



Carpool to School Day at Sequoia School, Oakland, CA

# 21st Annual Independent Watchdog Committee Report to the Public FY2021-22

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## 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 Expenditure Plan 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 Expenditure Plan.

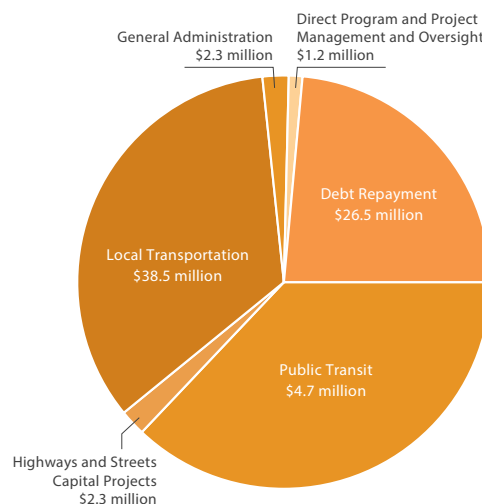
In November 2014, Alameda County voters approved Measure BB, which increased the County’s half-cent transportation sales tax to one full cent, extended the tax through 2045 and set forth a 30-year Expenditure Plan for essential transportation improvements throughout the County.

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 oversight by reviewing 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 the Alameda CTC manages and/or programs. This 21st annual report reviews expenditures and IWC activities during the fiscal year ended June 30, 2022 (FY2021-22).

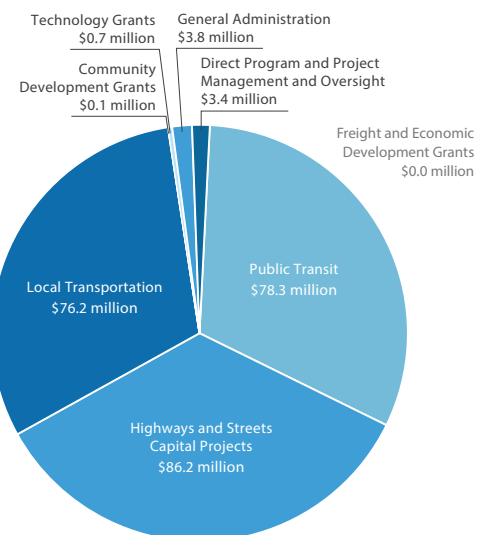
## SUMMARY OF Revenues and Expenditures

Alameda CTC is responsible for administering the Measure B and Measure BB transportation sales tax measures. In FY2021-22, Measure B revenues for Alameda CTC totaled \$144.1 million, and audited expenditures totaled \$112.5 million. Measure BB revenues totaled \$241.8 million, and audited expenditures totaled \$248.5 million in FY2021-22. Key expenditures include named capital projects, direct local distributions (DLDs) to local jurisdictions, and discretionary grant programs. Alameda CTC was able to spend \$6.7 million more than it received because of unspent prior year funds. Measure B revenue collection officially ended on March 31, 2022, and thus Measure B revenues are significantly less than Measure BB revenues for FY2021-22.<sup>1</sup>

<sup>1</sup> Measure BB utilized sales tax funds received in prior years to pay for expenditures.



FY2021-22 Measure B Named Capital Project, DLD, and Discretionary Grant Program Expenditures



FY2021-22 Measure BB Named Capital Project, DLD, and Discretionary Grant Program Expenditures

# Independent Watchdog Committee

## Findings and Recommendations FY2021-22

The Independent Watchdog Committee (IWC) continues to be deeply concerned about the Alameda CTC. Last year, we reported that "Given the limited performance measures which have been adopted by the Commission, the IWC finds it difficult to offer an opinion as to the overall effectiveness of the DLD program expenditures." We are still unable to make a determination about the overall effectiveness of the DLD expenditures: yes, the DLD recipients are following the rules, answering our questions, and spending the money appropriately. But without assessing the benefits of these expenditures, we won't know how useful these projects are to our residents and communities. We have instead paid closer attention to and included performance metrics in this report and continued to ask many questions of the DLD recipients. There is still more work to do to ensure that the expenditures are effective.

This Report primarily addresses Fiscal Year 2021-22, which was still in the midst of the COVID-19 pandemic. All transit services were still undergoing significant ridership losses, leading to the so-called "Fiscal Cliff" which is much in current news. But transit agencies need to start planning and movement for recovery and/or changes, and some are being more recalcitrant than others. Bailouts are not the only solution. We also recognize that construction projects languished during pandemic circumstances, but these seem to be recovering after the "Atmospheric River" storms of early 2023. The pothole situation has worsened considerably from recent deluges, but even before recent events, the Pavement Condition Index (PCI), used as the major metric for Local Streets & Roads expenditures, has been on a downward trend.

We appreciate that Alameda CTC staff has requested DLD recipients to report more thoroughly as to how their projects improve safety for pedestrians, cyclists, and auto users. The soon-to-be-completed Iron Horse Trail Overcrossing on Dublin Boulevard strikes us as a constructive use of sales tax funds for a long-desired Active Transportation project in coordination with other jurisdictions, and the City of Alameda has been exemplary in its transparency and innovation. In contrast, others seem to resist accountability in their documentation. The IWC believes that there should be more regular public reporting and detail as to how – or even whether – "improvements" in the High Injury Network (HIN) are achieving their desired goal. According to Alameda CTC staff, 65% of pedestrian collisions and 59% of bike collisions occur on just 4% of Countywide HIN roads. "Safety First" needs more Safety!

