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Independent Watchdog Committee (IWC) Meeting Agenda
Thursday, January 15, 2026, 2:00 PM

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

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

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

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

Chair:	Damian Park	Staff Liaison:	John Nguyen
		Clerk:	Angie Ayers

Location Information:

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Zoom Link:
https://us06web.zoom.us/j/82735615442?pwd=CV1z6JYFZ-0CiPz1cPOQn7SmCTmZPA.3xIEVEOgueTXgy_v
Dial-in Information: 1 (669) 900 6833
Webinar ID: 827 3561 5442
Passcode: 910914

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1 Approve the November 13, 2025 IWC Meeting Minutes
Approve
4.1_IWC_Minutes_20251113.pdf

4.2 IWC Issues Identification Process and Form
Information
4.2_IWC_Issues_Identification_Process&Form_20251106.pdf

4.3 IWC Roster and Attendance Summary
Information
4.3_IWC_Roster_20260115.pdf

4.4 IWC Fiscal Year 2025-26 Calendar/Work Plan
Information
4.4_IWC_Calendar_FY2025-26_20260115.pdf

5. Regular Matters

5.1 Alameda CTC Measure B and Measure BB Programs Update
Information
5.1_IWC_Programs_Update_20260115.pdf
5.1_IWC_Measures_B_BB_Programs_Update_Presentation_20260115.pdf

5.2 Measure B and Measure BB FY 2024-25 Program Compliance Reporting Update
Information
5.2_IWC_Compliance_Process_Update_20260115.pdf

5.3 Valley Link Project Discussion of Potential Future IWC Actions
Information
5.3_IWC_Valleylink_Report_QA_20260115.pdf
5.3_IWC_Valleylink_Presentation_20260115.pdf

6. Committee Member Reports

6.1 IWC Chair's Report
Information

6.2 IWC Member Reports
Information

7. Staff Reports

7.1 Staff Reports
Information

8. Adjournment

Next Meeting:
March 12, 2026

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
  - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
  - 如需语言协助，请致电 (510) 208-7475. 请至少提前五个工作日通知，以便满足您的要求。
  - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
  - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.

Independent Watchdog Committee (IWC) Meeting Minutes
Thursday, November 13, 2025, 2:00 p.m.

4.1

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted, and all members were present except for Peter Gertler, Michael Henn, and Vamsi Tabjulu.

3. **Public Comment**
   This item received one verbal public comment.

4. **Consent Calendar**
   - **4.1. Approve the July 17, 2025 IWC Meeting Minutes**
   - **4.2. IWC Issues Identification Process and Form**
   - **4.3. IWC Roster and Attendance Summary**
   - **4.4. IWC Fiscal Year 2025-26 Calendar/Work Plan**

   Tom Rubin moved to approve the Consent Calendar. Herb Hastings seconded the motion. The motion with the following roll call vote:

   Yes: Adams, Brown, Buckley, Exner, Hastings, Orrick, Park, Rubin
   No: None
   Abstain: None
   Absent: Gertler, Henn, Tabjulu

   There was one verbal public comment.

5. **Regular Matters**
   - **5.1. Annual Comprehensive Financial Report for the Year Ending June 30, 2025**
     Yoana Navarro and Whitney Crockett of Maze & Associates provided an overview of Alameda CTC's Annual Comprehensive Financial Report for the year ended June 30, 2025. This item was for information only.

   - **5.2. Valley Link Presentation by Tom Rubin**
     Tom Rubin provided a presentation on the Valley Link Project. This item was for information only.

5.3. Measure B and Measure BB Capital Projects Update

(This item was presented after 7.1 and before 5.1)

Jhay Delos Reyes gave an update to the IWC on Alameda CTC's Measure B and Measure BB Capital Projects. This item was for information only.

5.4. IWC Annual Report Outreach Summary and Publication Cost Update

IWC Chair Damian Park provided an update on the IWC Annual Report outreach and publication efforts. This item was for information only.

5.5. Projects and Programs Watchlist Notifications

Staff provided an update on the Measure B and Measure BB projects and programs watchlist notifications. This item was for information only.

6. Committee Member Reports

6.1 IWC Chair's Report

There was no IWC Chair report.

6.2 IWC Issues Identification by Alfred Exner: Audit of Processes and Procedures for Expenses

(This item was presented during 5.1)

Alfred Exner expressed interest in the expense reporting process and proper internal controls. This item was for information only.

6.3 IWC Member Reports

There were no member reports.

7. Staff Reports

7.1. Staff Updates

(This item was presented before 5.1)

There were two verbal staff reports.

8. Adjournment

ALAMEDA County Transportation Commission
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Memorandum

DATE:	January 8, 2026
TO:	Independent Watchdog Committee
FROM:	John Nguyen, Assistant Director of Programming and Project Controls Angie Ayers, Assistant Clerk
SUBJECT:	IWC Issues Identification Process and Form

Recommendation

Independent Watchdog Committee Issues Identification Process and Form Update. This item is for information only.

Summary

The Independent Watchdog Committee's issues identification process identifies the procedures for IWC members and members of the public to bring issues of concern to the IWC.

Background

The Independent Watchdog Committee (IWC) is appointed pursuant to Measure B and Measure BB to review all expenditures of the Measure B transportation sales tax, to review and oversee all expenditures and performance measures of the Measure BB transportation sales tax, and to monitor Measure B and Measure BB projects and programs.

This IWC Process and Issues Form (Attachment A) outlines the process for formally documenting potential issues of concern regarding the expenditure of Measure B and/or Measure BB funds. A concern should be submitted to the IWC if an issue directly relates to the potential misuse of Measure B or Measure BB funds, non-compliance with the 2000 and/or 2014 Transportation Expenditure Plans approved by voters, or an issue with Measure BB performance measures.

Only current IWC members may use the IWC Process and Issues Form (an issue brought forward by the public would have to be championed by an IWC member and brought forward to the IWC on an IWC Issues Form by the IWC member). Members of the public may submit inquiries to the IWC at IndependentWatchdog@alamedactc.org.

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

Attachment:

A. IWC Issues Identification Process and Form

ALAMEDA County Transportation Commission
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Independent Watchdog Committee
Issues Identification Process

Summary

This issues identification process outlines the responsibilities of the Independent Watchdog Committee (IWC) and identifies the process for IWC members and members of the public to bring issues of concern to the IWC and for IWC to address issues identified on “IWC Issues Forms” (attached).

IWC Responsibilities

The Independent Watchdog Committee is charged with the following as written in the 2000 and 2014 Transportation Expenditure Plans approved by voters.

The Independent Watchdog Committee is appointed pursuant to Measure B and Measure BB to review all expenditures of the Measure B transportation sales tax, to review and oversee all expenditures and performance measures, as appropriate, of the Measure BB transportation sales tax and to monitor Measure B and Measure BB projects and programs. This committee reports directly to the public and has the following responsibilities:

- Hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings are open to the public and must be held in compliance with the Brown Act, California’s open meeting law, with information announcing the hearings well-publicized and posted in advance.
- Have full access to Alameda CTC’s independent auditor and have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor’s reports.
- Publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.
- Provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

Review Process

The purpose for the review of projects and programs by the IWC is to report to the public on findings. To this end, the tasks for the IWC to focus on during review include: 1) proper expenditure of Measure B and Measure BB funds; 2) the timely delivery of projects per contract agreements; and 3) compliance with the projects or programs as defined in the voter-approved 2000 and 2014 Transportation Expenditure Plans.

During the review process, IWC members will adhere to the following procedures:

1. Issues raised on an IWC Issues Form regarding Measure B or Measure BB expenditures and/or contract compliance on a project or program may be eligible to be pursued through a request for the project or program sponsor to appear before the IWC. Issues raised by members of the public regarding Measure B and/or Measure BB expenditures must be submitted in writing either to the IWC chair, vice-chair or to the committee at an IWC meeting.
2. Before requesting that staff respond to an issue or calling on a project or program sponsor to appear before the IWC, an IWC member must submit an IWC Issues Form to Alameda CTC staff, the IWC chair and vice-chair 28 days before the meeting for placement on the agenda at the next IWC meeting. Issues submitted by a member of the public must be handled in the same manner.
3. The IWC must approve by an affirmative vote the method taken to address an issue identified on an IWC Issues Form, whether originally presented by an IWC member or a member of the public.
4. The IWC may establish a subcommittee, when necessary, to address the issue, question, or concern raised on an IWC Issues Form.
5. The IWC or subcommittee should consider the resources listed below, when addressing an issue raised on an IWC Issues Form.
6. If requested, staff shall respond in writing to the issue.

The reviews are expected to be organized, thorough and efficient, and may result in a clear recommendation for further action, if needed.

Resources for IWC (not all inclusive)

- Adopted 2000 and 2014 Transportation Expenditure Plans
- Up-to-date list of project/program sponsors contacts
- Alameda CTC staff responsible for oversight of the project/program or other expenditures
- Information about public hearings, recent discussions, or news clippings provided by Alameda CTC staff to the IWC by mail or at meetings
- Other Alameda CTC advisory committees (for example, Paratransit Advisory and Planning Committee or Bicycle and Pedestrian Advisory Committee chair-persons may be called on to address an issue)
- Alameda CTC independent auditor and Annual Comprehensive Financial Reports
- Alameda CTC General Counsel

Independent Watchdog Committee Issues Identification Form

The Independent Watchdog Committee (IWC) is tasked with the review of Measure B expenditures and Measure BB expenditures and performance measures. This form allows for formal documentation of potential issues of concern regarding the expenditure of Measure B and/or Measure BB funds and Measure BB performance measures. A concern should be submitted to the IWC if an issue directly relates to the potential misuse of Measure B or Measure BB funds, non-compliance with the 2000 and/or 2014 Transportation Expenditure Plans approved by voters, or an issue with Measure BB performance measures. Only current IWC members may use this form (an issue brought forward by the public would have to be championed by an IWC member and brought forward to the IWC on an IWC Issues Form by the IWC member).

Date	
Name	
Email Address	

Governmental Agency of Concern Include name of agency and all individual contacts from list of project/program sponsor contacts.	
Agency/Contact Phone	
Agency/Contact E-mail	
Agency Address Include City and Zip Code.	
Indicate Applicable Measure	☐ Measure B ☐ Measure BB
Indicate the type of Measure B and/or Measure BB expenditure to which this concern relates Please check one.	☐ Capital Project ☐ Program ☐ Program Grant ☐ Administration

Complete the following with the name of the project or program, dates, times, and places where the issues of which you have concerns took place.

Project/Program Name	
Date	
Time	
Location	

Please explain in detail the nature of your concern and how it came to your attention.

Project	
Program	
Action Taken Please list other parties or agencies you have contacted in an attempt to more fully understand this issue and any actions you have taken.	

Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2025-2026

	Last	First	Appointed By	Term Began	Re-Apptmt.	Term Expires	Meetings Missed Since July 2025	7/17/2025	11/13/2025
1	**Park, Chair**	**Damian**	**Alameda County Mayor's Conference, District 5**	**Feb-23**		**Feb-25**	0	P	P
2	**Rubin, Vice Chair**	**Thomas**	**Alameda County Taxpayers Association**	**Jan-19**		**N/A**	0	P	P
3	Adams	Brendan	League of Women Voters	Dec-24		N/A	0	P	P
4	Brown	Keith	Alameda Labor Council (AFL-CIO)	Apr-17		**N/A**	1	A	P
5	Buckley	Curtis	Bike East Bay	Oct-16		**N/A**	1	A	P
6	Exner	Alfred	Alameda County Mayor's Conference, District 4	Jun-21	May-23	**May-25**	0	P	P
7	Gertler	Peter	Alameda County Board of Supervisors, District 3	Jun-25		**Jun-27**	1	P	A
8	Hastings	Herb	Paratransit Advisory and Planning Committee	Jun-25		**Jun-27**	0	P	P
9	Henn	Michael	Alameda County Board of Supervisors, District 5	Sep-24		**Sep-26**	0	P	A
10	Orrick	Phyllis	Sierra Club	Jun-25		**N/A**	0	P	P
11	**Vacancy**		**Alameda County Board of Supervisors, District 1**						
12	**Vacancy**		**Alameda County Board of Supervisors, District 2**						
13	**Vacancy**		**Alameda County Board of Supervisors, District 4**						
14	**Vacancy**		**Alameda County Mayor's Conference, District 1**						
15	**Vacancy**		**Alameda County Mayor's Conference, District 2**						

Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2025-2026

16	**Vacancy**		**Alameda County Mayor's Conference, District 3**						
17	**Vacancy**		**East Bay Economic Development Alliance**						

ALAMEDA County Transportation Commission

Memorandum

4.4

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DATE:	January 8, 2026
TO:	Independent Watchdog Committee
FROM:	John Nguyen, Assistant Director of Programming and Project Controls Angie Ayers, Assistant Clerk
SUBJECT:	IWC Fiscal Year 2025-26 Calendar/Work Plan

Recommendation

Independent Watchdog Committee Fiscal Year 2025-26 Calendar/Work Plan Update. This item is for information only.

Summary

The Independent Watchdog Committee Fiscal Year 2025-26 Calendar/Work Plan is included in Attachment A.

Background

The Independent Watchdog Committee (IWC) is appointed pursuant to Measure B and Measure BB to review all expenditures of the Measure B transportation sales tax, to review and oversee all expenditures and performance measures of the Measure BB transportation sales tax, and to monitor Measure B and Measure BB projects and programs. The IWC's purpose is to 1) review all expenditures on the Measure B transportation sales tax; 2) review and oversee all expenditures and performance measures of the Measure BB transportation sales tax; 3) monitor Measure B and Measure BB funded projects and programs; and 4) report directly to the public.

The IWC Fiscal Year 2025-26 Calendar/Work Plan is included in Attachment A.

