



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Independent Watchdog Committee

Monday, July 11, 2016, 5:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

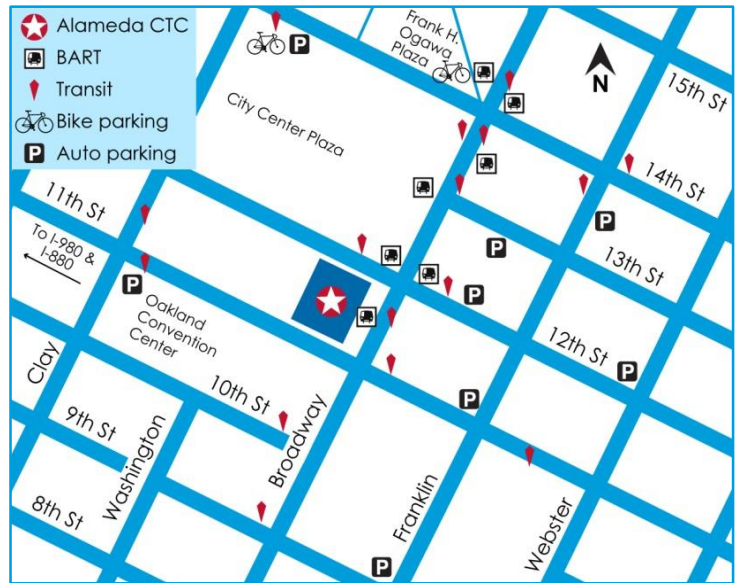
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Independent Watchdog Committee Meeting Agenda Monday, July 11, 2016, 5:30 p.m.

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www.AlamedaCTC.org

Chair: Murphy McCalley
Vice Chair: TBD
Staff Liaison: Patricia Reavey
Public Meeting Coordinator: Angie Ayers

5:30 – 5:35 p.m.
Murphy McCalley

1. Welcome and Call to Order

5:35 – 5:38 p.m.
Public

2. Public Comment

Page **A/I***

5:38 – 5:43 p.m.
IWC Members

3. IWC Photo for Annual Report

5:43 – 5:53 p.m.
Murphy McCalley

4. Presentation of IWC Annual Report

1 I

5:53 – 5:54 p.m.
Murphy McCalley

5. Open Public Hearing

I

5:54 – 5:57 p.m.
Public

6. Public Comment on Hearing of IWC Annual Report

I

5:57 – 5:58 p.m.
Murphy McCalley

7. Close Public Hearing on IWC Annual Report

I

5:58 – 6:00 p.m.
Murphy McCalley

8. Approval of IWC Annual Report

A

6:00 – 6:05 p.m.
Murphy McCalley

9. IWC Meeting Minutes

9.1. Approval of November 9, 2015 IWC
Meeting Minutes

9 A

9.2. Approval of March 14, 2016 IWC
Meeting Minutes

17 A

6:05 – 6:45 p.m.
IWC Members

10. Organizational Meeting

10.1. Election of Officers for FY2016-17 (Verbal)

A

10.2. Approval of Calendar/Work Plan for
FY2016-17/Meeting Time Discussion

25 A

10.3. Review of IWC Bylaws

27 I

6:45 – 7:00 p.m.
Independent
Auditor

11. Independent Auditor Work Plan (Verbal)

I

7:00 – 7:15 p.m. Murphy McCalley	12. Approval of IWC Annual Report Publication Methods and Costs, and Press Release		
	12.1. Proposed Publication Costs and Distribution – Handout at meeting		A
	12.2. Draft IWC Annual Report Press Release	37	I
7:15 – 7:20 p.m. IWC Members	13. IWC Member Reports/Issues Identification		
	13.1. Chair's Report Out on Meeting with the Independent Attorney (Verbal)		I
	13.2. IWC Issues Identification Process and Form	39	A/I
	13.3. Issues Discussion: Affordable Student Transit Pass Program - Crossing Guards	43	I
7:20 – 7:30 p.m. Staff	14. Staff Reports		
	14.1. Measure B and Measure BB Program Compliance Report Summary	47	I
	14.2. FY2016-17 IWC Proposed Budget	81	I
	14.3. IWC Projects and Programs Watchlist Next Steps (Verbal)		
	14.4. IWC Roster	83	I
7:30 p.m. Murphy McCalley	15. Adjournment		

Next meeting: November 14, 2016

All items on the agenda are subject to action and/or change by the committee.



14th Annual Independent Watchdog Committee Report to the Public FY2014-15

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Measure B and Measure BB Sales Tax Activities

IN NOVEMBER 2000, ALAMEDA COUNTY VOTERS APPROVED MEASURE B, which extended the County's half-cent transportation sales tax to 2022 and set forth a 20-year Expenditure Plan to enhance the County's transportation system. Measure B also established a Citizens Watchdog Committee (CWC) to review all Measure B expenditures for compliance with the Expenditure Plan.

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

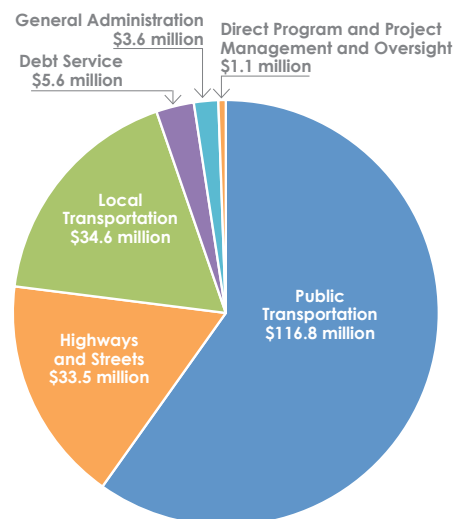
Measure BB established an Independent Watchdog Committee (IWC) that reports its findings annually to the public to ensure appropriate use of sales tax funds and provides oversight by reviewing all Measure B expenditures and Measure BB expenditures and performance measures. This 14th annual report covers expenditures and IWC activities during the fiscal year ended June 30, 2015 (FY2014-15). The IWC replaced and assumed responsibility for the CWC in July 2015.

The IWC concludes that 2000 Measure B and 2014 Measure BB tax dollars were spent during FY2014-15 in accordance with the intent of the two measures. However, opportunities for improvement remain.

Summary of Expenditures

The Alameda County Transportation Commission (Alameda CTC) is responsible for administering the Measure B and Measure BB transportation sales tax measures. In FY2014-15, Measure B revenues totaled \$132.5 million, and audited expenditures totaled \$195.2 million, which includes the expenditure of sales tax revenues received in prior years, for various transportation modes, oversight and administration. Measure BB revenues totaled \$27.7 million, and audited expenditures totaled \$14.8 million in FY2014-15.¹

¹ Collection of Measure BB sale taxes began April 1, 2015.