We are encouraged by the Commission's attention to Equity matters under Chair Bauters with the wonderful acronym of JEDI (Justice, Equity, Diversity, and Inclusion), which was approved in the past year. But "you can only succeed at what you measure." We look forward to the development of internal and external metrics for monitoring this worthy program. How, for example, will sales-tax recipients (i.e., the County, cities, and transit agencies) be held accountable?

IWC members are also concerned about the delay in multiple named projects that were supposed to be highlights

of the 2014 Measure BB ballot measure and its Transportation Expenditure Plan (TEP), but have not made expected progress. Some have not even undergone Environmental Review, nearly ten years later – do they still remain desirable, especially under post-pandemic "new normal" mobility conditions? We are still awaiting a follow-up report to the Commission on this issue. Do such projects remain relevant given the urgent impact of emissions from fossil-fuel-powered vehicles on our climate and other environmental, societal and economic realities?

We also note that the Paratransit Advisory and Planning Committee (PAPCO) has expressed concern about the levels of reserves held by some jurisdictions, sometimes as much as a full year or more of funding that is available for services to seniors and people with disabilities. PAPCO has requested a mid-year "check-in" about these spending and service levels, and IWC members will be listening.

The TEPs for both Measure B and Measure BB set a cap on the level of administrative expenditures, basically intended as a surrogate for agency efficiency and effectiveness. Alameda CTC has respected this limitation, but the overall trendline of expenses is upward. The IWC and the Public should monitor this voter-imposed metric.

The IWC is pleased to announce that we have made some significant changes to the format of this Report. We hope that they make our documentation more useful and understandable to local residents who use and pay for the countywide transportation system, and we invite your feedback at [IndependentWatchdog@AlamedaCTC.org](mailto:IndependentWatchdog@AlamedaCTC.org). We have moved our Findings and Recommendations up front to Page 2 of the Report. We have added some graphs on the last page to show recent trendlines – both pre- and during Pandemic – for key metrics that the IWC monitors. And we have correlated the map on Page 7, and the Tables on the two pages following, to identify the "Named Capital Projects," and their status with dedicated funding from both Measure B and Measure BB.

To its credit, Alameda County was one of the very first "self-help" counties, where residents voted to tax themselves to help pay for transportation improvements they wanted. But the process, and its outcomes, is not very nimble or responsive to change, and other counties have benefitted from the evolution of our learning curve. Development of the next iteration of our local sales tax will need careful scrutiny. We urge the Public to be attentive. The adopted "Performance Measures" for reported Measure BB formula funds are due to be updated by 2026. It is not too early to think about needed improvements.

Finally, the IWC not only reports to the Public, but we are also supposed to represent you. We have multiple vacancies on our Committee as noted on Page 11 of this Report, and we welcome additional thoughtful participation. Please contact [IndependentWatchdog@AlamedaCTC.org](mailto:IndependentWatchdog@AlamedaCTC.org) for information about how to apply to become a member, and anything else in this Report. Thank you for your interest in Alameda County transportation.

# Alameda CTC Financials At-a-Glance

The IWC reviews Alameda CTC 2000 Measure B and 2014 Measure BB expenditures, which are primarily for transportation capital projects, DLDs, and discretionary grant programs. These expenditures also include general administration, and all are subject to an independent audit.

The Alameda CTC Annual Comprehensive Financial Report ("Audited Financial Statements") for the year ended June 30, 2022 is available here: [AlamedaCTC.org/ACFR](https://AlamedaCTC.org/ACFR).

## Named Capital Projects

Alameda CTC allocates approximately 40 percent of Measure B and 35 percent of Measure BB funds to specific capital projects named in the expenditure plans. The sales tax revenues will be allocated over the life of the program to ultimately achieve the percentage split (60-40 or 65-35) approved by voters in the Measures B and BB Expenditure Plans.

## DLD and Discretionary Grant Programs for Local Jurisdictions

Alameda CTC allocates approximately 60 percent of Measure B and 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 2000 and 2014 Transportation Expenditure Plans, for the following categories:

- **Local Streets and Roads:** 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:** Transit systems ACE, AC Transit, BART, LAVTA, Union City Transit and WETA receive allocations for operations and/or maintenance.
- **Special Transportation for Seniors and People with Disabilities:** 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:** All cities and the County receive these funds for bicycle and pedestrian plans, programs and capital projects.
- **Other Discretionary Grants:** Funds are allocated for freight and economic development, community development and technology projects.

Refer to the notes on page 5 for more detail.

## Measure B Expenditures

In FY2021-22, audited expenditures for Measure B totaled \$112.5 million.