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

Attachment:

A. IWC Fiscal Year 2025-26 Calendar/Work Plan

IWC FY2025-26 Calendar/Work Plan
The IWC meets on the Thursday follow Alameda CTC Committee meetings from 2:00 to 4:00 p.m. at Alameda CTC Offices

Categories	Thursday, July 17, 2025	Thursday, November 13, 2025	Thursday, January 15, 2026	Thursday, March 12, 2026	Thursday, July 16, 2026
IWC Annual Report	• Public Hearing on IWC Annual Report (substantially final) • Finalize/Approve IWC Annual Report and Publication Costs	• IWC Annual Report Outreach Summary and Publication Cost Update		• Establish IWC Annual Report Subcommittee to create and finalize IWC Annual Report (Subcommittee meets through May) • IWC photo for Annual Report	• Public Hearing on IWC Annual Report (substantially final) • Finalize/Approve IWC Annual Report and Publication Costs
Measure B and Measure BB Projects and Programs	• IWC Projects and Programs Watchlist Next Steps • Issues Identification Process	• Overview/Update on Measure B and Measure BB Projects • Issues Identification Process	• Overview/Update on Measure B and Measure BB Programs • Issues Identification Process	• Projects and Programs Watchlist (members sign up for projects and programs) (staff to send letters to jurisdictions required to keep IWC informed in July) • Issues Identification Process	• IWC Projects and Programs Watchlist Next Steps • Issues Identification Process
Measure B and Measure BB Compliance and Audited Financial Reports	• Measure B and Measure BB Program Compliance Report Summary • Independent Auditor Work Plan for FY2024-25	• Presentation of FY2024-25 Draft Annual Comprehensive Financial Report by Independent Auditor	• Measure B and Measure BB FY2024-25 Compliance and Audit Reports available on Alameda CTC Website (raw data, not yet reviewed by staff)	• Measure B and Measure BB Program Compliance Reports Review Orientation/ Workshop • Measure B and Measure BB FY2024-25 Compliance Reports Forwarded to IWC for Review	• Measure B and Measure BB Program Compliance Report Summary • Independent Auditor Work Plan for FY2025-26
Organizational / Standing Reports	• Election of IWC Officers for FY2025-26 • Approve IWC FY2025-26 Annual Calendar/Work Plan • IWC FY2025-26 Budget • IWC Member Reports • Staff Responses to IWC Members Requests for Information	• IWC Member Reports • Staff Responses to IWC Members Requests for Information	• IWC Member Reports • Staff Responses to IWC Members Requests for Information	• IWC Member Reports • Staff Responses to IWC Members Requests for Information	• Election of IWC Officers for FY2026-27 • Approve IWC FY2026-27 Annual Calendar/Work Plan • IWC FY2026-27 Budget • IWC Member Reports • Staff Responses to IWC Members Requests for Information

IWC Members Notes:

Anticipated Upcoming Committee Items and Actions regarding Performance Metrics *(Item schedule subject to change)*	**September:** PPLC: Active Transportation Plan Update (Overdue) **October:** PPLC: CMP inodd # years	**November:** PPC for December Commission: Time Extensions	**February** PPLC: CTP every four years after 2024 PPC: DLD Master Agreements and Performance Measures **March** PPLC: Congestion Management Program Performance Report	**April** PPLC: Multimodal Monitoring Report in odd # years PAPCO: Plan and Program Review, half days **May** PPC: CIP PPLC: Safe Routes to School **June** PPC: DLD, Student Pass Program **July** PPC: Capital Projects	**September:** PPLC: Active **October:** PPLC: CMP

ALAMEDA County Transportation Commission

Memorandum

5.1

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DATE:	January 8, 2026
TO:	Independent Watchdog Committee
FROM:	John Nguyen, Assistant Director of Programming and Project Controls Christine Shin, Senior Programs Analyst
SUBJECT:	Measure B/BB Direct Local Distribution Programs and Discretionary Programs Update

Recommendation

This item provides the Independent Watchdog Committee (IWC) with an update on Measure B, Measure BB, and Discretionary Programs. This item is for information only.

Summary

This update provides an update on the 2000 Measure B and 2014 Measure BB Direct Local Distribution Programs, and the discretionary funds administered by Alameda CTC.

Background

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs.

Alameda CTC distributes Measure B/BB funds through two categorical types:

1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
2) Grant-funded reimbursements - Payments made on a reimbursement basis after work is performed, i.e., capital projects and discretionary funded improvements.

<u>Direct Local Distributions (DLD) Programs Update</u>

The Measure B/BB sales tax programs provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are distributed to local cities, transit agencies, and the county as “Direct Local Distributions” (DLD) for locally identified and prioritized transportation improvements.

From the start of the respective 2000 Measure B and 2014 Measure BB programs through the end of Fiscal Year (FY) 2024-25, Alameda CTC has distributed over $2.5 billion in DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The DLD funds are distributed to eligible jurisdictions pursuant to formulas in the respective voter-approved Transportation Expenditure Plans. DLD recipients include the fourteen incorporated cities in Alameda County, County of Alameda, and six transit agencies (Alameda-Contra Costa Transit District, Bay Area Rapid Transit District, Livermore Amador Valley Transportation Authority, San Francisco Bay Area Water Emergency Transportation Authority, the San Joaquin Regional Rail Commission, and Union City Transit).

Measure B/BB DLD funds are a flexible funding source that allows Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, and transit operations to the implementation of larger capital projects. Alameda CTC requires DLD recipients to submit annual Audited Financial Statements and Program Compliance Reports that summarize the DLD recipients' fiscal year financials, expenditures, fund balances, and program achievements to monitor program compliance.

The following includes upcoming DLD program oversight and administration activities:

- DLD Program Compliance: The reports for the FY 2024-25 reporting period (July 1, 2024 through June 30, 2025) were due at the end of December 2025. Alameda CTC staff and the Independent Watchdog Committee (IWC) will review the DLD Program Compliance Reports and Audits in Early 2026. The Commission and IWC will receive a full Annual Program Compliance Summary Report that includes the summary of recipient expenditures and DLD accomplishments in early Summer 2026.

- DLD Fund Balances: DLD recipients are reminded that per Alameda CTC's DLD Timely Use of Funds Policies, DLD recipients are required to expend all Measure B DLD funds by June 30, 2026. As of June 30, 2024, there were ten (10) DLD recipients with a Measure B balance totaling $13.5M (Attachment B – DLD Fund Balances).

- DLD Master Agreements Update: In 2016, Alameda CTC entered into ten-year Master Programs Funding Agreements (MPFAs) between DLD recipients to facilitate the distribution of the DLD funds. The current master agreement expires on June 30, 2026. In Early 2026, Alameda CTC will revisit the master agreements, including the DLD performance measures, and will request the Commission to consider approval of new ten-year master agreements for Measure BB DLD Programs that are to be executed prior to July 1, 2026.

  Measure B/BB/VRF DLD Performance Metrics are being updated to reflect current best practices and available data (refer to Attachment C – DLD Performance Measure Change Summary). The updated Performance Metrics are developed in consultation with Alameda CTC's planning staff, the Paratransit Advisory and Planning Committee (PAPCO), and current standards established by regional, state, and federal agencies. Alameda CTC considered a multitude of factors in development of the updated performance metrics, including but not limited to:

- Performance metrics origins are based on standard industry best practices used by peer agencies at the regional, state, and federal levels. This includes the Federal Transit Administration (FTA), Caltrans, the Metropolitan Transportation Commission (MTC), the Mineta Transportation Institute, the San Francisco County Transportation Authority, and the Contra Costa Transportation Authority.
- Performance metrics reflect quantifiable data on universal investments such as pavement condition index (PCI) for streets and roads, quantities of sidewalk or bike facility improvements, transit ridership, and trips provided.
- Performance metrics serve to provide information on service availability, service reliability, community impact, financial accountability, and delivery performance of projects and programs.
- Performance evaluation considers fluctuations occurring from year to year due to varying transportation needs and/or project and program needs.

Discretionary Programs Update

Alameda CTC distributes discretionary Measure B, Measure BB, and other Alameda CTC Administered fund sources for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. Discretionary funds are awarded to Project Sponsors on a competitive basis through Alameda CTC's Comprehensive Investment Plan (CIP) process. Successful applicants are required to enter into project funding agreements with Alameda CTC, and funds are paid on a reimbursement basis upon successful completion of the agreed upon scope of work.

On May 22, 2025, the Commission approved the 2026 CIP, which covers a five-year programming horizon from Fiscal Years (FYs) 2025-26 through 2029-30. The recommended components of the 2026 CIP included approximately $49.9M in new programming and allocation, consisting of Measure B and Measure BB.

The following includes upcoming discretionary programming and reporting activities:

- 2026 CIP Update: In Spring 2026, Alameda CTC will conduct its regular biennial update of the CIP, which will include consolidating approved programming actions since the last approval of the 2026 CIP.

- Current Active Grants: Alameda CTC is monitoring project funding agreements with various project sponsors. These projects and programs are currently underway in various phases of capital delivery and program operations.

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

Attachments:

A. Historical Direct Local Distributions by Fund Program
B. Direct Local Distribution Fund Balances
C. Performance Measures Change Summary

Measure B/Measure BB/Vehicle Registration Fee
Historical Direct Local Distributions

Fiscal Year	Measure B	Measure BB	Total MB/BB
FY 01/02	$12,006,000		**$12,006,000**
FY 02/03	$49,455,451		**$49,455,451**
FY 03/04	$53,086,000		**$53,086,000**
FY 04/05	$54,404,793		**$54,404,793**
FY 05/06	$59,357,051		**$59,357,051**
FY 06/07	$61,176,456		**$61,176,456**
FY 07/08	$62,543,374		**$62,543,374**
FY 08/09	$54,501,184		**$54,501,184**
FY 09/10	$50,808,873		**$50,808,873**
FY 10/11	$56,693,936		**$56,693,936**
FY 11/12	$60,556,173		**$60,556,173**
FY12/13	$64,812,051		**$64,812,051**
FY 13/14	$66,662,145		**$66,662,145**
FY 14/15	$69,516,036	$13,429,323	**$82,945,358**
FY 15/16	$72,008,976	$69,875,475	**$141,884,451**
FY 16/17	$74,971,061	$72,194,974	**$147,166,035**
FY 17/18	$81,030,004	$78,118,871	**$159,148,875**
FY 18/19	$87,708,370	$84,886,228	**$172,594,597**
FY 19/20	$81,490,405	$78,839,935	**$160,330,340**
FY 20/21	$89,439,711	$86,880,617	**$176,320,328**
FY 21/22	$75,583,729	$123,045,477	**$198,629,206**
FY 22/23		$203,295,964	**$203,295,964**
FY 23/24		$194,790,330	**$194,790,330**
FY 24/25		$197,986,188	**$197,986,188**
Total	**$1,337,811,779**	**$1,203,343,380**	**$2,541,155,160**

Notes:
1. Distributions are based on a fiscal year, July 1 to June 30.
2. 2000 Measure B sunset March 31, 2022; no further distributions.
3. 2014 Measure BB shifts to a full cent collection on April 1, 2022.

Measure B, Measure BB, Vehicle Registration Fee (VRF)

Direct Local Distribution (DLD) Program Summary

Historic Distributions, End-of-Year Balances and Fiscal Year Projected Distributions

	DLD Balances as of June 30, 2024		
DLD Recipient	**Measure B Balance**	**Measure BB Balance**	**Total Balance MB/BB**
AC Transit	$0	$14,301,743	**$14,301,743**
BART	$0	$0	**$0**
LAVTA	$0	$0	**$0**
WETA	$0	$5,062,209	**$5,062,209**
ACE	$0	$4,942,448	**$4,942,448**
ACPWA	$0	$14,650,542	**$14,650,542**
City of Alameda	$1,066,060	$9,042,809	**$10,108,869**
City of Albany	$373,478	$3,971,582	**$4,345,060**
City of Berkeley	$4,522,731	$11,496,745	**$16,019,476**
City of Dublin	$980	$2,826,575	**$2,827,555**
City of Emeryville	$337,144	$1,368,074	**$1,705,218**
City of Fremont	$1,061,527	$10,757,880	**$11,819,407**
City of Hayward	$1,610,170	$17,305,629	**$18,915,799**
City of Livermore	$1,960,502	$8,915,817	**$10,876,319**
City of Newark	$1,131,346	$4,425,469	**$5,556,815**
City of Oakland	$0	$54,090,855	**$54,090,855**
City of Piedmont	$0	$1,709,357	**$1,709,357**
City of Pleasanton	$400,783	$6,762,465	**$7,163,248**
City of San Leandro	$0	$5,208,216	**$5,208,216**
City of Union City	$1,036,861	$7,130,662	**$8,167,523**
Total	**$13,501,582**	**$183,969,076**	**$197,470,658**

DIRECT LOCAL DISTRIBUTION PROGRAM
PERFORMANCE MEASURES CHANGES

BICYCLE AND PEDESTRIAN PROGRAM PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Infrastructure Investment Report on bicycle and pedestrian projects completed or underway.	Bikeway projects are completed by roadway segment and facility type. Pedestrian projects completed by category (or categories) of improvement; increased quantity of specific improvements, i.e., crossing improvements, striping, signage, curb ramps, pathways.	Directional lane miles of all bicycle facilities built or improved (may include bike lanes, bike routes, multi-use pathway improvements). Linear feet of all pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: High Injury Network (HIN) Proactive Safety Network (PSN) Countywide Bikeways Network (CBN)	N/A	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Current Master Plans Maintain a current Bicycle/Pedestrian Master Plan (BPMP) that features required core elements	Plan(s) no more than 5 years old, based on adoption date.	No Change
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support)	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads)
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Infrastructure Investment Report on roadway and transportation improvements completed or underway.	N/A	Lane miles of roadway improvements, pavement rehabilitation, striping, etc. Linear feet of all bicycle/pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: - High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	N/A	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Pavement State of Repair Pavement Condition Index (PCI)	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above. Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/	Maintain a PCI moving average rating of 50 or above. PCI score of 50 indicates pavements will require rehabilitation. Average PCI based on latest available data from MTC's Pavement Condition Index Summary Report.
Equitable Investments Report on investments within equity communities	N/A	Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities, as the areas are defined in:

		- Equity Priority Communities as defined by MTC - Equity Areas as defined by Alameda CTC - Locally defined equity areas - Opportunity Zones as certified by the U.S. Department of the Treasury
Measure BB LSR 15% Requirement Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only)	Maintain a 15% annual minimum LSR investment to support bicycling and walking.	No Change
Capital Project and Program Investment Report on capital and program administration costs	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

MASS TRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Ridership/Service Utilization Number of people served or trips provided	Change in annual ridership and passenger trips per revenue vehicle hour/mile, and qualitative explanation for possible reasons.	Number of individuals served or trips provided by program (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
On-time Performance: Systemwide on-time performance	Average on-time performance based upon the mode of transit, with a target of 75% to 90%, or based on the transit agency's adopted performance goals and standards. Agencies are expected to maintain or increase on-time performance annually.	No Change
Cost Effectiveness Operating Cost Metrics	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI.	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: - Operating cost per passenger, - Operating cost per vehicle mile, and - Operating cost per revenue vehicle hour
Travel Time Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually.	Removed
Transit Fleet State of Good Repair Distance between breakdowns/service interruptions Missed trips Miles between road-calls	Maintain or increase the average distance between breakdowns or road calls. Maintain or reduce the number of missed trips.	Removed
Service Provision Frequency and service span on major corridors or trunk lines Revenue hours Revenue miles	15-minute or better frequencies on major corridors or trunk lines: 10-minute or better frequencies during weekday peak periods. Service span of 7 days/week, 20 hours per day. Maintain or increase revenue hours/miles.	Removed
Corridor-level Vehicle Speed and Reliability Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments	Speed and reliability trends should maintain or improve if corridor had Capital or Operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.	Removed

PARATRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Service Operations and Provisions Number of people served or trips provided	Track the number of individuals served by the program. Service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, and meal delivery.	Number of individuals served or trips provided by program (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
Cost Effectiveness Cost per Trip or Cost per Passenger Total Measure B/BB program cost per one-way passenger trip divided by total trips or total passengers during period.	Maintain cost per trip or per passenger. Service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, and group trips.	Cost per trip or per passenger (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips).