Financials At-a-Glance

ALAMEDA CTC AUDITED EXPENDITURES INCLUDE

general administration, direct program and project management and oversight expenditures, discretionary grant fund expenditures, project expenditures and direct local distributions (DLDs) to jurisdictions. DLDs fund four main programs: local streets and roads, mass transit, paratransit and bicycle and pedestrian safety.

In FY2014-15, audited expenditures on Measure B programs, projects and administration totaled \$195.2 million. Alameda CTC expended \$110.8 million on capital projects, \$69.5 million on DLDs, \$5.6 million on debt service, \$4.6 million on grants, \$3.6 million on general administration and \$1.1 million on direct program and project management and oversight. The revenues available for projects and programs, allocated at a rate of approximately 60 percent to programs and 40 percent to projects in the Measure B Expenditure Plan, will be used over the life of the program to ultimately achieve the percentage split indicated in the Expenditure Plan.

Alameda CTC issued \$137.1 million of Measure B Sales Tax Revenue Bonds in March 2014 to bridge a short-term funding gap that existed while many large capital projects in the Expenditure Plan were closed out. The bonds incurred \$5.6 million of costs related

to debt service in FY2014-15 and mature in March 2022. Alameda CTC's Audited Financial Statement for FY2014-15 is available here: http://www.alamedactc.org/files/managed/Document/17697/Alameda_CTC_2014-15_CAFR.pdf.

Alameda CTC FY2014-15 Audited Measure B Expenditures¹

(\$ in millions rounded) ²	
Public Transit	\$116.8
Direct Local Distributions - Transit Service	\$26.2
Direct Local Distributions - Paratransit	11.1
Paratransit Grants	1.2
Express Bus Service Grants	1.1
Public Transit Capital Projects	77.2
Highways and Streets Capital Projects	33.5
Local Transportation	34.6
Direct Local Distributions - Local Streets and Roads	27.6
Direct Local Distributions - Bicycle and Pedestrian	4.6
Bicycle and Pedestrian Grants	2.3
Transit Oriented Development Grants	-
Local Transportation Capital Projects	0.1
General Administration	3.6
Direct Program and Project Management and Oversight	1.1
Debt Service	5.6

Notes:

Total: \$195.2

¹ In accordance with the 2000 Measure B Expenditure Plan, Alameda CTC allocates funds for specific capital projects and grants (paid on a reimbursement basis), and distributes funds for local streets and roads, mass transit, paratransit and bicycle and pedestrian safety on a monthly, formulaic basis to the cities, the County and transit operators.

² Expenditure amounts may vary by category due to rounding.

Measure BB Revenues and Expenditures

Collections of the new Measure BB sales tax began in April 2015; therefore, FY2014-15 included only three months of revenue collections for the period of April 1 through June 30 in the amount of \$27.7 million. Audited expenditures on Measure BB projects, programs, and administration totaled \$14.8 million. Alameda CTC expended \$13.5 million on DLDs and \$1.3 million on general administration. The revenues available for projects and programs, allocated at a rate of approximately 65 percent to programs and 35 percent to projects in the Measure BB Expenditure Plan, will be used over the life of the program to ultimately achieve the percentage split indicated in the Expenditure Plan.

FY2014-15 Measure B Direct Local Distributions (DLDs) for All Programs¹

Measure B and Measure BB recipients are required to provide audited financial statements and compliance reports to document revenues and expenditures. Program compliance reports submitted by Measure B DLD fund recipients reported \$71.0 million in expenditures, which includes expenditures of Measure B fund balances from previous years. Measure BB DLD fund recipients reported only \$1.0 million in accrued expenditures,² since the agencies did not receive any Measure BB DLD funds until after the end of the fiscal year.



Agency/Jurisdiction	Programs	14-15 Starting Balance ³	14-15 Revenue	14-15 Interest	14-15 Expended	14-15 Ending Balance
ACE	P, T	\$2,168,441	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303
AC Transit	P	\$3,064,267	\$26,446,452	\$0	\$22,936,770	\$6,573,949
BART	P, T	\$0	\$1,838,787	\$0	\$1,838,787	\$0
LAVTA	T	\$0	\$1,009,539	\$0	\$1,009,539	\$0
WETA	B, L	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655
ACPWA	T	\$2,256,162	\$3,148,065	\$18,262	\$3,083,383	\$2,339,106
City of Alameda	B, L, P	\$2,755,714	\$2,087,429	\$11,009	\$1,784,718	\$3,069,434
City of Albany	B, L, P	\$129,178	\$474,686	\$144	\$225,366	\$378,642
City of Berkeley	B, L, P	\$2,562,624	\$3,400,115	\$1,886	\$4,018,190	\$1,946,435
City of Dublin	B, L	\$869,099	\$545,626	\$6,425	\$752,945	\$668,205
City of Emeryville	B, L, P	\$416,800	\$326,816	\$2,542	\$73,877	\$672,281
City of Fremont	B, L, P	\$3,284,761	\$3,703,121	\$10,516	\$4,797,741	\$2,200,657
City of Hayward	B, L, P	\$2,040,253	\$3,445,636	\$7,169	\$3,885,068	\$1,607,990
City of Livermore	B, L	\$1,930,332	\$1,194,122	\$6,998	\$1,905,080	\$1,226,372
City of Newark	B, L, P	\$475,201	\$758,605	\$998	\$628,243	\$606,561
City of Oakland	B, L, P	\$11,447,976	\$12,547,359	\$33,218	\$12,956,161	\$11,072,392
City of Piedmont	B, L	\$393,762	\$426,636	\$327	\$705,141	\$115,585
City of Pleasanton	B, L, P	\$1,686,098	\$1,103,473	\$14,407	\$1,273,201	\$1,530,777
City of San Leandro	B, L, P	\$3,420,388	\$1,852,294	\$12,552	\$1,938,335	\$3,346,899
City of Union City	B, L, P, T	\$1,142,339	\$1,628,429	\$5,000	\$2,473,651	\$302,117

Key

ACE = Altamont Commuter Express

ACPWA = Alameda County Public Works Agency

AC Transit = Alameda-Contra Costa Transit District

B = Bicycle and Pedestrian Safety Program

BART = San Francisco Bay Area Rapid Transit District

L = Local Streets and Roads Program

LAVTA = Livermore Amador Valley Transit Authority

P = Paratransit Program

T = Transit Service Program

WETA = San Francisco Bay Area Water Emergency Transportation Authority

Notes:¹ The table reflects total Measure B funds reported by agencies/jurisdictions.² Measures BB expenditures are not included in the table on this page.³ Revenue and expenditure figures may vary slightly due to rounding.