### Alameda CTC FY2021-22 Measure B Audited Expenditures

(\$ in millions rounded)

Public Transit	\$41.7
Direct Local Distributions - Transit Service	\$28.5
Direct Local Distributions - Paratransit	12.1
Express Bus Grants	0.2
Paratransit Grants	0.9
Public Transit Capital Projects	-
Highways and Streets Capital Projects	2.3
Local Transportation	38.5
Direct Local Distributions - Local Streets and Roads	30.0
Direct Local Distributions - Bicycle and Pedestrian	5.0
Bicycle and Pedestrian Grants	3.5
Transit Center Development Grants	-
Local Transportation Capital Projects	-
General Administration	2.3
Direct Program and Project Management and Oversight	1.2
Debt Repayment	26.5
<b>Total:</b>	<b>\$112.5</b>

Alameda CTC issued \$137.1 million of Measure B Sales Tax Revenue Bonds in March 2014 to bridge a short-term funding gap that existed while many large capital projects in the Expenditure Plan were being completed. Repayment of the debt was deferred until March 2017, when the first principal payment was made. In FY2021-22, the bonds incurred \$26.5 million of costs (principal and interest) related to annual debt repayment for the fiscal year. The final debt service payment for the bonds was made in March 2022. Details related to the debt are in the official statement: [AlamedaCTC.org/Bonds](https://www.alamedactc.org/Bonds)

## Measure BB Expenditures

In FY2021-22, audited expenditures for Measure BB totaled \$248.5 million.

### Alameda CTC FY2021-22 Measure BB Audited Expenditures

(\$ in millions rounded)

Public Transit	\$78.3
Direct Local Distributions - Transit Service	\$49.5
Direct Local Distributions - Paratransit	20.7
Transit Operations, Maintenance, and Safety	0.3
Paratransit Grants	0.2
Public Transit Capital Projects	7.6
Highways and Streets Capital Projects	86.2
Local Transportation	76.2
Direct Local Distributions - Local Streets and Roads	45.9
Direct Local Distributions - Bicycle and Pedestrian	6.9
Bicycle and Pedestrian Grants	(0.3)
Local Transportation Capital Projects	23.7
Freight and Economic Development Grants	-
Community Development Grants	(0.1)
Technology Grants	0.7
General Administration	3.8
Direct Program and Project Management and Oversight	3.4
<b>Total:</b>	<b>\$248.5</b>



International Walk and Roll to School Day, Walters Jr. High School, Fremont

The following notes refer to the tables on pages 3-4.

<sup>1</sup> The tables on pages 3-4 reflect total Measure B and Measure BB funds reported by agency/jurisdiction. Revenue and expenditure figures may vary due to rounding.

<sup>2</sup> These communities receive paratransit services through an adjoining jurisdiction.

<sup>3</sup> Audited financial statements for the City of Union City are pending.

Note on tables on pages 3-4: In accordance with the 2000 Measure B Expenditure Plan and 2014 Measure BB Expenditure Plan, Alameda CTC allocates funds for named capital projects, such as highway improvements or transit projects, and other discretionary transportation grants (paid on a reimbursement basis), and distributes funds for local streets and roads maintenance, mass transit, paratransit, and bicycle and pedestrian safety programs on a monthly, formula basis to the cities, the County and transit operators. Refer to note 2 on page 8 for the program allocation percentage split.

As stated earlier, 60% of Measure B and 65% of Measure BB is allocated directly to local jurisdictions (DLDs). Measure B and Measure BB DLD recipients are required to provide audited financial statements and compliance reports to document revenues received (including interest) and expenditures incurred each fiscal year. See: [AlamedaCTC.org/funding/compliance-reports](https://www.alamedactc.org/funding/compliance-reports)



Ed Roberts Campus, Oakland

## FY2021-22 Measure B Direct Local Distributions (DLDs) for All Programs

Program compliance reports submitted by Measure B DLD fund recipients reported \$73.8 million in expenditures during FY2021-22. (See table below for details by recipient.) For more information about DLD program expenditures and fund balances, See: [AlamedaCTC.org/DLD-Program-Compliance](https://AlamedaCTC.org/DLD-Program-Compliance)

Agency/Jurisdiction <sup>1</sup>	Bike/Ped	Local Streets	Transit	Paratransit	Total Measure B
AC Transit	\$0	\$0	\$28,460,260	\$6,814,659	\$35,274,919
BART	\$0	\$0	\$0	\$1,999,286	\$1,999,286
LAVTA	\$0	\$0	\$925,844	\$169,176	\$1,095,019
WETA	\$0	\$0	\$98,037	\$0	\$98,037
ACE	\$0	\$0	\$1,979,613	\$0	\$1,979,613
ACPWA	\$57,416	\$1,622,066	\$0	\$0	\$1,679,482
City of Alameda	\$350,415	\$1,819,510	\$0	\$200,164	\$2,370,089
City of Albany	\$11,671	\$547,108	\$0	\$33,610	\$592,389
City of Berkeley	\$182,727	\$2,596,514	\$0	\$370,307	\$3,149,548
City of Dublin <sup>2</sup>	\$64,366	\$530,455	\$0	\$0	\$594,821
City of Emeryville	\$8,226	\$45,708	\$0	\$100,696	\$154,630
City of Fremont	\$448,223	\$2,076,780	\$0	\$511,259	\$3,036,262
City of Hayward	\$800,559	\$304,698	\$0	\$1,127,007	\$2,232,264
City of Livermore <sup>2</sup>	\$207,617	\$1,361,261	\$0	\$0	\$1,568,878
City of Newark	\$264,600	\$310,335	\$0	\$235,224	\$810,159
City of Oakland	\$1,709,927	\$7,566,581	\$0	\$1,017,281	\$10,293,789
City of Piedmont <sup>2</sup>	\$31,140	\$489,478	\$0	\$0	\$520,618
City of Pleasanton	\$12,248	\$950,000	\$0	\$112,603	\$1,074,851
City of San Leandro	\$272,035	\$2,416,033	\$0	\$163,901	\$2,851,969
City of Union City <sup>3</sup>	\$339,361	\$1,330,419	\$456,213	\$332,303	\$2,458,296
<b>Total</b>	<b>\$4,760,531</b>	<b>\$23,966,946</b>	<b>\$31,919,967</b>	<b>\$13,187,476</b>	<b>\$73,834,920</b>

<sup>1</sup> This table reflects total Measure B funds reported by agency/jurisdiction. Revenue and expenditure figures may vary due to rounding.