Note: The Paratransit Program Implementation Guidelines contain an additional listing of performance measures by program type.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Measure B and BB
Direct Local Distribution Programs and Discretionary Programs Update

A presentation to the Independent Watchdog Committee

Alameda CTC Staff

January 2026

1

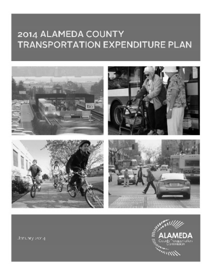
Alameda CTC Sale Tax Programs

Measure B (MB)

- In 1986, voters approved Measure B half-cent sales tax
- In 2000, Measure B reauthorized with 81.5% voter approval rate
- March 31, 2022 marks sunset of the 2000 Measure B

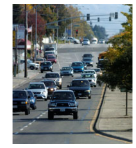
Measure BB (MBB)

- In 2014, voters approved Measure BB to augment and extend the existing measure
- ½ cent collections started in April 2015
- As of April 1, 2022, Measure BB collecting a full cent sales tax through March 31, 2045



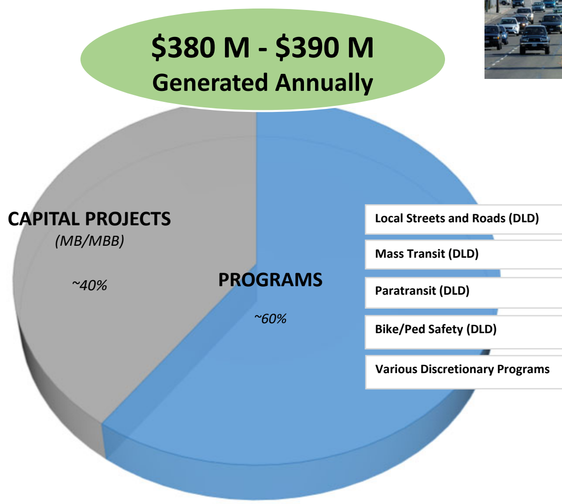
2

Measure B/BB/VRF Distribution



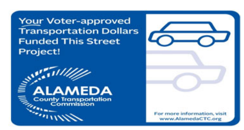
1. **PROGRAMS**: Approximately 60% of funds generated are for locally prioritized improvements
   - Direct Local Distributions (DLD)
   - Discretionary Programs

2. **CAPITAL PROGRAM**: Remaining amount support specific Capital Projects



3

DLD Program Overview

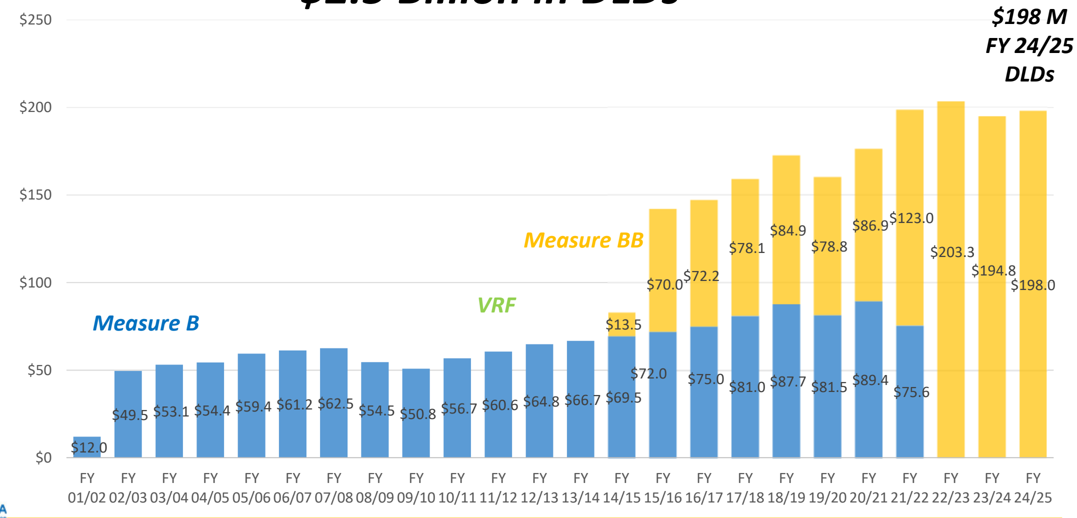


- **Over 50% of net revenues** generated from the Measure B, Measure BB, and VRF Programs are returned to source as "**Direct Local Distributions**" (DLDs)
- Twenty recipients (cities, transit agencies and the County)
- DLD Programs
  - Bicycle/Pedestrian
  - Local Streets and Roads (local transportation)
  - Transit
  - Special Transportation for Seniors and People with Disabilities (Paratransit)

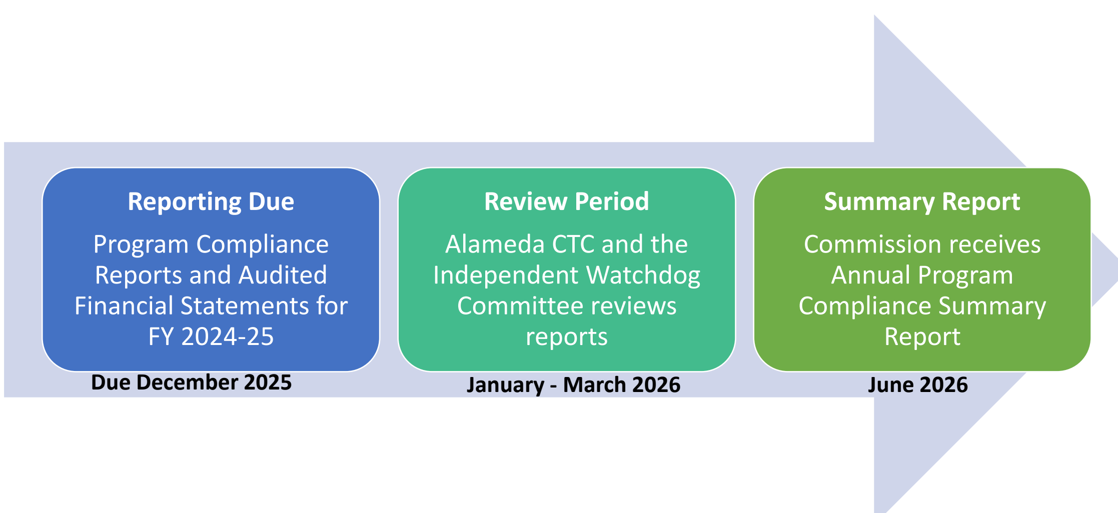
4

Measure B/BB DLD Historical Revenue

$2.5 Billion in DLDs



DLD Program Compliance Process



DLD Fund Balances

- $197.5M in DLD Fund Balances as of June 30, 2024 (Attachment B)

- Timely Use of Funds
  - Measure B Balances must be drawn down by June 30, 2026.
  - Measure BB/VRF maximum allowable balance is 4x the annual revenue.

	DLD Balances as of June 30, 2024		
DLD Recipient	Measure B Balance	Measure BB Balance	Total Balance MB/BB
AC Transit	$0	$14,301,743	$14,301,743
BART	$0	$0	$0
LAVTA	$0	$0	$0
WETA	$0	$5,062,209	$5,062,209
ACE	$0	$4,942,448	$4,942,448
ACPWA	$0	$14,650,542	$14,650,542
City of Alameda	$1,066,060	$9,042,809	$10,108,869
City of Albany	$373,478	$3,971,582	$4,345,060
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City of Newark	$1,131,346	$4,425,469	$5,556,815
City of Oakland	$0	$54,090,855	$54,090,855
City of Piedmont	$0	$1,709,357	$1,709,357
City of Pleasanton	$400,783	$6,762,465	$7,163,248
City of San Leandro	$0	$5,208,216	$5,208,216
City of Union City	$1,036,861	$7,130,662	$8,167,523
Total	**$13,501,582**	**$183,969,076**	**$197,470,658**

Master Programs Funding Agreement

- **Current MPFA:** 2016 Alameda CTC entered into ten-year Master Funding Agreement (MPFA) to facilitate distribution of the DLD funding and performance measures.
  - Expires June 30, 2026
- **Future MPFA:** Development and execution by July 1, 2026
  - Ten-year MPFA for MBB/VRF and one-year MPFA for MB (if necessary)
  - Performance Measures Update

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Bicycle and Pedestrian Program		
Infrastructure Investment	Report on bicycle and pedestrian projects completed or underway	No Change.
Safety Investments		Report on bicycle and pedestrian investments located on countywide priority networks (HIN, PSN, CBN)
Current Master Plans	Plan(s) no more than 5 years old, based on adoption date.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Local Street and Road Program		
Infrastructure Investment	Report on roadway improvements, pavement rehabilitation, striping, etc. completed or underway	No Change.
Safety Investments		Report on investments located on countywide priority networks (HIN, PSN, CBN)
Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above annually.	Maintain a PCI moving average rating of 50 or above.
Equity Investments Report on investments within equity communities		Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities.
Maintain 15% of Measure BB LSR investments on Bicycle/Pedestrian Improvements	Maintain a 15% minimum Measure BB LSR investment to support bicycling and walking.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.

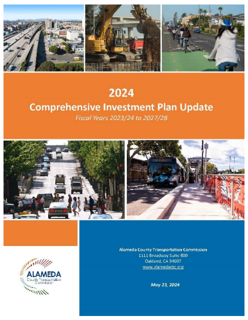
DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Transit Program		
Ridership/Service Utilization	Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons	Annual Unlinked Trips as reported to the National Transit Database (NTD).
On-time Performance	Agencies are expected to maintain or increase on-time performance annually based on operator's adopted on-time performance target	Average on-time performance as reported by transit operator.
Cost Effectiveness	Maintain operating cost per passenger or per revenue vehicle hour/mile	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: - Operating cost per passenger mile and vehicle mile
Travel Time	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually	Removed
Transit Fleet State of Good Repair	- Maintain or increase average distance between break downs or road calls - Maintain or reduce the number of missed trips	Removed
Service Provision	15 minute or better frequencies on major corridors	Removed
Corridor-level Vehicle Speed and Reliability	Speed and reliability trends should maintain or improve	Removed

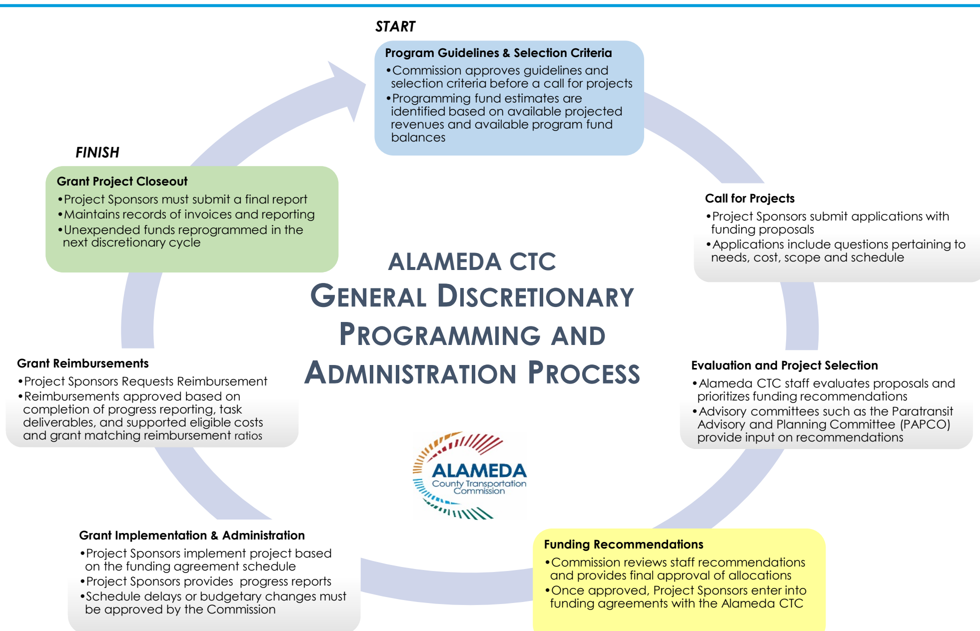
DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Paratransit Program		
Ridership/Service Utilization Number of people served or trips provided	Track number of individuals served by program.	Number of individuals served or trips provided by program (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
Cost Effectiveness	Maintain cost per trip or per passengers Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips	No Change.

Discretionary Programs

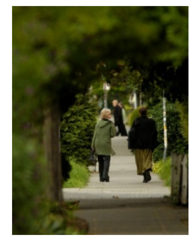


- Discretionary Program Objectives
  - Improve transportation access
  - Increase safety and mobility
  - Alternative transportation and transit
  - Transit oriented developments
- Discretionary program guidelines and awards approved through the Comprehensive Investment Plan (CIP) process



Discretionary Program Status

- In May 2025, approved 2026 CIP - $49.9M in new programming
- Currently monitoring the implementation of grants
- In Spring 2026, biennial update of CIP (2026 CIP Update) to include technical adjustments and programming updates.



Next Steps

1. DLD Program Compliance

- IWC FY 24/25 DLD Program Compliance review by March 2026
- Commission consideration of MPFA/Guidelines in February 2026
- DLD Recipients execute new agreements by July 1, 2026

2. Discretionary Program

- 2026 CIP Update upcoming in the Spring
- Sponsor implementation of grant awards

ALAMEDA County Transportation Commission

Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE:	January 8, 2026
TO:	Independent Watchdog Committee
FROM:	John Nguyen, Assistant Director of Programming and Project Controls Christine Shin, Senior Program Analyst
SUBJECT:	Measure B and Measure BB DLD FY 2024-25 Program Compliance Reporting Update

Recommendation

Measure B and Measure BB DLD FY 2024-25 Program Compliance Reporting Update. This item is for information only.

Summary

This item provides an update on the Annual Program Compliance Process and review process for Measure B and Measure BB Direct Local Distributions (DLD) funds.

In Early 2026, Alameda CTC, in conjunction with the Independent Watchdog Committee (IWC) will review submitted reports to determine program compliance for the reporting fiscal year 2024-25 (FY2024-25), from July 1, 2024 to June 30, 2025.