Independent Watchdog Committee Activities

THE INDEPENDENT WATCHDOG COMMITTEE (IWC)

reports directly to the public and provides oversight by reviewing all Alameda CTC Measure B expenditures and Measure BB expenditures and performance measures. The IWC meets four times a year as a full committee and convenes subcommittees as needed. IWC members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

IWC members performed the following general activities from July 1, 2014, through June 30, 2015.

- **Audit and Compliance Report Review:** The IWC reviews Measure B and Measure BB direct local distribution recipients' audited financial statements and compliance reports to ensure proper agency expenditures that comply with the applicable Expenditure Plan. For example, see the most recent questions raised regarding audited financial statements and compliance reports at http://www.alamedactc.org/app_pages/view/4135.
- **Annual Report to the Public:** Each year, the IWC establishes a subcommittee to develop the annual report to the public and discuss distribution and outreach for the report.
- **Issues Identification Process:** IWC members may request and receive information if they have concerns about Measure B and Measure BB expenditures. They also review issues identified by the public and receive agency responses



IWC Members

Name	Appointer
Murphy McCalley, Chair*	Supervisor Nate Miley, District 4
Miriam Hawley, Vice Chair	League of Women Voters
Cheryl Brown*	Alameda Labor Council AFL-CIO
Oscar Dominguez**	East Bay Economic Development Alliance
Cynthia Dorsey	Alameda County Mayors' Conference, District 5
Herb Hastings*	Paratransit Advisory and Planning Committee
Steven Jones	Alameda County Mayors' Conference, District 1
Brian Lester	Supervisor Scott Haggerty, District 1
Jo Ann Lew	Alameda County Mayors' Conference, District 2
Glenn Naté*	Supervisor Richard Valle, District 2
Patrishia Piras*	Sierra Club
Barbara Price**	Alameda County Taxpayers Association
Harriette Saunders	Alameda County Mayors' Conference, District 3
Robert A. Tucknott	Alameda County Mayors' Conference, District 4
Hale Zukas	Supervisor Keith Carson, District 5
Vacancy	Supervisor Wilma Chan, District 3
Vacancy	Bike East Bay

* Members who joined the committee during this reporting period.

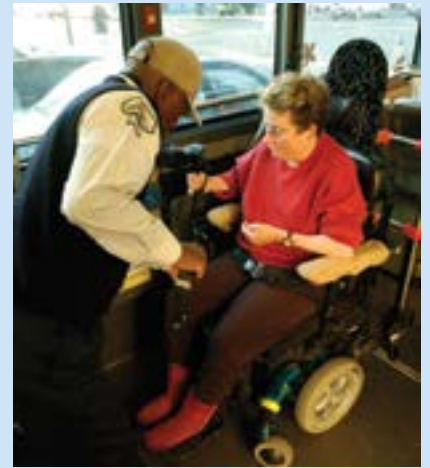
** Members who joined the committee after the reporting period.

Transportation Programs and Projects

The transportation programs and projects that Measure B and Measure BB fund throughout Alameda County are intended to provide better mobility and traffic relief, keep fares affordable, improve air quality and create jobs.

Alameda CTC allocates approximately 60 percent of Measure B and 65 percent of Measure BB funds on a monthly basis to programs by formula¹ and through competitive grants paid on a reimbursement basis to Alameda County, cities and transit agencies.

Alameda CTC allocates approximately 40 percent of Measure B and 35 percent of Measure BB funds to capital projects.



Measure B and Measure BB funded Programs

In FY2014-15, Alameda CTC expended \$74.1 million in Measure B funds and \$13.5 million in Measure BB on programs.

Local streets and roads: All cities and the County receive allocations for local transportation improvements, including street maintenance and repairs. Jurisdictions use these flexible Measure B and Measure BB funds to meet their locally determined transportation priorities.

- Payments to jurisdictions:
Measure B - \$27.6 million
Measure BB - \$5.0 million
- **Total: Measure B - \$27.6 million**
Measure BB - \$5.0 million

Mass transit: Transit systems (Altamont Commuter Express, Alameda-Contra Costa Transit District, Union City Transit, San Francisco Bay Area Water Emergency Transportation Authority

and Livermore Amador Valley Transit Authority) receive allocations for operations.

- Payments to local transit operators: Measure B - \$26.2 million
Measure BB - \$5.4 million
- Grants: Measure B \$1.2 million
- **Total: Measure B - \$27.4 million**
Measure BB - \$5.4 million

Special transportation for seniors and people with disabilities (paratransit): Funds are allocated to support paratransit under the Americans with Disabilities Act (ADA) and other transportation programs for seniors and people with disabilities.

- Payments to local jurisdictions:
Measure B - \$11.1 million
Measure BB - \$2.3 million
- Grants: Measure B - \$1.1 million
- **Total: Measure B - \$12.2 million**
Measure BB - \$2.3 million

Bicycle and pedestrian safety funds: All cities and the County

receive these funds for bicycle and pedestrian plans, programs and capital projects.

- Payments to local jurisdictions:
Measure B - \$4.6 million
Measure BB - \$0.8 million
- Grants: Measure B \$2.3 million
- **Total: Measure B - \$6.9 million**
Measure BB - \$0.8 million

Notes:

¹ The 2000 Measure B Expenditure Plan includes the following program allocations: local streets and roads (22.34%), mass transit (21.92%), special transportation for seniors and people with disabilities (10.45%), bicycle and pedestrian safety (5%) and transit center development (0.19%).

For FY2014-15, the 2014 Measure BB Expenditure Plan included the following program allocations: local streets and roads (20.00%), mass transit (23.81%), special transportation for seniors and people with disabilities (10.01%), bicycle and pedestrian safety (5.02%), affordable student transit pass (0.19%), community development investments (4.00%), freight and economic development (1.00%) and technology, innovation and development (1.00%).

See the FY14-15 Program Compliance Report for data on expenditures by Measure B fund recipients ([update link](#)).

Measure B and Measure BB funded Projects

In FY2014-15, Alameda CTC expended \$110.8 million of 2000 Measure B funds on capital projects for transportation infrastructure improvements, such as BART rail extensions, highway and transit improvements, local street and road enhancements, intermodal projects and other local projects.