<sup>2</sup> These communities receive paratransit services through an adjoining jurisdiction.

<sup>3</sup> Audited financial statements for the City of Union City are pending.

Notes: The 2000 Measure B Expenditure Plan specifies the following program allocations: local streets and roads (22.34%), mass transit (21.92%), special transportation for seniors and people with disabilities (10.45%), bicycle and pedestrian safety (5.00%) and transit center development (0.19%).

The 2014 Measure BB Expenditure Plan specifies the following program allocations: local streets and roads (20.00%), mass transit (23.81%), special transportation for seniors and people with disabilities (10.01%), bicycle and pedestrian safety (5.02%), affordable student transit pass (0.19%), community development investments (4.00%), freight and economic development (1.00%) and technology, innovation and development (1.00%).

See the FY2021-22 Program Compliance Summary Report for data on expenditures by Measure B and Measure BB fund recipients: [AlamedaCTC.org/Reports](https://AlamedaCTC.org/Reports).

Transit operators include Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE), Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, San Francisco Bay Area Rapid Transit District (BART) and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

## FY2021-22 Measure BB Direct Local Distributions (DLDs) for All Programs

Measure BB DLD fund recipients reported \$79.7 million in expenditures during FY2021-22. (See table below for details by recipient.) For more information about DLD Program expenditures and fund balances, see:

[AlamedaCTC.org/DLD-Program-Compliance](http://AlamedaCTC.org/DLD-Program-Compliance)

Agency/Jurisdiction <sup>1</sup>	Bike/Ped	Local Streets	Transit	Paratransit	Total Expenditures
AC Transit	\$0	\$0	\$31,664,157	\$7,579,186	\$39,243,343
BART	\$0	\$0	\$1,148,884	\$3,446,652	\$4,595,536
LAVTA	\$0	\$0	\$1,148,884	\$570,719	\$1,719,603
WETA	\$0	\$0	\$469,106	\$0	\$469,106
ACE	\$0	\$0	\$880,720	\$0	\$880,720
ACPWA	\$617	\$8,682	\$0	\$0	\$9,300
City of Alameda	\$199,552	\$1,630,118	\$0	\$117,411	\$1,947,081
City of Albany	\$4,768	\$5,617	\$0	\$4,611	\$14,996
City of Berkeley	\$470,494	\$5,201,415	\$0	\$296,139	\$5,968,048
City of Dublin <sup>2</sup>	\$52,871	\$441,051	\$0	\$0	\$493,922
City of Emeryville	\$3,542	-\$49,980	\$0	\$25,464	-\$20,974
City of Fremont	\$465,702	\$49,454	\$0	\$728,131	\$1,243,287
City of Hayward	\$108,479	\$4,715,950	\$0	\$186,963	\$5,011,392
City of Livermore <sup>2</sup>	\$86,379	\$48,767	\$0	\$0	\$135,146
City of Newark	\$106,932	\$770,985	\$0	\$127,000	\$1,004,917
City of Oakland	\$903,638	\$10,340,624	\$0	\$1,282,022	\$12,526,284
City of Piedmont <sup>2</sup>	\$80,311	\$642,002	\$0	\$0	\$722,312
City of Pleasanton	\$4,698	\$730,000	\$0	\$213,946	\$948,644
City of San Leandro	\$320,470	\$788,247	\$0	\$562,928	\$1,671,645
City of Union City <sup>3</sup>	\$144,012	\$81,364	\$574,442	\$341,753	\$1,141,571
<b>Total</b>	<b>\$2,952,465</b>	<b>\$25,404,296</b>	<b>\$35,886,193</b>	<b>\$15,482,925</b>	<b>\$79,725,878</b>

<sup>1</sup> This table reflects total Measure BB funds reported by agency/jurisdiction. Revenue and expenditure figures may vary due to rounding.

<sup>2</sup> These communities receive paratransit services through an adjoining jurisdiction.

<sup>3</sup> Audited financial statements for the City of Union City are pending.



# Measure B- and Measure BB-Funded Named Capital Projects

As stated earlier, 40% of Measure B and 35% of Measure BB is allocated to specific capital projects. In FY2021-22, Alameda CTC expended \$2.3 million of 2000 Measure B funds and \$117.5 million of 2014 Measure BB funds on named capital projects for transportation infrastructure improvements.