Background

In 2000, voters approved Measure B which extended Alameda County's half-cent transportation sales tax to 2022. In 2014, voters approved the extension of Measure B and its augmentation by one-half percent through 2045. The Measure B half-cent sales tax collection concluded on March 31, 2022, and as of April 1, 2022 under the 2014 Measure BB Transportation Expenditure Plan, MBB is collecting a full cent sales tax through March 31, 2045. Annually, over half of the net Measure B/BB revenues are allocated by formula to twenty local agencies as Direct Local Distribution (DLD) funds. Funding agreements between the recipients and Alameda CTC authorize the flow of DLD funds to the recipients and describe the eligible usage within their bicycle and pedestrian, local transportation, mass transit, and paratransit programs.

The Annual Program Compliance process serves as Alameda CTC's monitoring mechanism to verify the recipient's compliance with the Measure B/BB expenditure plans and funding agreements. DLD recipients are required to submit audited financial statements and program compliance reports at the end of December to confirm Measure B/BB annual receipts and to summarize the fiscal year's expenditures. The IWC reviews the reported expenditures for program compliance and uses the financial data contained in these reports to prepare the IWC Annual Report to the Public.

The audited financial statements and compliance reports for the FY2024-25 reporting period by the end of December 2025. The recipients' reports are subsequently posted online on Alameda CTC's website: https://www.alamedactc.org/funding/reporting-and-grant-forms.

The Annual Program Compliance Review begins in January, when Alameda CTC staff examine the financial statements and compliance reports to ensure the forms are completed accurately. In March, the IWC will begin its official review of expenditures and note any questions for the recipients, which will then be consolidated by the Alameda CTC and forwarded to the recipients. In April, recipients will respond to IWC comments, and their responses will be provided to the IWC in June.

In June/July, the IWC and Commission will receive a program compliance summary report that includes the recipients' revenues, expenditures, and accomplishments for FY2024-25.

The program compliance schedule is outlined below.

Dates	Action
By end of Dec. 2025	Audited Financial Statements & Compliance Reports Due
January 2026	Staff posts recipients reports to the Alameda CTC website
January 15, 2026	IWC receives update on the Program Compliance Process
Mid-January 2026	Alameda CTC reviews submissions for reporting compliance
February 2026	Alameda CTC staff verifies and finalizes recipients' submissions
March 2026	IWC receives Compliance Reporting orientation and begins its review of the reports
April 2026	DLD recipients respond to comments
June/July 2026	Commission/IWC receives a summary Program Compliance Report and recipients' responses to comments

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

ALAMEDA COUNTY TRANSPORTATION COMMISSION
INDEPENDENT WATCHDOG COMMITTEE

VALLEY LINK

There are three documents in this Agenda item (not including this cover page), the first two combined in this Word™ document and the third a PowerPoint™ under separate cover:

1. A discussion question for the IWC members as to the action, if any, that the IWC should take in regard to the Valley Link project
2. Responses to questions and comments on the Valley Link presentation at the November 13, 2025 meeting that there was not time to cover at that meeting
3. A PowerPoint™ presentation regarding recent developments in the responses of the project to the continual funding gap; the PowerPoint™ from the prior meeting is also presented for reference

Other than a brief presentation of the first few PowerPoint™ slides, the focus of this Agenda Item will be on gaining an understanding of the desires of the IWC for – if so desired – an action item to be presented for potential approval at the March 12, 2026 IWC meeting for transmittal to the ACTC for its consideration.

It is requested that IWC members review these materials prior to meeting and come prepared with their concerns and comments. These materials can, of course, be projected to respond to questions and comments that IWC members may have.

Questions for the IWC *re* The Valley Link Project

I. Should the IWC present to the ACTC Commission that the status of the Valley Link Project is a major concern that requires the attention of ACTC to determine if changes in approach and management are required?

II. If so, what are the specific matters that should be included in the IWC communication to the Commission?

1. Due to COVID and other matters, have there been major changes in underlying conditions, such as the major trend towards remote work, economic downturn and end to substantial population growth in the Bay Area, and slow recovery of transit ridership, that indicate that the need for a second commuter rail system from the Central Valley to the Bay Area should be reconsidered?
2. The capital costs of Valley Link have been steadily increasing. The original October 2019 Project Feasibility Report (RFP) showed a year-of-expenditure (YOE) cost range of \$3,113-3,736 million for a 42-mile line to North Lathrop. The most recent YOE projection is \$3,794-4,465 million for a 22-mile line to Mountain House, 19-22% higher for a line that is only 48% as long. Even the shorter Phase 1A to Livermore Southfront is \$2,161-2,305 million, 62-69% of the original PFR cost, for a line only about 26% as long.
3. Ridership has also been decreasing as the line has been shortened. The 2020-21 Environmental Impact Report had 31,710 daily riders, but the latest projection is 9,965 daily riders to Mountain House (31% of the EIR's) and 5,040 to Livermore Southfront (16%) – and these are for far shorter trips. We suspect that some of these Valley Link trips may be currently taken on ACE.
4. The fully-allocated cost per regulation round trip commuter has also grown, from \$26.64-31.73 (\$13,641-16,244 annually for five-day-a-week round-trip commuters) in the PFR to \$86.06-98.09 (\$44,064-50,221 annually, 209% higher) to Mountain House and \$76.58-81.68 (\$39,208-41,821 annually) to Livermore Southfront (157% higher) – and the original trips were far longer.
5. Even if the anticipated Federal capital funding is obtained – which is far from certain, given the current attitude in Washington to transit in general and particularly California and the Bay Area – there is a gap of at least \$1,285 million (34% of total capital costs) to get to Mountain House and at least \$459 million (21% of total) to Livermore Southfront, with no identification of realistic opportunities for closing these substantial funding gaps without major new legislation and/or voter approvals, both of which appear questionable to be approved at this time.
6. AB758 (2017, Eggman), the enabling legislation for the Valley Link project, contains the following requirement now codified as Public Utilities Code 132652: "The authority is hereby established for purposes of planning, developing, and delivering ***cost-effective*** and responsive transit connectivity, ***between BART's rapid transit system and the Altamont***

Corridor Express commuter rail service ***in the Tri-Valley*** region of California, that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with the project feasibility report adopted pursuant to Section 132661." (***emphasis*** added)
Has ACTC determined that this cost-effectiveness requirement has been met?

7. An argument can be made that the Valley Link planning process to date has not fairly and professionally considered and evaluated what could be superior alternatives such as long-haul commuter express bus service on Expressways, existing (I-580 in the Tri-Valley), currently undergoing serious planning and design (I-205 in San Joaquin Valley), and proposed (I-580 over the hills from the Tri-Valley to the Central Valley).
8. Another non-Valley Link option could be looking again at the Tri-Valley bus transit system that BART staff found superior to extending BART to Livermore and recommended to the BART Board; this could include be expanded to include service to/from the Central Valley (preferably with financial partnership with Central Valley beneficiaries).
9. Approximately 70% of the projected ridership for both Valley Link to North Lathrop and Mountain House is from non-Alameda County residents:
    a. How is the designation of $400 million for Valley Link, the largest BB capital allocation, reconciled with the Measure BB TEP requirement, "**No Expenditures Outside of Alameda County:** Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County." (It is understood that as the Alameda County road and transit networks are components of the regional, State, national, and even international networks and, therefore, all improvements to these networks provide benefits to residents and travelers from outside of Alameda County. However, unless this very strong and clear statement can be considered as satisfied by *de minimus* benefits to Alameda County residents, it is not understood how spending Alameda County taxpayer Measure BB funds on a project that provides the overwhelming majority of its benefits to the residents and travelers from another county does not appear compliant.)
    b. Given that the vast majority of non-Alameda County Valley Link riders are expected to be San Joaquin Valley residents, and San Joaquin County has half the votes on the Tri-Valley San Joaquin Valley Regional Rail Authority governing board, why is there no meaningful funding for Valley Link now coming from, or even proposed from, San Joaquin County?
10. The source(s) of the annual operating subsidies for Valley Link operations, which could easily exceed $30 million a year before 2040 if Valley Link is actually completed, has (have) not been identified.
11. How long does ACTC intend to continue to reserve the $400 million that is currently reserved for Valley Link? Is there any requirement for the Valley Link proponents to

resolve the funding gap, and resolve the other outstanding issues, to enable construction to begin by a time certain before these funds are considered for other Tri-Valley/Alameda County purposes?

12. Besides long-haul bus service, are there other road/transit improvements that could be of substantial benefit to Alameda County taxpayers, residents, and travelers, particularly those in the Tri-Valley area, and can some of these be implemented more quickly than the proposed Valley Link line?
13. Has a risk assessment of Valley Link been prepared, including:
    a. Capital costs may continue to increase
    b. Operating costs may continue to increase
    c. Ridership may continue to decrease
    d. Travel/transit demand in the Valley Link corridor may decrease
    e. The funding gap may never be closed
    f. The schedule for revenue service may continue to be pushed back
    g. Either the existing Valley Link project management structure and systems, given the many factors cited above that have deteriorated from the original projection, is not up to the job, or the problems are so many and so difficult that accomplishment of completion and operation of the project is simply not feasible
    h. Comparison of the risks of continuing with Valley Link vs. the risks of other transportation projects in the Valley Link corridor and/or other transportation improvements

III. Should There Be a Special Committee on Valley Link to prepare a draft action resolution for the IWC March 12, 2026 meeting, and, if so, who should serve on the Committee?

VALLEY LINK PRESENTATION
NOVEMBER 13, 2025
QUESTIONS AND COMMENTS

At the IWC November 13, 2025, following the presentation on Valley Link (Agenda Item 5.2), there were a number of comments and questions by IWC Members that there was insufficient time to respond to at that time.

This paper provides such response. It will ***not*** be presented at the January 15, 2026 meeting. It is suggested that the Members review this document prior to the meeting and:

- If they are satisfied with the response, no further action will be necessary
- If there are further questions, or comments, these can be discussed at the meeting

In the below, the comments made at the November 13, 2025 are presented in **bold**; the responses are in plain type, starting with "TAR" (my initials). My apologies in advance to the speakers, I've done the best I could with the transcripts from the tape of the meeting. I've left out remarks that did not appear to require any response and I've attempted to condense and clarify some comments.

QUESTIONS, COMMENTS, AND RESPONSES

ALFRED EXNER

Now both of my neighbors worked from home during COVID, but they no longer just go in one day a week, they go in five days a week. San Francisco what I'm hearing they've turned a corner because of AI (artificial intelligence), now space is hard to get.

TAR: San Francisco real estate, we hope, has begun to turn a corner, but it still has the highest vacancy rate in the US and recent prices for sales and lease costs have been low compared to pre-COVID levels.

Remote work has certainly gone down quite a bit since we have gotten over the worst of the COVID experience, but it is still over three times what it was pre-COVID – and a lot of transportation experts expect it to, over time, continue to grow because of many advantages to both the employees and employers. It will not work for everyone and for every job, but it works very well for many workers and many employers.

While near-100% remote work has ended for many employers, some transportation experts question how much of the return-to-office movement is due to control and productivity concerns and how much is due to senior executives not wanting to be embarrassed by their expensive flagship headquarters continuing to be empty. Most expect that the high cost of traditional offices will encourage hybrid policies, a mixture of in-office and remote-work, especially as the business world gains more experience with improving remote work productivity through improved management/leadership practices and improved software products to better direct, monitor, and control remote work.

Livermore has paid for BART for I don't know 30 or 40 years.

TAR: Actually, 68 years – BART began collecting property taxes in its three-county district in 1957 after it was created by the State Legislature the previous year. BART rail service began in 1972 and BART trans-Bay service began in 1974.

You build these things in stages; I don't know if we could stage out a bus system.

TAR: It is actually very easy to stage bus system expansion, far easier than rail transit.

If we are talking about street-running buses, new bus lines can generally be started in less than three years from the decision to start planning a new bus route; as short as one year if we are talking about improvements to existing bus networks by an agency that is already established. Street-running bus lines rarely require the time-consuming environmental clearance process and are far less expensive, particularly on the capital side.

Bus lines on dedicated lanes, generally known as Bus Rapid Transit-Heavy, take longer than "ordinary" street-running bus lines in most cases because there is more capital work required – not just putting up bus stop signs and bus shelters, but, even at the greatest extent, far less than rail transit.

Running long-haul commuter express bus service on Express Lanes can be fairly easy for transit agencies if a road agency (such as Caltrans) is actually doing the heavy work (and, we can hope, also willing to pay for a lot of the cost, or have another entity – such as ACTC – willing to pay to better move private automobiles, such as it has for the I-580/I-680 Express Lanes – along with the revenues from tolls from private vehicle drivers), as long as they are willing to listen to transit agency needs like bus access to the lanes and bus station placement and will work with the transit operator.

Not saying that bus service will definitely be best in this corridor; am saying it could be and deserves a fair and proper evaluation.

Because when I go home at night right now, I'll probably be holding a strap the whole way. I think that there are people going out to Mountain House and out to Livermore, so I think things have changed. What is the forecasted traffic now?

TAR: I think you're planning on a BART ride home – sorry to hear you have to stand, glad to hear that BART ridership is up,

I don't have detailed road traffic data for this corridor, but, in general, rubber tire traffic, including freight, has pretty much recovered from the COVID days in the Bay Area, but transit still has a long way to go, with the transit industry overall at about 70% of pre-COVID levels. Rail – particularly BART, Caltrain, and ACE – is recovering more slowly than bus.

The latest ridership projection for Valley Link, between Dublin/Pleasanton BART and Mountain House, appears to be 4,384 for 2025 (which obviously didn't happen) and 9,965 in 2045. That

9,965 figure, if it was all at one station, would rank Valley Link boardings just behind number 11 Balboa Park BART Station for fiscal year 2025 (BART has 50 stations).

That 9,945 is all day in both directions; unlikely to have much of a long-term noticeable impact on traffic congestion and travel times.

I guess my question is, how do we know if there's something better for that $400 million? What's the alternative? I don't know if it has been obligated *per se*, but I don't think it has been allocated to where it can be spent.

TAR: Yes, exactly, that's the question – and there appears to be a lot of reasons to believe that the project sponsors should be doing a better job of responding to that question, and ACTC as a prime funding agency should be insisting on answers, and IWC doing its Watchdog duty to try to insure that happens.

Perhaps the best way to describe the status of the $400 million right now is that it has been "reserved," but *not* approved for expenditure. ACTC has essentially committed this funding to Valley Link when it is ready to begin construction and that commitment cannot be changed without the specific approval of the Commission after a public hearing/public comment process.