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

FY2014-15 Active Projects

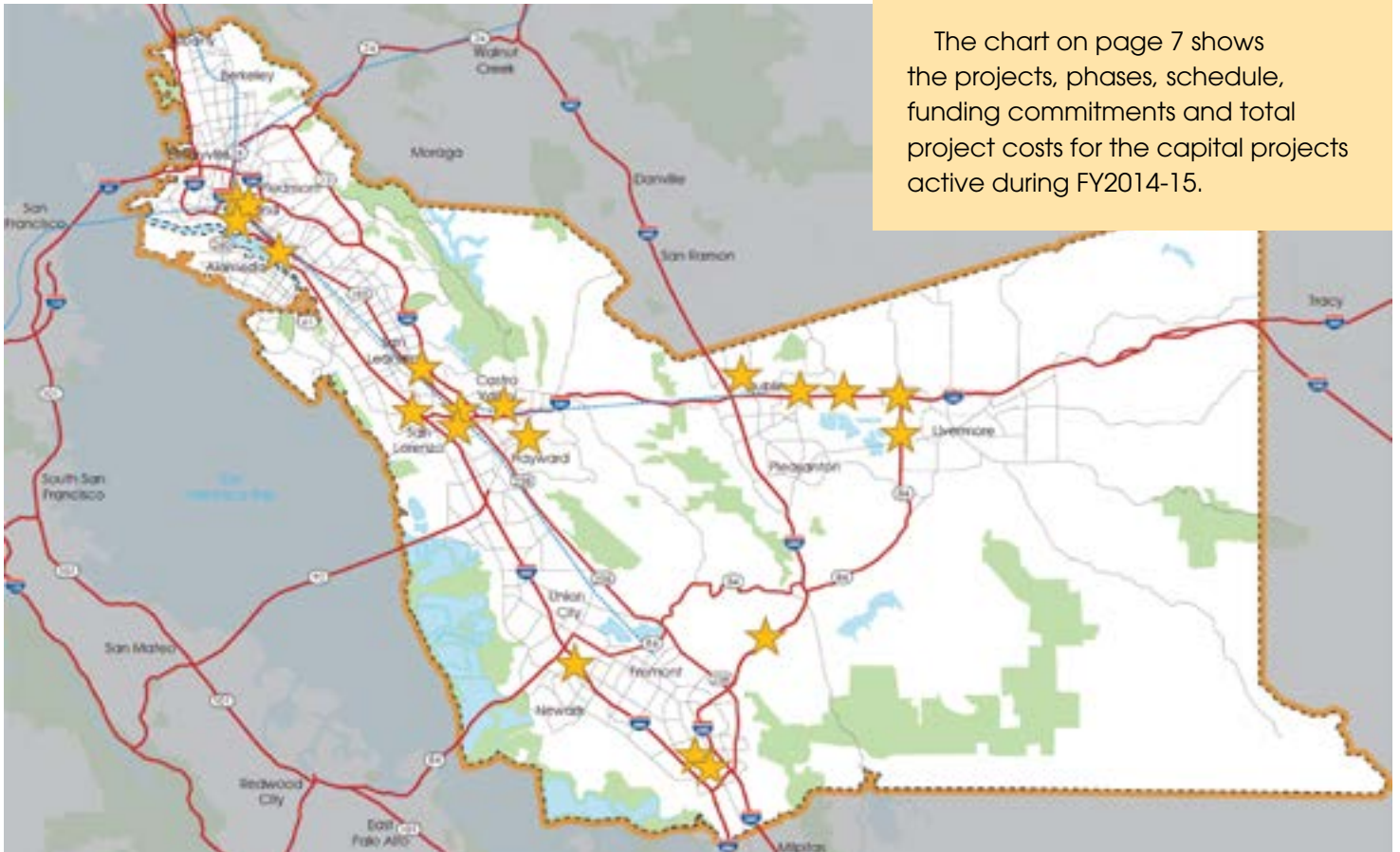
(Funding status as of March 2016)

Alameda CTC's capital projects include 21 active 2000 Measure B and no active 2014 Measure BB capital projects in FY2014-15.

Since the 2000 Measure B passed, approximately 97 percent of the projects have been delivered.

In March 2016, Alameda CTC allocated Measure BB funding to 20 projects in its Capital Project Delivery Plan, which will be included in next year's IWC Annual Report.

The chart on page 7 shows the projects, phases, schedule, funding commitments and total project costs for the capital projects active during FY2014-15.



The map above highlights the location of Measure B capital projects active in FY2014-15, except projects 1 and 27 which are at various locations (see the chart on the next page).