In addition to the voter-approved 2000 Measure B capital projects, Alameda CTC added several projects approved by the Commission pursuant to the Expenditure Plan: 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/Transportation Expenditure Plan in 2010, and the

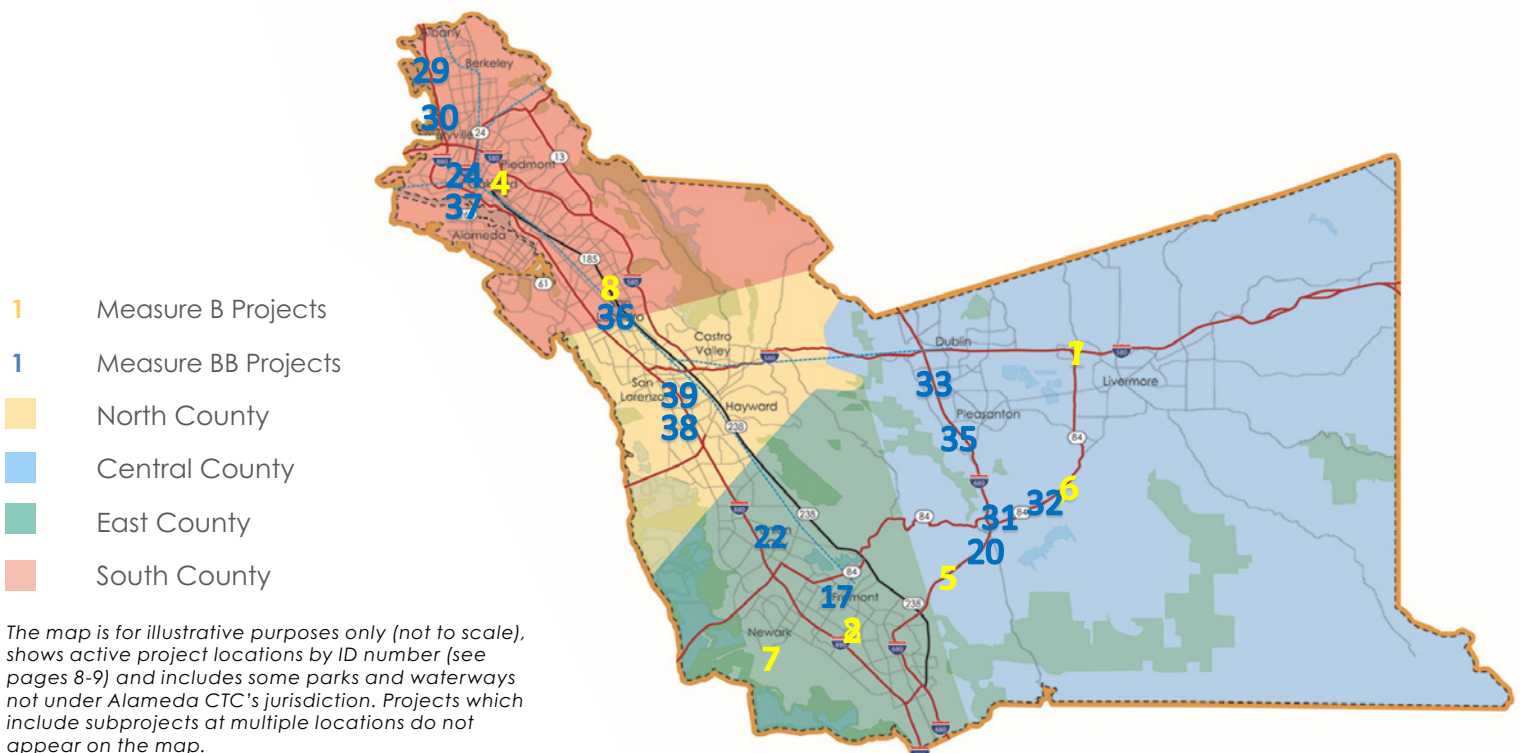
Studies for Congested Segments/ Locations on the Congestion Management Program Network in 2011.

The 2014 Measure BB Expenditure Plan 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 at the Port of Oakland, multimodal corridor projects on San Pablo Avenue, and railroad safety programs.

The map below highlights the location of Measure B and Measure BB capital projects that were active during FY2021-22, except those projects that contain subprojects at various locations or those projects that have not completed sufficient engineering studies to determine clear project location (see charts on pages 8-9).

### FY2021-22 Active Projects (Project status as of April 2023)

Alameda CTC's capital projects include 11 active 2000 Measure B and 28 active 2014 Measure BB capital and discretionary programs in FY2021-22; **100 percent of the programmed funding for Measure B capital projects has been allocated.** Project funding commitments and project expenditures for capital projects active during FY2021-22 are provided in the charts on pages 8-9.



## FY2021-22 Measure B Active Projects

ID	Implementing Agency	Current Phase <sup>1</sup>	2000 Measure B Project Name	Planning Area <sup>2</sup>	2000 Measure B Commitment/Allocated (\$ million)	FY21-22 Measure B Expenditures (\$ million)	Project Completion Date/Anticipated Completion Date
1	Caltrans/Livermore	Project Closeout	Isabel Avenue - Route 84/I-580 Interchange	E	26.5	0.0	12/31/23
2	BART	Project Closeout	BART Warm Springs Extension	S	224.4	0.0	12/31/23
3	SJRRRC/Alameda CTC	Project Closeout	Altamont Commuter Express Rail <sup>3</sup>	S/E	13.2	0.0	12/31/23
4	Oakland	Construction	Downtown Oakland Streetscape Improvement	N	6.4	0.0	12/31/24
5	Caltrans/Alameda CTC	Construction	I-680 Sunol Express Lanes Improvements <sup>4,5</sup>	S/E	155.2	2.1	12/31/26 <sup>6</sup>
6	Caltrans/Alameda CTC	Construction	Route 84 Expressway <sup>4</sup>	E	96.5	0.2	12/31/26 <sup>6</sup>
7	Newark	Design	Dumbarton Corridor Improvements (Central Avenue Overpass)	S	19.4	0.0	12/31/25
8	San Leandro	Design	East 14th St/Hesperian Blvd/150th Street Intersection Improvement	C	3.2	0.0	12/31/24

### Measure B Notes:

<sup>1</sup> Project phase is as of April 2023. The Project Closeout phase indicates construction is complete, and the project financial closeout is underway.