Is there a better alternative for this $400 million? The buses seem to work. We have these big buses in Pleasanton now filling up with I assume Google and everyone else sitting there with their laptops on their double decker buses and when I was commuting to Fremont, I was envious of the people sitting there in their laptops on their double decker buses. The reality is that people are living at Mountain House so its as if it is almost a Pleasanton suburb. I'm kind of with you in a way, but I think there needs to be an update as to the ridership because things have changed over the last six years.

TAR: For this type of long-haul transit, good service should allow riders to be comfortable and make good use of their time. This is should start with the riders being able to board close to their homes in the morning and ride to close to their destinations, with the minimum number of transfers, always be able to sit, and be able to conduct their business, such as working on a laptop or tablet – or to sleep.

It is easy to make a logical argument why bus service may be superior to Valley Link for many potential riders – and, right now, it is not possible to say that bus service has been properly evaluated as an alternative to the Valley Link proposals. What is being suggested is a proper study to see what works best in a greatest good for the greatest number way.

Asking for an update of the ridership projections, including for the various alternatives in this corridor, as part of the overall transportation needs assessment going forward, is a major part of what is being requested.

HERB HASTINGS

Living here, and being on the perspective of the user riding the system – I'm the rider, I'm the user, and I don't sit on the freeway. I laugh at the people on the freeway, I go right by them. But I do feel because, when I do take the city bus (presumably, HH is talking about Wheels), when I have to use it, I see what I do, I have to use city bus or I even use Uber. OK, I can do both ways. If I notice it looks like I'll go there 4:00 to 3:30 (p.m.), I don't even go on I-580 eastbound because it's a parking lot. And so the idea of putting a train through the system, I'm not trying to say that you're wrong, Tom, but's the point.

TAR: No offense taken.

I've been a transit consultant and a senior executive in major transit systems for decades and, at the end, the focus has to be on service to the customer, the individual rider – and what would work best for each individual rider and how to attempt to allocate limited financial and other resources for the greatest good for the greatest number (including being fair to the taxpayers) while complying with all applicable laws, regulations, and contracts.

I'm going to just say this, why don't you sit in the car be a disabled person. I see you know I'm just saying I don't want to. I'm not making you sound wrong here, OK, don't take it personally, put yourself in my shoes. Be the rider that requires a bus. Be the rider that requires some sort of service and then sit there at a bus stop and wait half an hour. If you miss your bus and it's 90 degrees outside.

TAR: Again, no offense taken.

In my various positions in the transit industry, I've tried to think like a rider and I have been a rider, including every day, for years. However, I know that, even as much as I might think that I can understand the requirements of the transportation disadvantaged and try to determine what might work best for them, even if I get the logical part of it right, I can never put myself in the place of a person with major transportation disadvantages due to age, physical condition, fiscal reasons, and other factors any more than I, as a man, even if I get the logic right, can truly understand what is going through the mind of a pregnant woman.

What we need to do is determine what are the needs of the riders, with a special emphasis on the transportation disadvantaged, and what works best for them.

As you point out, one of the biggest issues for many riders is access to the nearest transit stop – and then, how to get from the transit stop near where you live, which is most commonly a fixed route bus stop, to a mainline higher-speed transit system for a longer travel distance, such as BART, ACE, or long-haul bus.

Demand-responsive service, or various types of rubber tire route-deviation service that you can call to pick you up at your house or apartment on the same day, or have the operator drive off-route to drop you off at your home, might be an answer for you and others in your situation.

Getting access to the transit service you and others with similar needs is difficult even in dense cities where the density of people, homes, and jobs makes transit service more useful and cost-effective, but in the suburbs, it can be far more difficult because the lower the density, the more difficult it is to provide good transit service in almost every cases.

The only way to make this work is to talk to the users, hear them out, get their ideas, run ideas back at them to see what might work and what might not. Surveys, focus groups, advisory/working groups, and public hearings have proven to be useful tools in accomplishing this.

The current Valley Link map for Phase IA has two stations in the Tri-Valley (besides Dublin/Pleasanton BART), Isabel and either Livermore Southfront (which would be a major bus depot) or at the Livermore Vasco ACE station. For someone with your transportation challenges to get any use of Valley Link, for either of these stations to be of value, assuming you won't be driving or getting someone to drop you off, there must be some other type of transit or paratransit service to access these Valley Link stations. Options for such "last mile" service could also include Uber/Lyft and taxi vouchers. A proper study should consider all of these potentially useful alternatives.

Would a bus system be superior? Possibly, but we'd need to actually see the proposed system and be able to compare it to how the total Tri-Valley transportation/transit system would work under these two and other alternatives – which I do not believe has been done yet.

One thing I can tell you for sure: "Rubber tire" system improvements could go into place much faster than Valley Link – ever assuming that Valley Link can ever be implemented, which appears quite questionable – and the $400 million available would be more than enough to fund major bus and paratransit/last-mile service without having to find hundreds of millions to billions of additional funds to start building and then to operate Valley Link.

And then where you have this BART train system, this is why I moved. I lived in Livermore and I rode 45 minutes to Dublin/Pleasanton BART station. After seven years and I found, what am I doing. I'm wasting time, I had to get up at 5:30 in the morning and as a public transportation user, my idea is the money's there. It's intended to be used for the system.

TAR: ACTC has reserved $400 million for Valley Link; that money is not yet authorized to be spent on Valley Link, but it isn't going to be spent on anything else unless and until the ACTC Commission votes to change the way these funds are to be used.

However, while that money is there, or is being reserved, for Valley Link, there is still a gap of at least $459 million to build the minimum Valley Link Phase 1A to Livermore Southfront, plus probably over $10 million more to pay for annual operating subsidies – that money isn't there, and there is no real idea where it will come from without a lot of changes in law and/or voter approved tax increases and there does not appear to be any clear path to any of that actually happening; indeed, MTC's current Bay Area transit plan for major tax increases, including an additional ½% Alameda County sales tax to bail out the existing transit systems' operating funding shortfalls, none of which appears to be available for Valley Link .

So, while the $400 million is, sort of, “there” – it can’t be spent on Valley Link until a whole lot of additional funds are found somewhere, and no one knows where, when, or how that could happen.

Whether it’s like e-BART, I don’t care, but make something that’s usable. And that it’s done and used for the riders that have already paid. They’ve already paid, they’ve already paid the money. Now that this lawsuit is not going to go anywhere. You’ve got people that already paid the bill.

TAR: Yes, people in the eastern Tri-Valley have been paying for BART for going on seven decades, they have been paying sales taxes to ACTC for almost four decades, and they are committed to pay sales taxes for more decades to repay the borrowings that would produce that $400 million that is being reserved for Valley Link.

However, while they have been paying for years and will be paying for many more years, no matter what else happens, they haven’t paid, or committed, enough to actually get going on building Valley Link, let alone operating it.

As to where the lawsuit may go, that likely won’t be known until the American judicial system has made that decision.

CURTIS BUCKLEY

That (evidently referring to the ACTC decision to change the allocation of the $400 million in Measure BB funds originally allocated for BART to Livermore to Valley Link) was a political decision that was decided by the Commission.

TAR: On that, we are very much in agreement.

And I don’t know what our role is sometimes what feels like second guessing that inclusion of Valley Link in the TEP. So, as we continue to talk about this, I’ll just say that what would persuade me is a more clear link showing that somehow Valley Link was never eligible, fundamentally not eligible for the TEP – and we had something to stand behind to say this should not and could not have been included in the TEP. And to me, that is better fit for our jurisdiction because we are supposed to be the measure B and Measure BB experts. So I’m keeping an open mind to the points here, but I’m not going to be a stickler. I think, in seeing how if we are going to continue to critique this project, how we can do so from the standpoint of why it should not have been in the TEP. So, just be transparent here about what I would need to hear to support any sort of action.

TAR: First, we’re getting into legal questions here, some of which are currently scheduled to be heard in court, most of the IWC members are not attorneys, I’m not an attorney, and we do not have our own independent legal counsel.

However, to try to respond to your question, which I interpret as asking for what could be a question of, did ACTC actually have the legal authority to shift the $400 million, I suggest the following as worthy of consideration, but not necessarily a total inventory of all legal matters that may be on point:

1. My understanding of the workings of Measure BB is that the Commission has the power to change an allocation from the 2014 Measure BB TEP if it follows the proper steps required by Measure BB and follows all other applicable laws and regulations. As far as the steps internal to Measure BB, such as proper notices and public hearings, I am not aware of any such issues with the shift of that $400 million, but I haven't actually looked deep myself for any such potential problems.
2. The enabling legislation for Valley Link is AB758 (2017, Eggman), with the following excerpt from that codified as Public Utilities Code §132652:

   > "The authority is hereby established for purposes of planning, developing, and delivering ***cost-effective*** and responsive transit connectivity, ***between BART's rapid transit system and the Altamont Corridor Express*** commuter rail service ***in the Tri-Valley*** region of California, that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with the project feasibility report adopted pursuant to Section 132661." (***emphasis*** added)

   The above raises a number of potential legal questions:

   a. Is Valley Link a cost-effective solution? First, to the best of my knowledge, after reviewing literally bookshelves of Valley Link documents, there does not appear to be a document purporting to show that Valley Link is a cost-effective method of connectivity between BART and ACE; therefore, as a minimum, It could be argued that the ACTC decision to change the allocation the $400 million to Valley Link, should follow, not precede, such a finding.
   b. Given that one way to establish such a link would be a people mover, similar to the BART Oakland Airport Connector, covering the approximately 3.5-4.0 miles between the BART Dublin/Pleasanton Station and the Pleasanton ACE station, and the Airport Connection was severely criticized for costing almost half-a-million dollars, I would argue that half-a-billion for a similar people mover between these two stations would appear to be a ***more*** cost-effective solution to this legislative imperative than spending billions on Valley Link.
   c. Valley Link is currently proposing an alternative to spend $2,161-2,305 million to build to Livermore Southfront, where there will be a bus connection between that Valley Link station and the ACE Livermore Vasco Station. Since Valley Link itself is evidently finding that a bus connection between a Valley Link rail station and an ACE station satisfies the AB758 connection requirement, I will submit that, using Valley Link's own statement, a bus connection between BART Dublin/Pleasanton and ACE Pleasonton appears to satisfy this requirement, and connecting these two stations by bus and not spending the $2,161-2,305 to build Valley Link to Livermore Southfront would be a

very substantially more cost-effective method to satisfy this requirement. (In fact, Wheels Route 53 currently operates every 30 minutes between these two rail stations and the bus trip requires about 14 minutes.)

d. The section noted above specifically discussed making this connection in the Tri-Valley, which ends at the eastern border of Livermore; this raises the question, is Valley Link legally authorized to construct rail and operate beyond the Tri-Valley?

3. There is a Measure BB TEP requirement:

> "**No Expenditures Outside of Alameda County:** Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County."

As discussed elsewhere, approximately 70% of projected Valley Link riders are not Alameda County residents and much of the expenditures proposed for Valley Link, including the extension to Mountain House, which is on the San Joaquin side of the Alameda County line, would appear to provide far more benefits to those outside Alameda County than to those who live, vote, pay taxes, and travel within their county of residence, Alameda, which calls into question if the proposed $400 million Valley Link expenditures are consistent with the above requirement.

The above are not intended as a complete list of the potential legal and other issues with ACTC's decision to allocate $400 million to Valley Link.

ALAMEDA COUNTY TRANSPORTATION COMMISSION
INDEPENDENT WATCHDOG COMMITTEE

A Presentation Regarding The

VALLEY LINK PROJECT

by

Damian Park & Thomas A. Rubin

January 15, 2026

(Updated November 13, 2025 Presentation Attached)

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Purpose of This Document

- At its November 15, 2025 meeting, the IWC received a presentation on Valley Link
- This document updates that presentation with major new developments
- This document will ***not*** be presented in total at the January 15, 2026 IWC meeting; it is intended that IWC members review it in advance of that meeting and, if appropriate, individual slides can be displayed for discussion
- At the pevious meeting, a number of questions and comments were made, but there was insufficient time for full discussion and response to questions; responses are provided in a separate document distributed in the Agenda Package for this meeting
- The November 15, 2025 presentation is attached at the end of this January 15, 2026 presentation, with some changes, including correction of an important math error regarding the cost per passenger of the former plan

2

2

THE BIG PICTURE

- Dublin/Pleasanton BART to Stockton in 3 phases
  - Phase 1A →Livermore, Phase 1B →Mountain House (20% to 34% short of funding)
  - Phase 2 →North Lathrop; Phase 3 →Stockton (100% short of funding)
- OK, so the money isn't entirely there, but they'll find it!
  - Maybe, but cost-cutting pressure will grow, affecting ideal routes and promised frequency
    - **Incredible Promise**: 15 min peak, 30 min off-peak service: 84 trains in each direction (if 5am-8pm)
      - ACE runs 8 **trains daily in rush hour only**
      - Amtrak CC runs 30 daily trains mostly in commute hours (but only 14 go the entire route)
      - Only Caltrain approaches this frequency, but with **10X the population**
- But traffic is so bad! People need alternatives!
  - **Driving will still be faster:** Despite the congestion, driving along I-580 to D/P BART will still typically be faster than parking at Mountain House and taking the train to D/P BART.
  - **It won't speed up I-580**: removing 4,384 people from I-580, not all of which were driving alone, out of 160,000 cars, and noting that drivers can adjust their schedules if the freeway gets faster, means that congestion impacts are likely small
- But for those that don't drive?
  - **Buses**: so much cheaper, more flexible, etc.
  - Consider that $$$ Valley Link displaces **more useful transit/roads elsewhere** 3

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UPDATED FINANCIAL PROJECTION