FY2014-15 Active Projects

Current Phase ¹	2000 Measure B Project Number & Project Name	County Area ²	Construction Schedule ³		Project Funding Sources ⁴ (\$ million)							Total Project Funding	FY14-15 MB Expenditures
			Begin	End	2000 Measure B	2014 Measure BB	Federal	State	Regional	Local	Other		
Project Closeout	3 BART Oakland Airport Connector	N	Sept 2010	Nov 2014	89.1	0.0	25.0	78.9	146.2	145.0	0.0	484.1	0.0
Project Closeout	12 I-580/Castro Valley Interchanges Improvements	C	Jun 2008	Jun 2011	11.5	0.0	1.9	4.8	0.0	15.0	0.0	33.2	2.7
Project Closeout	13 Lewelling Avenue/E. Lewelling Boulevard Widening ⁵	C	July 2009	Oct 2012	13.1	0.0	0.0	4.3	0.0	13.8	0.6	31.8	-1.1
Project Closeout	21 I-238 Widening	C	Oct 2006	Oct 2009	88.8	0.0	18.3	23.1	0.0	0.0	0.0	130.2	0.5
Project Closeout	23 Isabel Avenue - Route 84/I-580 Interchange	E	Jan 2009	Mar 2012	25.1	0.0	11.3	44.4	0.0	32.4	0.0	113.2	1.9
Various	01 Altamont Commuter Express Rail	S/E	Various	Various	13.2	0.0	123.1	155.3	0.0	182.6	0.0	474.2	0.7
Various	08 I-680 Sunol Express Lanes Improvements ⁶	S/E	Various	Various	35.2	40.0	29.9	28.9	0.0	8.0	0.0	244.5	-0.4
Various	27 Emerging Projects (Congestion Relief Emergency Fund)	N/E	Various	Various	11.0	5.0	18.0	240.9	13.5	32.0	0.0	320.3	0.3
Construction	02 BART Warm Springs Extension	S	Sep 2009	June 2016	224.5	0.0	0.0	236.4	297.0	19.1	0.0	777.0	58.6
Construction	04 Downtown Oakland Streetscape Improvement	N	Sep 2007	June 2017	6.4	0.0	0.0	0.4	0.0	2.4	0.3	9.5	0.7
Construction	07 San Pablo/Telegraph Avenue Corridor Transit Improvements	N	Nov 2014	Nov 2017	24.5	10.0	81.5	13.7	60.6	0.3	5.2	195.7	1.7
Construction	14 I-580 Auxiliary Lanes	E	Various	Various	16.6	0.0	6.7	140.8	20.3	2.6	6.9	193.8	1.4
Construction	15 Route 92/Clawiter - Whitesell Interchange and Reliever Route	C	Mar 2015	Oct 2016	27.0	0.0	0.0	0.0	0.0	3.4	0.0	30.4	9.1
Construction	18 Westgate Parkway Extension	C	Various	Various	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.1
Construction	24 Route 84 Expressway	E	Various	Various	96.5	10.0	0.0	26.1	0.0	10.0	3.5	146.1	17.7
Design	09 Iron Horse Transit Route	E	July 2016	Jun 2018	6.3	0.0	0.0	0.0	0.0	6.0	0.0	12.3	0.0
Design	19 East 14th St/ Hesperian Blvd/ 150th St Intersection Improvement	C	Aug 2020	Feb 2021	3.2	0.0	0.0	0.0	0.0	1.3	0.0	4.5	0.2
Environmental	10 I-880/Broadway-Jackson Interchange Improvements (Study Only)	N	TBD	TBD	8.1	75.0	0.0	0.0	0.0	2.5	0.0	85.6	0.1
Environmental	25 Dumbarton Corridor Improvements	S	TBD	TBD	19.4	0.0	0.0	0.0	0.0	0.6	3.6	23.6	0.0
Environmental	26 I-580 Corridor/BART to Livermore Studies	E	TBD	TBD	39.7	0.0	8.5	5.8	123.7	11.0	1.7	190.3	15.5
Scoping	22 I-680/I-880 Cross Connector Studies (Study Only)	S	N/A	N/A	1.2	0.0	0.0	1.0	0.0	0.3	0.0	2.5	0.0

Notes:

¹ The Current Phase is based on a status date effective December 31, 2015. The funding status is as of March 2016. The Project Closeout phase indicates construction is complete, and the project financial closeout is underway.

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

³ Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date. End Construction date for BART capital projects is the point at which transit/revenue service will begin.

⁴ The funding amounts shown are subject to change based on programming and allocation activities by the applicable governing agency.

⁵ Negative expenditure reflects reversal of prior year accrual for reimbursement request not approved under sponsor agreement.

⁶ Negative expenditure from reclassification of prior year expenditure to leverage availability of external fund source.

More information about complete projects is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/460



IWC Findings for FY2014-15

The Independent Watchdog Committee's role is to review Measure B and Measure BB expenditures and determine if funding was spent appropriately. The IWC does not opine on other funds the agency manages and/or programs, or the effectiveness of the transportation projects and programs.

The IWC concludes that 2000 Measure B and 2014 Measure BB tax dollars were spent during FY2014-15 in accordance with the intent of the two measures. However, opportunities for improvement remain.



Photo by Bike East Bay on Twitter



How to Get Involved

The Independent Watchdog Committee invites you to attend meetings. Inquire about vacancies on other Alameda CTC advisory committees: the Bicycle and Pedestrian Advisory Committee (BPAC) and the Paratransit Advisory and Planning Committee (PAPCO).

Further Information

The complete 2000 Measure B Expenditure Plan, the 2014 Measure BB Expenditure Plan, this report, agency compliance audits and reports and Comprehensive Annual Financial Reports are available at www.AlamedaCTC.org. Copies of these publications are also available at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607. You can reach Alameda CTC at 510.208.7400. Contact your local jurisdiction for information on Measure B or Measure BB funded projects and programs or visit http://www.alamedactc.org/app_pages/view/8072. For more information, email the IWC at IndependentWatchdog@alamedactc.org.





Independent Watchdog Committee Meeting Minutes Monday, November 9, 2015, 6:30 p.m.

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Call to Order

Independent Watchdog Committee (IWC) Vice Chair Deborah Taylor called the meeting to order at 6:30 p.m. The meeting began with introductions, and the vice chair confirmed a quorum. All IWC members were present, except the following: Cheryl Brown, Cynthia Dorsey, Brian Lester, and Robert Tucknott. Deborah welcomed new member Barbara Price.

Cynthia Dorsey arrived after agenda item 3.1. Cheryl Brown arrived during agenda item 4.

Deborah Taylor was excused after the action was taken for agenda item 5.

2. Public Comment

There were no public comments.

3. CWC Meeting Minutes

3.1. Approval of July 13, 2015 IWC Regular Meeting Minutes

Harriette Saunders moved to approve the July 13, 2015 minutes. Jo Ann Lew seconded the motion. The motion passed with the following votes:

Yes: Hastings, Hawley, Lew, Nate, Saunders, Taylor
No: McCalley, Piras, Zukas
Abstain: Jones, Price
Absent: Brown, Dorsey, Lester, Tucknott

Public comment: Jason Bezis made a comment regarding the July 13, 2015 minutes not acknowledging the details of his public comments.

3.2. Approval of August 10, 2015 IWC Special Meeting Minutes

Herb Hastings moved to approve the August 10, 2015 minutes. Jo Ann Lew seconded the motion. The motion passed with the following votes:

Yes: Dorsey, Hastings, Hawley, Lew, Nate, Saunders, Taylor
No: McCalley, Piras, Zukas
Abstain: Jones, Price
Absent: Brown, Lester, Tucknott

3.3. Approval of August 17, 2015 Special Meeting Minutes

Miriam Hawley moved to approve the August 17, 2015 minutes. Jo Ann Lew seconded the motion. Per the Chair, the motion did not pass with the following votes:

Yes: Hawley, Jones, Lew, Nate, Saunders, Taylor
No: McCalley, Piras, Zukas
Abstain: Dorsey, Hastings, Price
Absent: Brown, Lester, Tucknott

Murphy McCalley changed his vote and the vote was taken again and passed with the following votes:

Yes: Hawley, Lew, McCalley, Nate, Saunders, Taylor, Jones
No: Piras, Zukas
Abstain: Dorsey, Hastings, Price
Absent: Brown, Lester, Tucknott

4. Chair and Vice Chair Report

Deborah Taylor presented this agenda item. She discussed the issue the IWC received during the public comment agenda item from a member of the public at the July 13, 2015 meeting to investigate all expenditures of Measure B sales tax dollars and to see if any were spent on the Measure BB campaign. She reiterated the steps the committee has taken to date and informed the member of the public that the committee did not take action to initiate an independent review of the issue originally presented at the January 12, 2015 meeting.