<sup>2</sup> Project Planning Areas include C = Central County, E = East County, N = North County, S = South County.

<sup>3</sup> Includes projects at multiple locations; therefore, is not shown on the map on page 7.

<sup>4</sup> Exchange and/or loan of MB approved for project.

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

<sup>6</sup> Includes landscape plant establishment period.

<sup>7</sup> The final debt service payment for the Measure B Sales Tax Revenue Bonds was made in March 2022.

<sup>8</sup> Although Measure B revenue collection ended in March 2022, several projects are still active.





## FY2021-22 Measure BB Active Projects

ID	Implementing Agency	Program	2014 Measure BB Project/Discretionary Program Name	Planning Area <sup>1</sup>	Total Measure BB Commitment (\$ million)	Total Amount Allocated To Date (\$ million)	FY21-22 Measure BB Expenditures (\$ million)
13	AC Transit	Capital	Telegraph Ave/East 14th/International Blvd Project <sup>4</sup>	N/C	10.0	10.0	0.1
14	Alameda	Capital	Alameda to Fruitvale BART Rapid Bus <sup>4,5</sup>	N	9.0	1.4	0.0
15	AC Transit	Capital	Grand/MacArthur BRT <sup>4,5</sup>	N	6.0	0.1	0.0
16	AC Transit	Capital	College/Broadway Corridor Transit Priority <sup>4</sup>	N	10.0	0.1	0.0
17	BART/Fremont	Capital	Irvington BART Station <sup>4,5</sup>	S	120.0	19.2	3.7
18	BART	Capital	Bay Fair Connector/BART METRO <sup>4,5</sup>	C	100.0	5.6	0.0
19	BART	Capital	BART Station Modernization and Capacity Program <sup>1,4</sup>	VAR	90.0	17.7	3.9
20	TVSJVRRRA	Capital	Valley Link Rail	E	400.0	0.0	0.0
21	Multiple	Discretionary	Dumbarton Corridor Area Transportation Improvements <sup>4</sup>	S	120.0	19.1	2.9
22	Union City	Capital	Union City Intermodal Station <sup>5</sup>	S	75.0	0.1	0.0
23	Multiple	Discretionary	Railroad Corridor Right of Way Preservation and Track Improvements <sup>4</sup>	VAR	110.0	26.4	0.0
24	Oakland	Capital	Oakland Broadway Corridor Transit <sup>5</sup>	N	10.0	4.1	0.0
25	CCJPA	Capital	Capitol Corridor Service Expansion <sup>4,5</sup>	VAR	40.0	0.0	0.0
26	Multiple	Discretionary	Congestion Relief, Local Bridge Seismic Safety <sup>4</sup>	VAR	639.0	204.6	14.6
27	Multiple	Discretionary	Countywide Freight Corridors <sup>4</sup>	VAR	161.0	148.3	12.1
29	Caltrans/Alameda CTC	Capital	I-80 Gilman Street Interchange Improvements <sup>3,6</sup>	N	24.0	12.0	6.6
30	Alameda CTC	Capital	I-80 Ashby Interchange Improvements <sup>5,6</sup>	N	52.0	18.0	1.5
31	Caltrans/Alameda CTC	Capital	SR-84/I-680 Interchange and SR-84 Widening <sup>6</sup>	E	122.0	122.0	59.6
32	Caltrans/Alameda CTC	Capital	SR-84 Expressway Widening (Pigeon Pass to Jack London) <sup>6</sup>	E	10.0	10.0	0.0
33	Alameda CTC	Capital	I-580/I-680 Interchange Improvements <sup>5</sup>	E	20.0	0.0	0.0
34	Multiple	Capital	I-580 Local Interchange Improvement Program <sup>4</sup>	E	28.0	1.4	0.3
35	Caltrans/Alameda CTC	Capital	I-680 HOT/HOV Lane from SR-237 to Alcosta	S/E	60.0	60.0	5.1
36	Alameda CTC	Capital	I-880 NB HOV/HOT Extension from A Street to Hegenberger <sup>5</sup>	C	20.0	0.0	0.0
37	Multiple	Capital	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements <sup>5</sup>	N	75.0	25.3	0.8
38	Caltrans/Alameda CTC	Capital	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements <sup>5,6</sup>	C	60.0	10.8	0.7
39	Caltrans/Alameda CTC	Capital	I-880 Industrial Parkway Interchange Improvements <sup>5,6</sup>	C	44.0	10.7	0.0
40	Multiple	Capital	I-880 Local Access and Safety Improvements <sup>4</sup>	VAR	85.0	32.3	2.0

**Measure BB** <sup>1</sup> Project Planning Areas include C = Central County, E = East County, N = North County, S = South County.