Phase 1(A+B), Phase 1A.1 & 1A.2

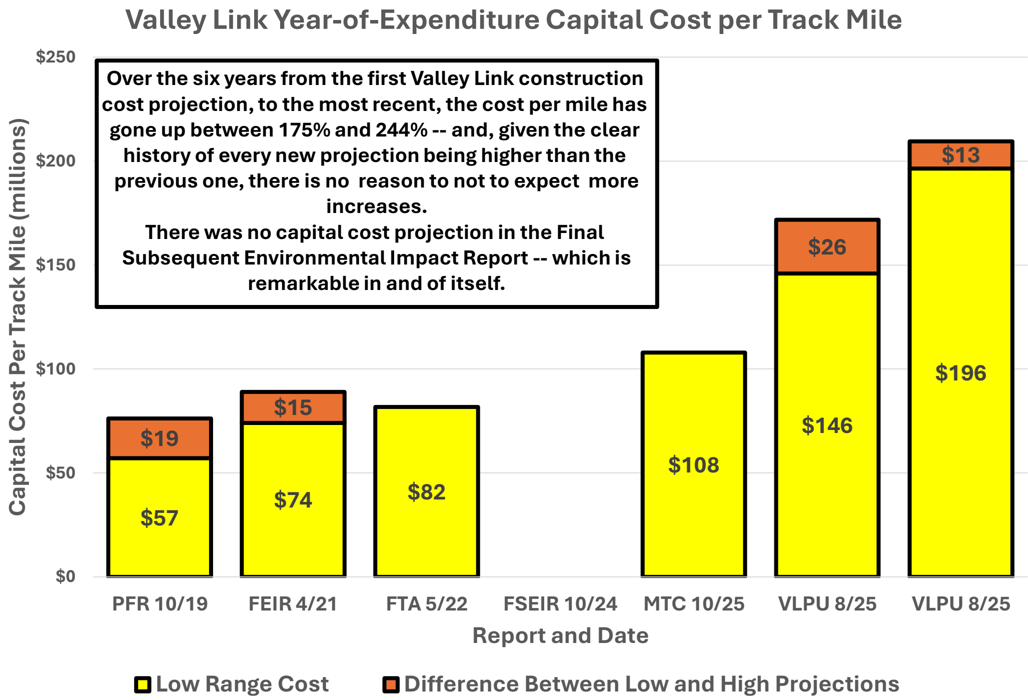
Phasing Alternatives		D/P to Mountain House *(10 vehicles)*	D/P to Vasco Direct ACE Connection *(6 vehicles)*	D/P to Southfront Bus ACE Connection *(5 vehicles)*
Total Project Cost ($M, YOE)		$3,794 - $4,465	$2,025 - $2,186	$2,161 - $2,305
FTA Share	**40%**	$1,518 - $1,786	$810 - $875	$928 - $990
	49.4%	$1,874 - $2,206	$1,000 - $1,080	$1,068 - $1,139
Existing Local Funding Match		$635	$635	$635
Additional Funding Need	**FTA @ 40%**	$1,641 - $2,044	$580 - $677	$598 - $680
	FTA @ 49.4%	$1,285 - $1,624	$390 - $471	$459 - $531
Ridership (Weekday, YR 2025/2045)		4,384/9,965	TBD	2,360/5,040

* Total project cost excludes rail vehicles planned as annualized lease

Source: Valley Link Progress Update to SJ Valley Legislative Caucus, slide 13

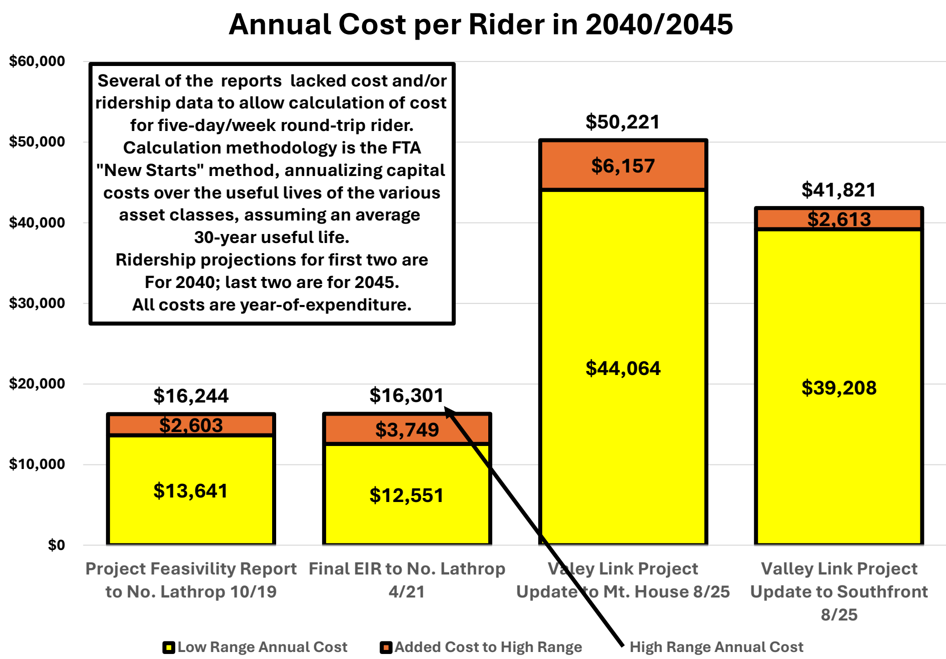
4

4


Valley Link Year-of-Expenditure Capital Cost per Track Mile
Over the six years from the first Valley Link construction cost projection, to the most recent, the cost per mile has gone up between 175% and 244% -- and, given the clear history of every new projection being higher than the previous one, there is no reason to not to expect more increases.
There was no capital cost projection in the Final Subsequent Environmental Impact Report -- which is remarkable in and of itself.
Capital Cost Per Track Mile (millions)
$250
$200
$150
$100
$50
$0
$19
$57
$15
$74
$82
$108
$26
$146
$13
$196
PFR 10/19
FEIR 4/21
FTA 5/22
FSEIR 10/24
MTC 10/25
VLPU 8/25
VLPU 8/25
Report and Date
Low Range Cost
Difference Between Low and High Projections

5

5


Annual Cost per Rider in 2040/2045
Several of the reports lacked cost and/or ridership data to allow calculation of cost for five-day/week round-trip rider.
Calculation methodology is the FTA "New Starts" method, annualizing capital costs over the useful lives of the various asset classes, assuming an average 30-year useful life.
Ridership projections for first two are For 2040; last two are for 2045.
All costs are year-of-expenditure.
$60,000
$50,000
$40,000
$30,000
$20,000
$10,000
$0
$16,244
$2,603
$13,641
$16,301
$3,749
$12,551
$50,221
$6,157
$44,064
$41,821
$2,613
$39,208
Project Feasivility Report to No. Lathrop 10/19
Final EIR to No. Lathrop 4/21
Valley Link Project Update to Mt. House 8/25
Valley Link Project Update to Southfront 8/25
Low Range Annual Cost
Added Cost to High Range
High Range Annual Cost

6

6

Major Change in Project Phasing

- Valley Link could fairly be called the "incredible shrinking rail construction project" – because hoped-for funding is not being realized:
  - Original plan: Operate the BART Dublin/Pleasanton Station from **Stockton**, ~52 miles
  - Alteration 1: Phase 1=D/P to **North Lathrop**, ~ 42 miles, ~10 miles from Stockton
  - Alteration 2: Phase 1=D/P to **Mountain House** at the Alameda/San Joaquin Line, ~22 miles, ~30 miles from Stockton
  - Alteration 3: Phase 1**A**=D/P to **Livermore**, ~ 11 miles , ~41 miles from Stockton (see maps next two slides)
- Even assuming that substantial (40-49.4%) Federal funding will be provided (which is very far from certain), there are still major gaps with no identified funding sources

(Track mileages are estimates and will vary by exact alignment.

For good reason, ACTC staff distributes PowerPoint™ documents as "pdfs;" the original PowerPoints™ have further details and source notes. Interested parties may contact me for them.)

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NEW PHASING AND ALIGNMENT

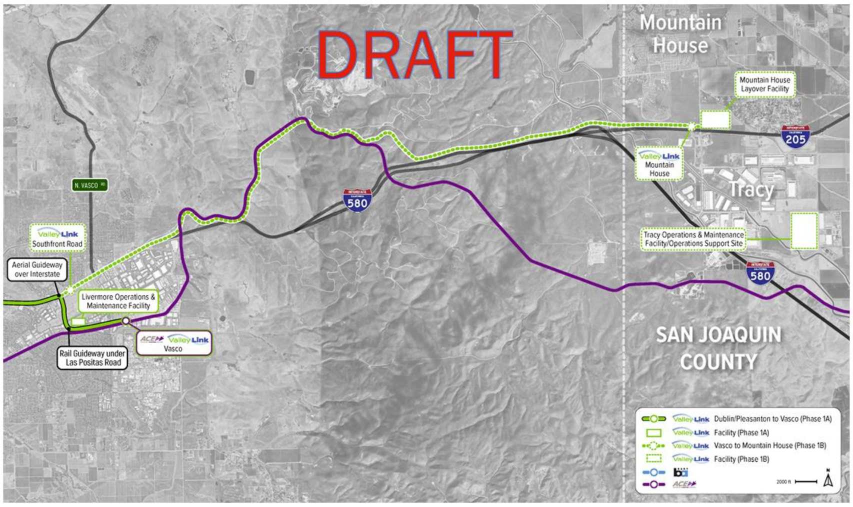
Source: Valley Link, Valley Link Progress Update to SJ Valley Legislative Caucus, August 26, 2025, slide 15, [5.C_-_Presentation_-_Valley_Link_Informational_Update.pdf]

- Phase 1A (above) would go from Dublin/ Pleasanton to the eastern Tri-Valley with two alternative eastern terminal stations:
  - Option1: connects with ACE at Vasco Road in Livermore
  - Option2: provides a bus connection from Southfront Road
  - Timing for Phase 1A is uncertain due to large funding gaps, funding for Phase 1B (next slide) has even larger gaps and timing is even more uncertain

8

8

Valley Link Phase 1B to Mountain House



Opportunities to Advance Phase 1B to Mountain House

- Support for additional local funding – New SJ County revenue initiative, land value capture, etc.
- Support for TOD planning – FTA grants, etc.
- Advance the Mountain House Regional Mobility Hub – BUILD grant application, other regional funding, etc.

9

Valley Link

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CONSEQUENCES OF NEW ALIGNMENT

- The enabling legislation for Valley Link was to provide a link between ACE and BART – which, amazingly, had been downplayed until the most recent changes
- The new alignment offers two ways of providing this link:
  - Phase 1A, option 1: brings Valley Link to the ACE Station at Vasco Road in Livermore with two right-angle changes of direction.
    - Interestingly, this would appear to be a terminus station with no plan to extend from Vasco Road east to Mountain House – and would create two eastern terminus stations after any further extension.
    - Question: if this option is selected for Phase 1A, would the leg to Vasco Road be abandoned if the line is extended to Mountain House?
  - Phase 1A, option 2: terminates at Southfront Road; this would provide a connection between ACE and BART via shuttle bus between Southfront and Dublin/Pleasanton
    - Requires at least four different transit modes: (1) ACE to (2) shuttle bus to (3) Valley Link to (4) BART, more with other transit connections at either or both ends. Transit riders dislike transferring and four (or more) vehicles on one linked trip is FAR above the national norm (~1.5/linked transit trip).
    - However, the extension to Mountain House would be a simple continuation of the same alignment

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WHERE WILL THE MONEY COME FROM?

- From the proceeding, best case (maximum Federal funding):
  - Building to Southfront: $459 million (21%) short on construction funding
  - Building to Vasco: $390 million (19%) short on construction funding
  - Building to Mountain House: $1,285 million (34%) short on construction funding
  - I have not been able to identify any existing funding sources that could be used for the operating subsidies that will likely be at least $30 million a year
- The Project Update lists potential sources of revenues:
  - New San Joaquin County revenue initiative
  - Land value capture
  - Support for Transit Oriented Development Planning, FTA grants
  - Advance Mountain House Regional Mobility Hub for BUILD and other grants
- Some of these would require new legislation and/or voter approval. However, given the dire state of government funding in California—particularly for transit—these proposals face an uphill battle.
- Others potential sources are small – maximum BUILD grant is $25 million (for planning)

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COST PER RIDER

Dublin/Pleasanton to Mountain House 2045		
	Low Capital Cost	High Capital Cost
Capital Cost	$3,794,000,000	$4,465,000,000
30-year Life Federal Annualization Factor	.04465	.04465
Annualized Capital Cost	169,400,000	199,400,000
Annual Operating Cost	45,000,000	45,000,000
Total Annualized Costs	214,400,000	244,400,000
Daily Ridership	9,965	9,965
Times: Daily to Annual Conversion Factor	250	250
Annual Ridership	2,491,250	2,491,250
Cost per Rider	$86.06	$98.10

Cost per rider: Spending $92 (splitting the difference) per rider is an extraordinarily high cost. For a round-trip, every working weekday commuter, that's over $50,000/year. Given the project's history of underestimated costs and overly optimistic ridership projections, even these high values could easily be exceeded.

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Many Questions Remain

- In fairness, for a variety of reasons, my ability to obtain information about the project from the proponents is limited. HOWEVER …
- On the updated cost projection from the Project Update above, there is a note, (capital) “Total project (capital) cost excludes rail vehicles planned as an operating lease.” This appears odd because:
  - While the project has major funding gaps for both capital and operating costs, it is generally much easier to find capital than operating money
  - The FTA has recently changed its procedures to specifically allow CAPITAL leases to be eligible for funding (FTA Circular 5010.1F, “Award Management Requirements,” November 1, 2024, Chapter 4, Section 3.o. Leases, page IV-41)
  - Without more information, I am wondering why any transit operator would want to enter into an operating lease for rail vehicles AND why any vehicle supplier would be willing to do so
- Where will the operating subsidies come from? No revenue source identified.

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Other Changes

- Phase IA will be operating primarily in the I-580 median between BART Dublin/Pleasanton Station and Livermore – including operating in a former Expressway lane that was partially paid for with ACTC Measure B funds
- While formerly the project sponsors were interested in hydrogen fuel cell powered vehicles and construction of a hydrogen fuel facility to provide “Green” hydrogen, the emphasis appears to be changing to battery electric vehicles
- The Metropolitan Transportation Commission (MTC)is currently well along into its quadrennial Plan Bay Area (PBA) update. In one of the components, the *Draft Transportation Project List Report*, October 2025, on page 32, it shows Valley Link between Dublin/Pleasanton with a capital cost of $3,054 million and operating costs of $679 million between 2036 and 2050. As we have seen above, the plan now appears to be opening in phases with a total capital cost of $3,794-4,465 million. The project sponsors should advise MTC to update the PBA documents for scope, timing, and costs.

