizing the installation concrete bus pads improvements at various citywide locations funded through the City's Measure B/BB Direct Local Distribution program.

**March 2025 Issues Identification Form Discussion on Information Requests regarding Valley Link Project:** Tom Rubin submitted an Issues Identification Form requesting information regarding the Valley Link Project implemented by the Tri-Valley – San Joaquin Valley Regional Rail Authority and the IWC requested a presentation about the project.

**Outcome:** IWC contemplated IWC's current involvement in this project. In July 2025, Alameda CTC staff indicated it would be inappropriate to include a Valley Link Presentation at this present time since no Measure BB expenditures have been incurred.

- 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

Left to right: Brendan Adams, Tom Rubin, Michael Henn, Alfred Exner, Damian Park, Peter Gertler, Curtis Buckley, Herb Hastings, Phyllis Orrick. Keith Brown not pictured.



## Current IWC Members

Name	Appointer
Damian Park, Chair	Alameda County Mayor's Conference, District 5
Thomas Rubin, Vice Chair	Alameda County Taxpayers Association
Brendan Adams	League of Women Voters
Keith Brown	Alameda Labor Council (AFL-CIO)
Curtis Buckley	Bike East Bay
Alfred Exner	Alameda County Mayor's Conference, District 4
Peter Gertler	Alameda County Board of Supervisors, District 3
Herb Hastings	Paratransit Advisory and Planning Committee
Michael Henn	Alameda County Board of Supervisors, District 5
Phyllis Orrick	Sierra Club

## Former IWC Members on the Committee during the Fiscal Year 2024-25 Reporting Period

Name	Appointer
Pat Piras	Sierra Club
Ester Walsh	PAPCO
Vamsi Tabjulu	Alameda County Mayor's Conference, District 3



## Vacancies

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

For more information, email

[Contact@AlamedaCTC.org](mailto:Contact@AlamedaCTC.org)

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