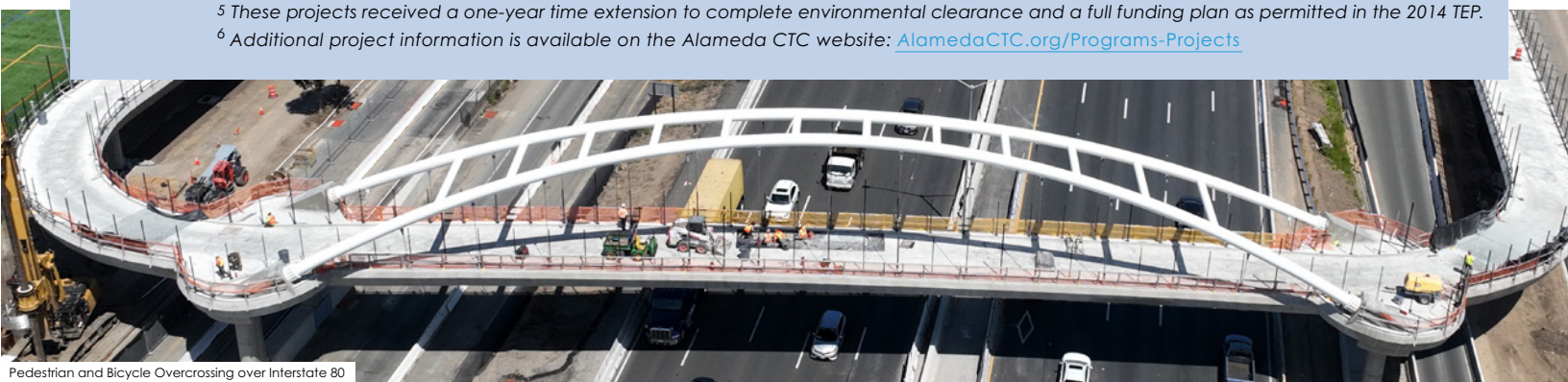
**Notes:** <sup>2</sup> The funding status is as of April 2023.

<sup>3</sup> Exchange of Measure BB funds approved for project.

<sup>4</sup> Not shown on the map on page 7.

<sup>5</sup> These projects received a one-year time extension to complete environmental clearance and a full funding plan as permitted in the 2014 TEP.

<sup>6</sup> Additional project information is available on the Alameda CTC website: [AlamedaCTC.org/Programs-Projects](https://AlamedaCTC.org/Programs-Projects)



Pedestrian and Bicycle Overcrossing over Interstate 80

# Independent Watchdog Committee Activities

## The Independent Watchdog Committee (IWC) reports directly to the public and provides oversight

by reviewing 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 personally in any way from the sales tax. IWC members performed the following activities from July 1, 2021 through June 30, 2022.

- **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 regarding Measure B and Measure BB revenues and expenditures.

- **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 Expenditure Plan. DLD recipients' audited financial statements and compliance reports are available at [AlamedaCTC.org/Reporting-Grant-Forms](https://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. The Committee may also review issues regarding Measure B and Measure BB expenditures identified by the public.

### November 2021 Performance

**Measures:** The Chair of the IWC initiated a discussion on performance measures as addressed in the IWC 19th Annual Report to the Public. In response, staff gave a presentation to the IWC to provide information on

Measure B and Measure BB DLD performance measures, including background on the requirements in the Transportation Expenditure Plans, development of the metrics, and the compliance monitoring process.

### January 2022 Motion to Form a Surface Transportation Subcommittee:

An IWC member introduced a motion to establish a subcommittee to study surface transportation performance measures, standards, and reporting systems to form recommendations to pass on to the Commission. A majority of the committee did not support this motion. The motion did not move forward.

- **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



# IWC Members



Name	Appointer
Patrisha Piras   Chair	Sierra Club
Curtis Buckley   Vice Chair	Bike East Bay
Keith Brown	Alameda Labor Council AFL-CIO
Alfred Exner	Alameda County Mayors' Conference, District 4
Oscar Dominguez ♦	East Bay Economic Development Alliance
Lenore McDonald Gunst *	League of Women Voters
Herb Hastings *	Paratransit Advisory and Planning Committee (PAPCO)
Ed Hernandez ♦	Alameda County Mayors' Conference, District 3
Glenn Naté+	Former Supervisor Richard Valle, District 2
Murphy McCalley ♦	Supervisor Nate Miley, District 4
Damian Park	Alameda County Mayors' Conference, District 5
Thomas Rubin	Alameda County Taxpayers Association
Carl Tilchen	Supervisor David Haubert, District 1
Hale Zukas ♦	Supervisor Keith Carson, District 5



**Remembering Hale Zukas** (May 31, 1943 – November 30, 2022)

Hale Zukas was a long-time member of the Independent Watchdog Committee, as well as its predecessor Citizens Watchdog Committee, starting in 2006. Our thanks go to Supervisor Keith Carson for his appointment. Hale was also a member of Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO), appointed by AC Transit. Hale was a fixture at transit advocacy and disability civil rights events throughout his life. A graduate of UC Berkeley, he was a co-founder of the Center for Independent Living and the World Institute on Disability. No simple listing of his accomplishments is possible. Hale always made sure that people heard what he wanted to say. His hearty laugh or his adamant "No" made his message quite clear. His detailed review and edits of IWC meeting minutes and of our Annual Report to the Public were spot on, and when he disagreed with others, he was always gracious. A documentary that highlights some of Hale's escapades is available at [https://www.youtube.com/watch?v=WY\\_BYyK1ArE](https://www.youtube.com/watch?v=WY_BYyK1ArE). The IWC remembers Hale with joy and mourns his passing. Hale and his contributions to the IWC will be missed. Hale lived – and thrived – with disabilities, but he was never "handicapped."