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Costs Increase; Ridership Decreases

History of Valley Link Report Cost and Ridership Projections									
Report	Date	To	Miles	Year-of-Expenditure Capital Cost (millions)		Daily Riders (2040/ 2045)	Cost per Mile of Alignment (millions) and per Rider		
				Low	High		Low	High	Rider
Project Feasibility Report	10/19	North Lathrop	42	$2,400	$3,200	28,100	$43	$60	$68,000
DEIR & FEIR	D12/20	North Lathrop	42	$3,113	$3,736	31,710	$74	$89	$98,000
FTA Annual Funding RPT	5/22	Mountain House	22	$1,800	$1,800	N/A	$82	$82	N/A
DSEIR/FSEIR	D4/24	Mountain House	22	N/A	N/A	30,346	N/A	N/A	N/A
MTC Draft Trans Project List Report	2025	Mountain House	22	$4,375	$4,375	N/A	$108	$108	N/A
Valley Link Project Update	8/25	Mountain House	22	$3,794	$4,465	9,965	$146	$172	$381,000
Valley Link Project Update	8/25	Southfront Bus Facility	11	$2,161	$2,305	5,040	$196	$210	$429,000

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ALAMEDA COUNTY TRANSPORTATION COMMISSION INDEPENDENT WATCHDOG COMMITTEE

A Presentation Regarding The

VALLEY LINK PROJECT

by

Thomas A. Rubin

November 13, 2025

(Updated January 15, 2026)

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DISCLOSURE OF INTERESTS

- As the Vice President of the Alameda County Taxpayers' Association (ACTA), I am involved in the legal action, *Alameda County Taxpayers' Association v Tri-Valley San Joaquin Regional Rail Authority*
- Without getting into details, ACTA has serious disagreements with TVSJVRRA's actions in regard to the Valley Link project
- I had previously rendered a 65-page comment letter on the December 2020 Valley Link Draft Environmental Impact Report

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ACTC Position on IWC Responsibilities for Oversight of Valley Link Project

- ACTC Legal Counsel and Staff have informed the IWC that its role is limited to reviewing Measure B/BB expenditures after they have been incurred
- As the extensive work that has been done on Valley Link to date has been funded from MTC and State of California grants, and we have been informed that project sponsors do not intend to expend B/BB funds in the near future, that would mean that the IWC would have no role until the project is well into construction
- IWC disagrees with the ACTC position for the following reasons:
  - We disagree with ACTC's interpretation of the ballot measure language where the Alameda County electorate enabled Measure BB (ACTC refuses to fund independent legal counsel for IWC)
  - As a practical matter, the greatest opportunity to improve productivity of project expenditures and improve productivity is early in the project development process and, the later in the planning/design/construction process effective oversight applies, the smaller the opportunity for improvements; if oversight doesn't commence until construction begins, oversight is often limited to identifying fraud/waste/misuse after the money is out the door
  - In our opinion, delaying the onset of oversight severely limits the ability of IWC to fulfill its responsibilities to the voters, taxpayers, residents, and travelers of Alameda County 19

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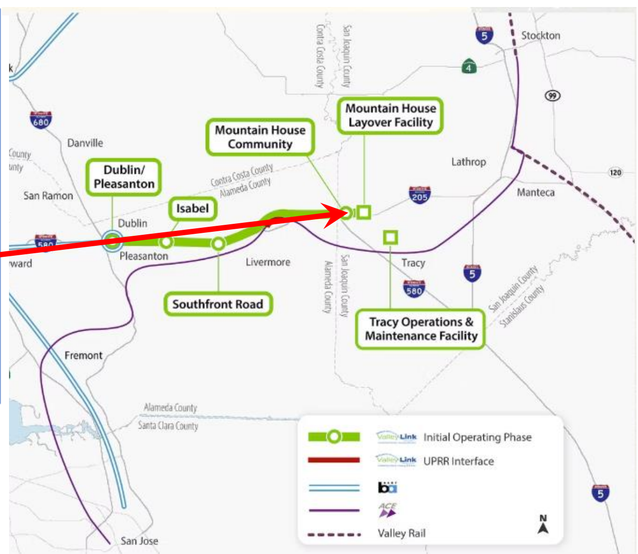
Valley Link, The Project

FEIR 4/30/21, Figure ES-1, p. 4-2

The plans for construction of Valley Link have shifted over time and are likely to continue to evolve. The Bay Area end has remained relatively constant as the BART Dublin/Pleasanton Station and the desired ultimate east terminus as Stockton, but the route, stations, and Phase I terminus have changed – primarily due to fiscal realities.

(Current) Locally Preferred Alternative



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Tri-Valley – San Joaquin Valley Regional Rail Authority

- **TVSJVRRA** is the joint powers agreement established under AB758 (2017, Eggman), Valley Link's enabling legislation, for planning, design, and construction of the project.
- **MEMBER AGENCIES** – The 15-member Board of Directors is comprised of representatives from the cities of Dublin, Lathrop, Livermore, Manteca, Pleasanton, Stockton, Tracy, Danville, San Ramon, and the Mountain House Community Services District; the counties of Alameda and San Joaquin; and the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART) and the San Joaquin Regional Rail Commission (SJRRC).
- **PROJECT PARTNERS** – Federal Transit Administration (FTA), California State Transportation Agency (CalSTA), Caltrans, Metropolitan Transportation Commission (MTC), San Joaquin Council of Governments and the Alameda County Transportation Commission are all project partners along with the Authority's 15 member agencies. The Authority is also working with private sector leadership including the Bay Area Council, San Joaquin Partnership, Innovation Tri-Valley and Chambers of Commerce throughout the project service area.

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HISTORY

- Original BART system promises – and disappointments
- BART to Dublin/Pleasanton after ACTC Measure B (11/86)
- BART to Livermore *study* after ACTC Measure B (11/00)
- ACTC Measure B1 (11/12)
- BART to Livermore funding in ACTC Measure BB (11/14)
- BART decision to not build to Livermore (5/18)
- Measure BB amendment to shift funds to Valley Link (9/20)

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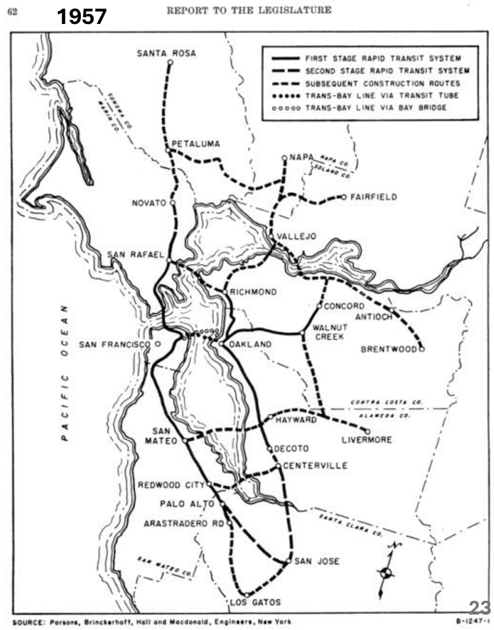
ORIGINAL BART SYSTEM PROMISES AND DISAPPOINTMENTS

- BART was formed in 1957 to build heavy rail in, originally, five counties, later reduced to three: Alameda, Contra Costa, San Francisco
- Original expectations (see map) were expansive and specified fast implementation
- The original four-line system disappointed a lot of people in areas where there was no immediate rail service, particularly those in eastern Alameda County, which was ~20 miles from the closest BART station
- The "we're paying the same tax but getting nothing out of it" was a common complaint among Tri-Valley voters and electeds for decades – and still is today



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BART TO DUBLIN/PLEASANTON

- Until 1997, all the Alameda County residents east of the Bay side hills got for their BART taxes was bus service – which was something, but resented – as they saw themselves being treated as second-class citizens
- Finally, with the formation of what we now know as the Alameda County Transportation Commission, by the passage of its first ½% sales tax, Measure B, at the 11/86 election, there was a commitment and funding to build BART to the western side of the Tri-Valley area (and there was funding for Altamont Commuter Express, which would provide some rail service further east)
- But BART service to Dublin/Pleasanton did not begin until May 1997 – almost 25 years after BART began service on the other side of the hills
- Complicating the timetable for the BART expansion to Livermore, Measure B had promised BART extensions to *both* Dublin/Pleasanton *and* Warm Springs. When Dublin/Pleasanton went way over budget, the Warm Springs extension was delayed and made the first priority for the *next* bond, which made BART to the eastern Tri-Valley a lower priority.

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BART TO LIVERMORE *STUDY* FUNDING

- As a result, in November 2000, when Measure B was put before the voters, there was funding (again) to *construct* BART to Warm Springs, but funding only to *plan* for BART to Livermore
- This was as far as ACTC and BART could commit at that time, given the requirement to satisfy other residents and politicians in other parts of the County, and the eastern Tri-Valley residents were somewhat pleased at finally seeing something of a commitment to serve them, but hardly satisfied – they still felt disrespected (the funding processes for BART extensions at this time were extremely complex; in fact, the eastern extensions to Dublin/ Pleasanton and Pittsburg/Antioch in Contra Costa County were partly funded by the *San Mateo County* taxpayers as their price for the BART SFO/Millbrae extension).

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ACTC MEASURE B1 (11/12)

- ACTC next went to the voters in November 2012 to get 2000's Measure B reauthorized (and increased) well before it was scheduled to end in 2022
- Measure B1 would have increased the sales tax by another ½% and made the full 1% "evergreen" (perpetual, not just for a specified term)
- BUT, while B1 did have funding for building BART south to the Warm Springs/South Freemont Station near the Santa Clara County Line, and the people-mover to Oakland Airport, and more funding for ACE, it only provided more planning money for BART to Livermore
- The election results were close, *very close* – but no cigar; 66.53% yes, against the Prop. 13 66.67% requirement – failed by 731 votes out of 527,403 cast
- Eastern Alameda County voters were the difference – only one precinct in Dublin, Livermore, and Pleasanton *combined* met or exceeded the required two-thirds majority

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BART TO LIVERMORE FUNDING IN ACTC MEASURE BB

- ACTC and the other sponsors of the next attempt, Measure BB in November 2014, learned from the 2012 Measure B1 failure
- BB included $400 million for construction of BART to Livermore, the largest funding allocated for any specified capital project, over 10% of the total capital project funding
- Also, the “evergreen” provision was dropped (commonly, term-certain taxes produce a 3-5% more positive vote than evergreens) for a 30-year term, longer than the previous 20-years for past ACTC sales tax measures
- The Independent Watchdog Committee was very prominently mentioned in the Transportation Expenditure Plan
- Measure BB passed comfortably with 70.76% approval; certainly not a landslide, but comfortable – more than 4% over the 66.67% requirement

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BUT BART DECIDED NOT TO BUILD TO LIVERMORE

- In May 2018, BART management presented its recommendation on transit service to the eastern part of Alameda County to the BART Board
- In what would have been a surprise a few years earlier, the BART planners recommended *against* building traditional BART rail to Livermore, instead favoring a system of bus lines in the eastern end of the Tri-Valley going to the BART Dublin/Pleasanton station
- The BART board, voting separately on the BART extension and the bus alternatives, turned down both … leaving the $400 million of Measure BB funding on the table
- **Nothing** attracts more attention from elected politicos than a large sum of already-approved tax/bond revenue without an approved spending plan

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ALAMEDA COUNTY SUPERVISOR SCOTT HAGGERTY

- Supervisor Haggerty was first elected to represent eastern Alameda County in1996 and served six four-year terms until he retired in early 2021
- He became one of the most accomplished, and powerful, Bay Area politicians of his era, particularly in regional matters – he chaired/led, among other local/regional government organizations:
  - Alameda County Board of Supervisors
  - Alameda County Transportation Commission
  - Association of Bay Area Governments
  - Bay Area Air Quality Management District
  - Livermore Amador Valley Transit Authority (Wheels)
  - Metropolitan Transportation Commission
  - Tri-Valley – San Joaquin Valley Regional Rail Authority
- He fought hard to get that $400 million for BART to Livermore for his constituency in 2014's Measure BB – and worked very hard to keep it for them

ACTC SHIFTED THE FUNDS TO VALLEY LINK

- Under the terms of Measure BB, only the ACTC Commission, after full public exposure and comment, could change the 2014 Transportation Expenditure Plan
- After that extensive public comment at ACTC and ACTC Committee meetings, the Commission voted at its September 2020 meeting to shift the $400 million originally allocated for BART to Livermore to Valley Link
- At its September 14, 2020 meeting, the ACTC Planning Policy and Legislative Committee considered the shift. Then-ACTC Vice-Chair John Bauters (later ACTC Chair), made a lengthy presentation recommending approval of this transfer, including the following statement:

  > "I will also just further note that if this amendment is approved, the Independent Watchdog Committee will review this project annually and so it will become part of the annual discussion and, Pat, I know, you are still listening. Pat is one of our Representatives on that Committee, so there will be an opportunity to keep an eye on how this project progresses."

- "Pat" referred to Pat Piras – to date, IWC has not received any such information

ACE AND VALLEY LINK

- After it became obvious that BART staff was having major questions about extending BART to Livermore, many local interested parties, led by Supervisor Haggerty, began looking for other passenger rail alternatives
- Back starting in the 1980's, organizations and individuals in Alameda, San Joaquin, and Santa Clara Counties began looking at transportation alternatives to bring commuters (and others) from the western Central Valley to jobs and other destinations in Alameda County and the Silicon Valley, finally settling on commuter rail from Stockton to San Jose
- In 1997, representatives from the three counties (including what is now ACTC) formed the Altamont Corridor (originally Commuter) Express (ACE) Joint Powers Authority to fund and operate commuter rail transit – which began service in 1998

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ACE AND VALLEY LINK II

- ACE was only operating two trains a day at the beginning, but the service was quite popular and demand quickly exceeded train capacity
- While ACE spent the period up to COVID doing what it could to expand service, there were multiple technical limitations to overcome due to the freight rail lines it was operating on, which limited both the frequency and length of trains. ACE was able to increase daily ridership from approximately 1,000 after its first year of service to over 6,000 by the 2019 reporting year (unfortunately, post-COVID, it shrunk to ~2,600 in 2024, ~3,200 in 2025)
- One perceived problem was the lack of an easy link from ACE to BART; the ACE closest ACE station closest to a BART station, Pleasanton, is about 3.8 miles from the BART Dublin/Pleasanton station by a non-direct route over non-heavy-duty streets
- This is important because it led directly to the legislative imperative for Valley Link in its enabling legislation

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VALLEY LINK ENABLING LEGISLATION

- AB758 (2017, Eggman), Public Utilities Code 132652:

  "The authority is hereby established for purposes of planning, developing, and delivering ***cost-effective*** and responsive transit connectivity, ***between BART's rapid transit system and the Altamont Corridor Express*** commuter rail service ***in the Tri-Valley*** region of California, that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with the project feasibility report adopted pursuant to Section 132661." (***emphasis*** added)
- Issues:
  - The current Valley Link plan has no link between ACE and BART
  - It is difficult to find *any* reference to cost-effectiveness in any Valley Link studies, let alone the cost-effectiveness of the ACE-BART connection (of course, there is *no* ACE-BART connection)
  - It is difficult to find any authorization in AB758 for the construction and operation for an entirely new commuter rail line, or for constructions or operations outside of the Tri-Valley
  - It is difficult to believe that bus service, or even an Oakland Airport-BART-style people mover, would not be a more cost-effective link between ACE and BART than Valley Link

THE ROLE OF ACTC IN VALLEY LINK

- ACTC had a major role in gaining the authorization, and providing funding, for Valley Link
- ACTC's Measure 2014 BB provided $400 million for BART to Livermore
- In 2020, ACTC transferred the $400 million to Valley Link
- ACTC retains responsibility for the statutorily-specified and cost-effective use of Measure BB funds for Valley Link
- As the transportation planning/funding agency for Alameda County, ACTC is responsible for proactive and cost-effective integrated transportation planning for the County, including Valley Link and its connections
- The IWC has responsibility for oversight of these funds

MEASURE BB IMPLEMENTATION GUIDELINES

- Measure BB TEP, pp. 37-39, "Restrictions on Funds:"
    14. **No Expenditures Outside of Alameda County:** Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.
- As all transportation systems are part of the national and even international transportation networks, it can be argued that just about any transportation improvement, anywhere, is "benefitting Alameda County" – however, unless the above very clear statement can be defined as satisfied by even *de minimus* benefits, the logical interpretation is that there must be a substantial benefit to Alameda County and its residents, taxpayers, and travelers compared to the benefits for non-Alameda County residents and institutions, compared to their financial and other contributions
- This makes the question, *will this occur with Valley Link as now constituted?* 35

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WHO BENEFITS?