Deborah requested the IWC adopt a motion to create a process to address issues of concern brought to the IWC from members of the public. Alameda CTC staff noted that a process is already in place, and staff will make updates to the current issues identification process to ensure that issues of concern from members of the public are explicitly spelled out.

Bylaws: Deborah Taylor explained the occurrences that took place regarding the IWC bylaws during August and September 2015. She noted that the Finance and Administration Committee adopted the bylaws at the September 14, 2015 meeting, and the full Commission adopted the bylaws at the September 24, 2015 meeting after she and Murphy McCalley had the opportunity to discuss IWC comments with the Alameda CTC Chair. The IWC discussed the final bylaws going before the Commission without being presented to the IWC beforehand. The IWC would have preferred having input prior to the Commission approval. Members also discussed a six-month review of the bylaws as part of the Commission approval process.

Public comments: Ken Bukowski stated that the committee should clarify roles and responsibilities of the IWC for the public to understand, and the public will know what the committee is doing if the link to his video is in the minutes. Jason Bezis reiterated that the July 13, 2015 minutes do not acknowledge the details of his public comments.

5. Election of IWC Officers for FY2015-16

JoAnn Lew nominated Deborah Taylor for chair. Deborah Taylor declined the nomination. Pat Piras moved to nominate Murphy McCalley for chair, and he accepted the nomination. Cheryl Brown seconded the motion. The motion passed with the following votes:

Yes: Brown, Dorsey, Hastings, Hawley, Jones, Lew, McCalley, Nate, Piras, Price, Saunders, Taylor, Zukas
No: None
Abstain: None
Absent: Lester, Tucknott

Deborah Taylor moved to nominate Miriam Hawley for vice chair, and she accepted the nomination. Harriette Saunders seconded the motion. The motion passed with the following votes:

Yes: Brown, Dorsey, Hastings, Hawley, Jones, Lew, McCalley, Nate, Piras, Price, Saunders, Taylor, Zukas
No: None
Abstain: None
Absent: Lester, Tucknott

6. Presentation of Comprehensive Annual Financial Report for the Year Ended June 30, 2015

Ahmad Gharaibeh with Vavrinek, Trine, Day & Co (VTD) presented the Comprehensive Annual Financial Report for the year ended June 30, 2015. The auditor reviewed Alameda CTC's financial highlights. The audit covered Measure B and Measure BB funds, as well as the limitation ratios required by the Transportation Expenditure Plans, which require that the total costs of salaries and benefits for administrative employees do not exceed 1 percent of sales tax revenues. The administration costs cannot exceed 4.5 percent of Measure B sales tax revenues and 4 percent of Measure BB sales tax revenues. The auditor reported that Alameda CTC received what is referred to as an unmodified, or clean, audit opinion for the year ended June 30, 2015 and Alameda CTC does not consider consultants to be staff.

Questions/feedback from members:

- How much growth occurred in Measure B revenues from last year? Measure B sales tax revenue in fiscal year 2015 was \$132.5 million; in the prior year the sales tax revenue was \$127.1 million.
- When is the principal due for the bonds? Principal payments were deferred in the bond structure and the first principal payment is scheduled for fiscal year 2017.
- Do salaries and benefits include contract employees? No, salary and benefit expenses only include staff. The consultants' time is charged to the task or projects they work on directly, regardless of the consultants' function. Alameda CTC does not have contract employees and does not consider consultants to be staff.
- If the full 1 percent allowed is not used in a fiscal year for salaries and benefits, what happens to the difference? Any unused funds goes into the fund balance. The Commission ultimately decides if the remaining fund balance will continue to fund administrative expenses or will go towards a project or program.
- In any given year, could the 1 percent be exceeded using the carryover funds? Yes, Alameda CTC may use the carryover balance of those funds, but that would not be sustainable. Collection of the Measure B sales tax expires in 2022, and the

excess funds will be needed to fund staff to administer the remaining balance of the funds collected.

- Do the unused administrative funds make up the balance in the “unrestricted fund balance?” Yes.

Public comment: Jason Bezis made a comment stating his concerns regarding the independent audit in particular Measure B funds being used to campaign and generate campaign materials for Measure BB.

Additional questions:

- The Commission Audit Committee meeting did not have an agenda on the Alameda CTC website as required by the Brown Act, because the Audit Subcommittee is a subset of the Commission and is not a public meeting. More information regarding this committee was requested and will be brought back at the next IWC meeting.
- JoAnn Lew inquired about the list of questions she submitted via email. Staff let JoAnn know that an email response to the questions will be sent before the December 3, 2015 Commission meeting.
- What is the sample size VTD used for testing the Direct Local Distribution funds? VTD looked at the reports for all of the agencies who received DLD funds, and they were in compliance.
- Discussion took place on how VTD is reviewing the agencies' compliance and audit reports. It was reiterated that the auditor looked at the audit reports of all the agencies receiving DLD funds to determine if the agencies are in compliance with the Master Programs Funding Agreements. The committee will hear more about the compliance reports in the January 2016 meeting.

Ahmad noted that the auditor is engaged to audit the fair presentation of Alameda CTC's financial statements. He stated that additional testing outside of what is in their current contract may be done if IWC members and Alameda CTC staff agree it's necessary.

7. IWC Annual Report Outreach Summary and Publication Cost Update

7.1. Update on Outreach and Costs

The committee requested staff explain the Google Analytics on page 161 in the packet. Tess Lengyel said that the Alameda CTC website has different pages with annual report content such as: What's New and Reports with Chinese and Spanish versions of the flyer and the actual annual report. Starting on page 161, the Google Analytics report shows the number of views and the number of click-throughs for each of those pages. The chair wanted to know if a review is done to determine if the outreach of the IWC annual report is cost effective. Tess mentioned that this has been done in the past by the committee, and it was determined that we should use the publications that appear in Attachment A.

8. IWC Member Reports/Issues Identification

8.1. IWC Issues Identification Process and Form

Alameda CTC staff agreed to review and update the IWC issues identification process and form to include the process on handling issues of concern from members of the public, including Measure BB issues.

Member reports: Herb Hastings stated that as of November 1, 2015, the Clipper Card can be used on Livermore Amador Valley Transit Authority transportation. The intermodal

project for Dublin/Pleasanton began 60 days ago to make that section of the Dublin/Pleasanton BART station Americans with Disabilities Act complaint.