**Vacancies: East Bay Economic Development Alliance; Alameda County Board of Supervisors, Districts 3, 4 and 5; Alameda County Mayors' Conference, Districts 1, 2 and 3. Email [Contact@AlamedaCTC.org](mailto:Contact@AlamedaCTC.org) for info.**

♦ Members who resigned during or after the reporting period.  
 \* Members who joined the committee during this reporting period.  
 + Members who joined the committee after the reporting period.

## 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

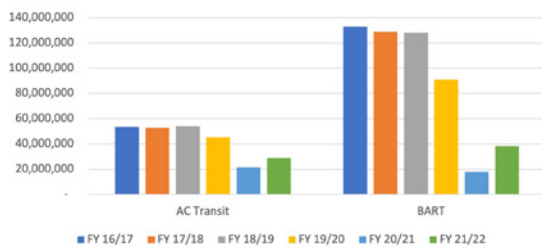
IWC Annual Report  
 Published and  
 Available to the Public

# Performance Trend Data

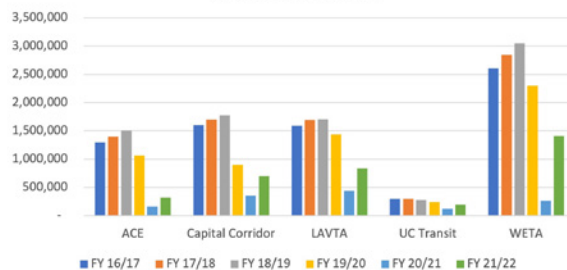
On an annual basis, Measure B and Measure BB DLD recipients are required to document expenditures and include a description of the accomplishments made with the DLD investment. Recipients also are required to report how specific performance measures were met. According to the Measure BB expenditure plan, “the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC.” The IWC began monitoring Measure BB performance measures during its review of FY2016-17 DLD expenditures and will continue to make recommendations to the Commission for future years. In FY2021-22, the IWC observed the following performance measure trends. For more detail, see the DLD recipients’ compliance reports: [AlamedaCTC.org/Funding/Reporting-and-Grant-Forms](http://AlamedaCTC.org/Funding/Reporting-and-Grant-Forms)

## Performance Metrics

**Alameda County Transit Ridership (Large Agencies)**



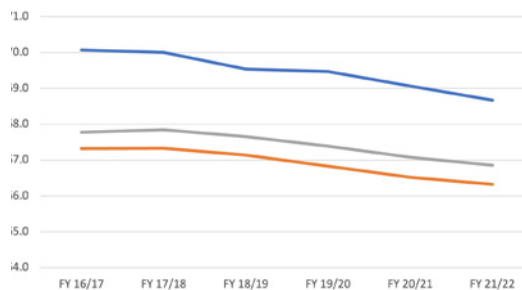
**Alameda County Transit Ridership (Small to Midsize Agencies)**



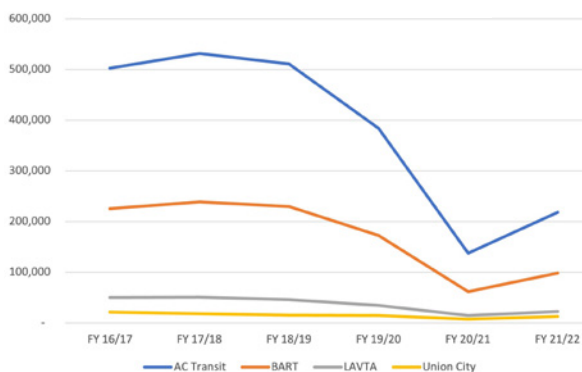
**Bicycle/Pedestrian Lane Miles of Improvements**



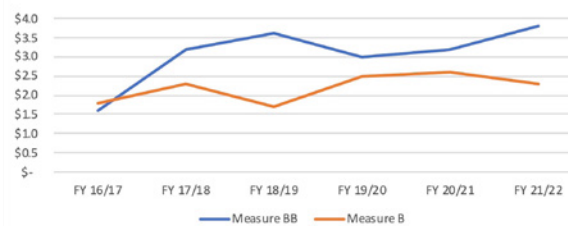
**Alameda County Average Pavement Condition Index**



**Alameda County ADA Mandated Services Passenger Trips**



**General Administration Costs In Millions of Dollars**



## How to Get Involved

All Alameda CTC advisory committee meetings, including Independent Watchdog Committee meetings are open to the public. Chinese and Spanish interpreters and sign language interpretation services are available upon request. Please contact Alameda CTC at 510.208.7400 or [Contact@AlamedaCTC.org](mailto:Contact@AlamedaCTC.org) to schedule an interpreter at least 5 days prior to the meeting you wish to attend, or if you are interested in vacancies on Alameda CTC’s Bicycle and Pedestrian Advisory Committee (BPAC) and/or Paratransit Advisory and Planning Committee (PAPCO).

## Additional Information

Additional information is available at [www.AlamedaCTC.org](http://www.AlamedaCTC.org) or at Alameda CTC’s offices at 1111 Broadway, Suite 800, Oakland, CA, 94607, including the 2000 Measure B Expenditure Plan, the 2014 Measure BB Expenditure Plan, this annual report, agency compliance audits and reports, and Annual Financial Reports. Contact your local jurisdiction for information on Measure B or Measure BB funded projects and programs or visit [AlamedaCTC.org/Partners](http://AlamedaCTC.org/Partners).