- Phase I 's eastern terminus at Mountain House is just over the County line into San Joaquin County? What is the expected usage of:
    - Alameda County residents traveling east to Mountain House for jobs and other purposes? (Note: transit connections at Mountain House eastward are proposed to be modest)
    - Residents of San Joaquin and other Central Valley locations traveling west?
- How much would this ratio change even if Valley Link is extended to Stockton?
- Yes, there would be minor congestion benefits on the I-580 corridor, but …

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WHO BENEFITS? II

- As it turns out, according to the data in both the 2021 FEIR for the original Valley Link and the 2024 FSEIR to Mountain House, for both:
  - Under 30% of the riders would originate their trips in Alameda County (presumably, the vast majority of the <30% would be Alameda County residents)
  - Over 70% of the riders would originate their trips in San Joaquin County; presumably, very few, if any, of these would be Alameda County residents
  - The trips taken by non-Alameda County boarders on Valley Link, on average, would be considerably longer than those taken by Alameda County boarders
- A standard measure of cost-effectiveness (the AB758 metric for Valley Link) is cost per *new* transit rider. It is not possible to calculate this for the 2021 FEIR because it does not differentiate between those who formerly used transit and those who didn't, but the cost per (all) riders for 2040 was ~$25 per one-way trip
- Assuming daily round trips, 256 work days/year, that's $50/day, $250/week, >$21600+/month, >$12,800/year – and that's if there aren't cost overruns and if the anticipated ridership actually works out, both of which are far from certain
- No calculation can be done for the 2024 FSEIR because it has no cost data 37

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WHAT WILL VALLEY LINK COST?

- DEIR, 12/20, pp. ES-18/19:
  - Capital Costs: $2.335-2.919 Billion
  - Operating and Maintenance Costs:
    - 2028 (then-projected first year of operations): $10.283-34.504 Million
    - 2040: $55.344-85.581 Million
- Valley Link, Final Subsequent Environmental Impact Report, October 2024, does not contain any cost data (see next slide)
- FTA, *Annual Report on Funding Recommendations*, Fiscal Year 2025, Valley Link Project Phase 1(to Mountain House) (dated May 2022):
  - Capital Costs $1.8 Billion

(Valley Link does not appear in the FTA FY26 *Annual Report;* the FY26 list was far shorter than the FY25 list due to changes in Federal policy and procedures)

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Valley Link Costs from MTC Plan Bay Area 2025+

- All cost data are year-of-expenditure dollars

Capital Cost:	$8,000,000,000
Times: Annualized Capital Cost Factor:	.04465
Annualized Capital Cost:	357,200,000
Plus: Annual Operating Costs:	45,266,667
Total Annualized Costs:	402,466,667
Divided By: Annual Trips:	7,586,500
Cost Per (one-way) Trip:	$ 53.05

For weekday commuters, that's $106/day, $530/week, >$2,200/month, and >27,000/year.

(The original version of this slide had a math error and incorrectly showed a Cost Per Trip of $10.68.)

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WHO PAYS?

- To date, the Valley Link planning funding has been provided mainly by MTC through bridge toll funds and the State of California (no BB funds to date)
- The currently allocated construction funding is the Measure BB $400 million
- To date, there is ***NO*** construction funding from any San Joaquin County source – nor is there any known plan to place such a tax measure before the San Joaquin County electorate
- The hope is for substantial State and Federal funding to cover the huge funding gap:
  - However, the current DC climate makes any Federal funding for major California rail projects quite questionable – in fact, what is far more likely is claw-backs:
    - Federal Railroad Administration is working to recover/cancel >$4 billion for CaHSR
    - Other potential funding in progress, such as $5 billion for BART to San Jose, is at substantial risk
  - The State of California is in substantial fiscal distress and what funding is available for passenger rail is Cap-and-Trade allocated to California High Speed Rail

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OTHER POTENTIAL FUNDING SOURCES

- Other potential capital funding sources for Valley Link are questionable and likely to be relatively minor at best:
  - Transit-oriented development
  - Joint development
- Non-government operating funding sources are more likely and could be significant, but highly unlikely to cover all operating expenses
  - Transit fares – in 2019, ACE's last pre-COVID year, fares covered 56% of operating costs – but, in 2024, due to the on-going ridership loss, only 14% – and expenses increased 97% (non-inflation adjusted) over those five years
  - Other transit operating revenues – parking, advertising, station concessions, etc. – rarely exceed a few percent of operating costs, if that
- Therefore, drawing on the long history of national commuter rail and Bay Area transit, it is difficult to see any significant funding sources for Valley Link capital and net operating subsidies other than taxpayer subsidies

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TRANSPORTATION ALTERNATIVES

- While there is some consideration of transportation alternatives to Valley Link, they have given only minor attention to date and it is not at all difficult to find evidence that the consideration given was to show that they were **NOT** competitive
- One I have been personally pushing, both nationally and for the Valley Link service area, has been long-haul commuter express bus service on express lanes on the Bay Area freeway system:
  - This type of service is far less expensive than rail, particularly for capital expenditures; can be implemented in a fraction of the time; has high operating recovery ratios (in a few cases, fares actually covering operating expenses); and requires far less environmental clearance (sometimes none)
  - This type of transit, in this corridor, can potentially provide far superior connectivity to far more potential riders, potentially producing significantly higher transit utilization
  - It is also totally scalable, which significantly reduces risk, and the service – including route alignment – is easy to change, as opposed to rail, where there must be billions in the ground before there is the slightest factual indication of utilization

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TRANSPORTATION ALTERNATIVES II

- Of course, before there is consideration of the transit alternatives to Valley Link, there first must be a reevaluation of the need for any transit upgrade. Given the 57% reduction from ACE's pre-COVID ridership peak to 2024, and the overall national and Bay Area severe declines in transit ridership, the huge COVID shift to remote work, and the previous continuous population growth transferring to stagnation and even population loss, accompanied by job loss in California and the Bay Area, a complete start-over would appear to be reasonable
- The ridership projection methodology for the original environmental clearance process was non-standard due in large part to Valley Link crossing the border between two metropolitan planning organizations (MTC and the San Joaquin Council of Governments); many transportation planning professionals have commented on this

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TRANSPORTATION ALTERNATIVES III

- The other major alternative that is deserving of consideration is extension of the HOV/HOT/Express Lane/Managed Lane/transitway network
- ACTC was the prime sponsor of the I-580 Express Lanes in the Tri-Valley area, as well as the I-680 Express Lanes in cooperation with Contra Costa and Santa Clara Counties
- ACTC also has studied extending the I-580 Express Lanes over the Altamont Pass to the San Joaquin County line on its to do list – but this does not appear to be a high priority, particularly as it might compete with Valley Link for both funding and users
- San Joaquin COG has received State funding for the I-205 Managed Lanes Project (directly east from where I-580 turns southeast to join I-5)
- These provide great potential for expanding carpool, toll lanes, and transitways to significantly improve transit – and potentially be largely self-funding, particularly if these projects and transit are planned and coordinated together

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OTHER ISSUES

- TVSJVRRA is seriously studying using fuel cell propulsion and constructing a hydrogen-fuel generation facility for its own use and for external customers. While zero tailpipe emission can provide excellent public relations, and even some additional funding, a "rookie" agency taking on a relatively new technology along with all of the other things it is doing for the first time can be the "last straw" – and zero tailpipe emissions is not the same as zero emissions, even with solar or wind power
- I produced a long list of other issues as a support document for the motion approved at the last IWC meeting to place this report on the agenda for today's meeting; an undated version of that document is in the agenda package

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CONCLUSIONS

- It is not the place of the IWC to make recommendations on Valley Link, its continuation, or its termination – but it *is* our role to question
- I believe that this report clearly illustrates:
  - There are many unresolved technical issues that are not being addressed
  - The need for this project is questionable, particularly after the many COVID changes
  - It is unclear that, even assuming a need exists, that Valley Link is the best alternative
  - There is no current viable financial plan to move Valley Link to construction
  - Why are Alameda County taxpayers providing significant funding for a transportation project that is forecast *by its proponents* to provide most of its benefits to residents of areas outside of Alameda County that are providing no funding?
  - No other governmental unit appears to be concerned about these issues and spending continues while potentially superior projects are not studied or funded

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RECOMMENDATIONS

- I recommend that the IWC request that it be informed regarding our issues by TVSJVRRA, ACTC Staff, or other parties – and these also be presented to the Commissioners
- If such information is not forthcoming in a productive and timely way, I recommend that the IWC report to the Commission, the public, and press/media that we have strong concerns about the Valley Link project and how it is being managed

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HOLD-BACK SLIDES

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Every day until 9pm
5-Line Service Map

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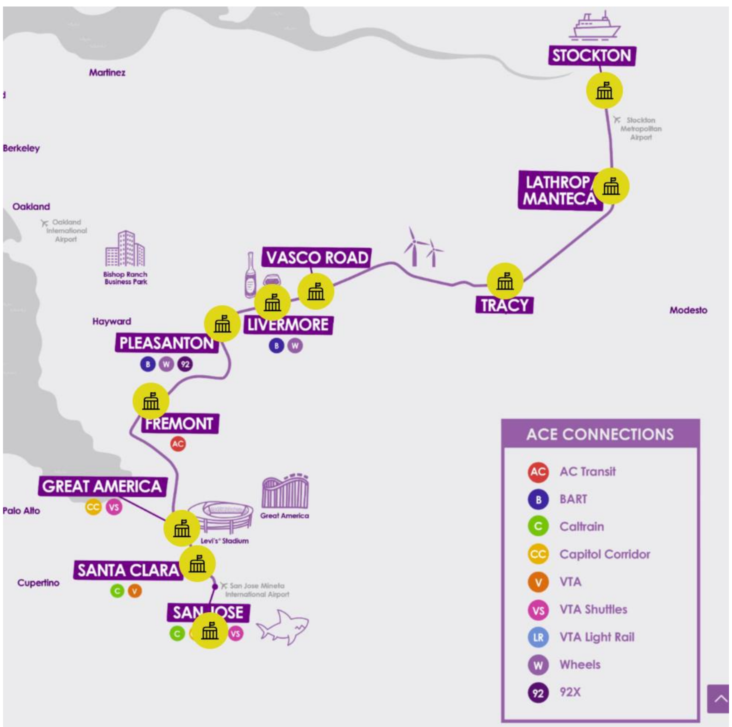

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WHO WILL RIDE?

Valley Link FEIR, 4/30/21, p. ES-16

Table ES-5. Valley Link Average Weekday Ridership – 2040 Full Project Implementation

	Average Weekday (2040 Full Runs)					
	Proposed Project			Southfront Road Station Alternative		
Station	**Boardings**	**Productions**	**Attractions**	**Boardings**	**Productions**	**Attractions**
Dublin/Pleasanton	15,160	692	29,627	16,051	750	31,351
Isabel Avenue	3,532	6,064	1,000	3,561	6,015	1,106
Southfront Road Station Alternative				1,926	3,372	479
Greenville Road	1,814	2,601	1,027			
Mountain House	1,392	2,784	0	1,460	2,920	0
Downtown Tracy	3,006	6,011	0	3,095	6,190	0
River Islands	2,100	4,200	0	2,108	4,216	0
North Lathrop	4,707	9,359	54	4,793	9,530	56
Total	**31,710**	**31,711**	**31,708**	**32,993**	**32,993**	**32,992**

- In the above, "Proposed Project," "productions" are the "home" end of the trip
  - For the three Alameda County stations, 9,357 "Productions" means that 29.5% of round-trip-equivalent travelers board at them; the majority of these are morning westbound
  - For the five San Joaquin County stations, 22,354 Productions" means that 70.1% of round-trip-equivalent travelers board there, almost all are westbound
  - Note the zero "Attractions" at Mountain House; at the time of the FEIS preparation, there was no – say again, **NO** – expectation of anyone travelling **TO** Mountain House

WHO WILL RIDE? II

Valley Link SEIR, 4/24, p. 2.31

Table 2-5: Valley Link Average Weekday Ridership—2040 IOS Implementation

Station	Boardings	Productions	Attractions
Dublin/Pleasanton	13,793	634	26,951
Isabel Avenue	3,316	4,191	2,440
Southfront Road	2,330	4,042	617
Mountain House Community	10,909	21,481	336
Total	**30,346**	**30,344**	**30,346**

- In the above, "Proposed Project," "productions" are the "home" end of the trip
  - For the three Alameda County stations, the 8,867 "Productions" means that 29.2% of round-trip-equivalent travelers board at the three Alameda County stations; <4% (336/8,867) of these are traveling to San Joaquin County
  - For the one San Joaquin County station, the 21,481 "Productions" means that 70.8% of round-trip-equivalent travelers board there
  - Note the low "Attractions" at Mountain House, only slightly over 1% of the total
- It is interesting that – according to the Valley Link proponents – the ridership from a four-station system to the Alameda-San Joaquin border would be 96% of an eight-station system deep into San Joaquin County (raises questions on validity of model)

COST PER BOARDING (10/20 DEIR)

Capital cost	
Low Range	\$2.335 Billion (DEIS p. ES-18)
High Range	2.919 Billion
Average	2.627 Billion
Times: FTA Annualization Factor	0446 (30-year life, 2% discount)
Annualized Capital Cost	117.2 million
Annual Operating Cost, 2040	85.6 million (DEIS p. ES-19)
Total Annualized Cost	202.8 million
Divided By 2040 Annual Ridership	
Daily Boardings	31,710 (DEIS, p. ES-16)
Daily:Annual Conversion Factor	x 250 ACE, 2019 NTD Profile
Annual Boardings	7.9275 million
Cost per Boarding	\$ 25.58 (2018 \$'s)

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