8.2 Issues Discussion

Pat Piras said that it was suggested that her concerns with the follow-up to the bylaws process be discussed here, which she decided not to do; however, Pat requested that staff and the IWC communicate with each other to ensure the bylaws process will work for all parties involved in the future and distributed a handout summarizing her concerns.

A request was made for Alameda CTC staff to look into the ability of IWC members to teleconference at the January 11, 2016 meeting.

9. Staff Reports/Board Actions (Verbal)

9.1. IWC Calendar

The committee calendar of meetings and activities is in the agenda packet for review purposes.

9.2. IWC Roster

The committee roster is in the agenda packet for review purposes.

Tess Lengyel provided responses to the following IWC requests for information:

- Performance measures – Tess stated that Alameda CTC has started initial work on performance measures and will take them to the Commission in February or March 2016.
- BART's plan for a ballot measure to fund maintenance needs – Tess informed the committee that this is not under Alameda CTC's IWC purview.
- Job opportunities through Measure BB – Tess stated that job and contracting opportunities are posted on the Alameda CTC website under the "Opportunities" heading. Cheryl Brown said that the job opportunities in the original question were not related to Alameda CTC jobs, but related to the jobs mentioned in the 2014 Transportation Expenditure Plan. How will the IWC report to the public and show how many jobs are being created and for which projects? Tess said that Alameda CTC is still working on the jobs reporting aspect of Measure BB and will include information in the agency's annual report.

Patricia Reavey provided responses to the following IWC requests:

- IWC Application Form – Patricia stated that the form hasn't changed. Staff will update the current application to clean up the wording.
- Training needs and requests – Patricia said that she guessed the question is related to training members on how to review financial information. The goal is for the Commissioners to appoint people with the right skill set.
- Express Lanes planning and development – Patricia said that express lane projects will be addressed at the January meeting during the overall projects and programs update. Miriam Hawley said that the 2014 Transportation Expenditure Plan specified that Measure BB revenues will go toward improvements, and she would like to know what improvements mean.

10. Adjournment

The meeting adjourned at 8:55 p.m. The next meeting is scheduled for January 11, 2016 at the Alameda CTC offices.

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INDEPENDENT WATCHDOG COMMITTEE **November 9, 2015** **ROSTER OF MEETING ATTENDANCE**

Present	IWC Member	Appointed By
CB	Brown, Cheryl (waive)	Alameda Labor Council AFL-CIO
CD	Dorsey, Cynthia	Alameda County Mayors' Conference, District 5
	Hamlat, Sandra	Bike East Bay
HH	Hastings, Herb	Paratransit Advisory and Planning Committee
MH	Hawley, Miriam	League of Women Voters
J	Jones, Steven	Alameda County Mayors' Conference, District 1
	Lester, Brian	Alameda County, District 1 Supervisor Scott Haggerty
SLW	Lew, Jo Ann	Alameda County Mayors' Conference, District 2
MM	McCalley, Murphy	Alameda County, District 4 Supervisor Nate Miley
GN	Nate, Glenn	Alameda County, District 2 Supervisor Richard Valle
P.	Piras, Pat (waive)	Sierra Club
DB	Price, Barbara	Alameda County Taxpayers Association
	Saunders, Harriette	Paratransit Advisory and Planning Committee
	Taylor, Deborah, Vice Chair	Alameda County, District 3 Supervisor Wilma Chan
	Tucknott, Robert	Alameda County Mayors' Conference, District 4
HZ	Zukas, Hale	Alameda County, District 5 Supervisor Keith Carson

STAFF

Present	Staff/Consultants	Title
	Arthur L. Dao	Executive Director
P	Tess Lengyel	Deputy Director of Planning and Policy
P	Patricia Reavey	Director of Finance
	John O'Brien	Interim Deputy Director of Programming and Allocations
	John Nguyen	Senior Transportation Planner
	Trinity Nguyen	Senior Transportation Engineer
P	Angie Ayers	Public Meeting Coordinator

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Ahmad Ghazalbeh	VTD	650 462 0400	
2. Jason Bezis	—	(925) 962-9843	j.bezis@yahoo.com
3. Ed Burowski	Videographer		
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Independent Watchdog Committee Meeting Minutes Monday, March 14, 2016, 5:30 p.m.

9.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Special Annual Compliance Review

1. Measure B and Measure BB Audit Report and Program Compliance Report Review Orientation Workshop

The Independent Watchdog Committee (IWC) members received an orientation on the compliance report review process from staff. Members agreed to review the audited financial statements and compliance reports in further detail on their own and submit comments to Alameda CTC via email.

2. Measure B and Measure BB FY2014-15 Audit Report and Program Compliance Report Review

Staff reviewed a sample audited financial statement and compliance report with the IWC. This review served as a training tool for new members and was a refresher for existing members. Staff requested comments from IWC members by April 1, 2016.

Regular Meeting Minutes

1. Welcome and Call to Order

IWC Chair Murphy McCalley called the meeting to order at 6:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All IWC members were present, except the following: Cheryl Brown, Brian Lester, Glenn Nate, and Harriette Saunders.

2. Public Comment

Jason Bezis made a comment requesting the IWC review all expenditures related to Alameda CTC agreement No. L12-0008 with Clifford Moss LLC of Oakland.

3. IWC Meeting Minutes

3.1. Approval of November 9, 2015 IWC Meeting Minutes

The members commented that they did not understand the requested updates from IWC members that were made to the revised November minutes.

Steve Jones moved to approve the November 9, 2015 minutes. Herb Hastings seconded the motion. The motion failed with the following votes.

Yes: Hastings, Hawley, Jones, Lew, McCalley

No: None

Abstain: Dominguez, Dorsey, Piras, Price, Tucknott, Zukas

Absent: Brown, Lester, Nate, Saunders

3.2. Approval of January 11, 2016 IWC Meeting Minutes

Pat Piras commented that she objected to staff's responses to her questions being appended to the minutes, since they were not discussed previously.

Public comment: Jason Bezis stated that the minutes were incorrect, that they don't state that the chair welcomed Dave Campbell with Bike East Bay as a new member. He requested a change to his public comment under agenda item 5.1 to read "... Dumbarton Rail Bridge should be re-opened, as the buses now get stuck in traffic."

Murphy McCalley stated that Dave Campbell is not a new member of IWC, and the minutes are accurate as they are.

Herb Hastings moved to approve the January 11, 2016 minutes. Oscar Dominguez seconded the motion.

Hale Zukas made a motion to amend the first motion to approve the minutes with the correction to the public comment under agenda item 5.1. Pat Piras seconded the amended motion.

Pat Piras requested to have staff's responses to her questions removed from the minutes. Hale Zukas amended the motion to include Pat Piras's request. Bob Tucknott seconded the motion. The motion passed with the following votes:

Yes: Dominguez, Dorsey, Hastings, Hawley, Lew, McCalley, Piras, Tucknott, Zukas
No: None
Abstain: Jones, Price
Absent: Brown, Lester, Nate, Saunders

4. Establishment of IWC Annual Report Ad Hoc Subcommittee

Murphy McCalley informed the IWC that the IWC Annual Report Subcommittee's primary mission is to develop an annual report for the public each year. The following committee members volunteered to serve on the Annual Report Subcommittee:

- Cheryl Brown
- Oscar Dominguez
- Miriam Hawley
- Murphy McCalley
- Pat Piras
- Barbara Price
- Hale Zukas

Murphy stated that staff will contact the subcommittee members with possible meeting dates. A member provided an example of a report from a similar committee for IWC members to review and consider changing the report format.

Public comment: Jason Bezis made a comment regarding an error on the report last year, which he brought to the attention of the committee during the public hearing.

5. Projects and Programs Watchlist

Murphy McCalley requested members review the projects and programs list and return the list with their choices to Angie Ayers after the meeting or via email. Staff informed the committee that the watch list is an opportunity for members to watch projects and programs of interest to them. Annually, a letter is sent to project sponsors requesting them to notify the IWC members that signed up to watch projects and programs in their city of any upcoming meetings for the projects/programs.

6. IWC Member Reports/Issues Identification

6.1. Chair Report

Murphy McCalley informed the committee that he attends the Commission meeting and reports on what is discussed at the IWC meeting. He said that at the January meeting, the IWC discussed the Issues process for issues submitted by the public, and the outcome was the Commission directed staff to establish an email address that the public can access. He also mentioned the issues form submitted by Robert Tucknott which is discussed in item 6.3 below.

6.2 IWC Issues Identification Process and Form

Patricia Reavey informed the committee that staff brought the updated issues identification process and form to the IWC in January. Patricia noted that the updates included how to handle issues and concerns submitted by the public. At the January meeting, the committee agreed to discuss and vote on the updated procedures at the March 2016 meeting. Patricia mentioned that Murphy suggested she follow up with legal counsel to find out if the IWC can discuss an issues form it receives, if the issue is not on the agenda. Legal said it should be on the agenda for discussion. This rule will apply also if the IWC receives an issues form during a meeting. Murphy talked through the procedure with the committee.

Public comment: Jason Bezis said that the issues process is frustrating as a member of the public. The process and form is not on, nor is it explained on the website.

Barbara Price moved to approve the updated Issues Identification Process and Form. Herb Hastings seconded the motion. The motion passed with the following votes.

Yes: Dominguez, Dorsey, Hastings, Hawley, Jones, Lew, McCalley, Piras, Price, Tucknott, Zukas
No: None
Abstain: None
Absent: Brown, Lester, Nate, Saunders

6.3 Issues Discussion: Issues Form Submitted for IWC Review to Investigate the Use of Measure B Funds for “Consider the Future” Outreach and Legal Invoices from Wendel Rosen

Robert Tucknott discussed the issues form submitted for IWC review. He stated that Jason Bezis brought many issues to his attention, and he placed them in an issues form for the IWC to discuss. Bob requested the IWC to establish a subcommittee to address the issues listed in the form to either finish addressing the issues or take them to the next level.

Questions/feedback from the committee:

- A member suggested that instead of establishing a subcommittee, have staff respond to the issues listed in the form.
- It was noted that a subcommittee can address the issues in a timely manner by creating an independent list of questions for staff to respond to.

Murphy McCalley shared that Jason Bezis' issues were discussed at the January Commission meeting. The Commission proposed to hire an independent legal counsel, outside of Wendel Rosen, to review his complaints. Murphy suggested the IWC work with the Commission and the independent legal counsel to oversee the effort.

Additional questions/feedback from the committee:

- A member informed the committee that Jason Bezis filed a complaint with the Fair Political Practices Commission, and a case file has been created. Murphy stated that it's important that the IWC does not duplicate others' efforts.
- Murphy asked if the IWC wants to form a subcommittee to oversee and coordinate with the independent legal counsel or have the independent legal counsel provide a report to the full committee.
- Can the IWC provide input to the independent legal counsel? Murphy suggested that the IWC share the information received from the public with the firm selected.
- What is the Commission's time frame to locate an independent legal counsel? Staff stated that the exact schedule is not known. The Commission is taking the allegations from Jason Bezis seriously. It's a matter between the Commission and the independent legal counsel. Murphy requested that the IWC be made aware of the independent legal counsel selected.
- The IWC is requesting a report on this matter at the IWC July 2016 meeting, if possible.
- A member suggested the chair discuss with the Commission that a small number of IWC members are interested in working with the independent legal counsel.
- Has the Commission identified a law firm that deals with these types of issues? Staff stated that the selection process is between the Commission and the independent legal counsel.

Public comment: Jason Bezis raised concerns regarding staff speaking to the Commission and stating that the IWC decided there was no merit to his concerns.

JoAnn Lew moved to have the independent legal counsel provide a final report to the full IWC for review. Miriam Hawley seconded the motion. Murphy McCalley amended the motion as follows:

- *Provide the documentation that the IWC received from Jason Bezis to the independent legal counsel.*
- *Provide the IWC with the name of the firm(s) selected along with its qualifications.*
- *Provide the IWC with a scope of work and a date that a final report is scheduled for release from the investigation of the allegations.*
- *Allow Murphy McCalley and Robert Tucknott to have direct involvement with the independent legal firm.*
- *Make clear to the legal counsel that the IWC does not endorse the Jason Bezis allegations.*

JoAnn Lew moved to approve the original motion with the amendments. Miriam Hawley seconded the motion. The motion passed with the following votes:

Yes: Dominguez, Dorsey, Hastings, Hawley, Jones, Lew, McCalley, Piras, Price, Tucknott, Zukas
No: None
Abstain: None
Absent: Brown, Lester, Nate, Saunders

7. Staff Reports/Board Actions

7.1. Staff Responses to IWC Requests for Information: New Email Address for IWC

Patricia Reavey said the new IWC email (IndependentWatchdog@AlamedaCTC.org) is on the website to allow the public to submit emails to the IWC that will go to the Chair for the Chair to share with the rest of the IWC. The committee requested to include the email address in the 2016 IWC Annual Report.

7.2. IWC Calendar FY2015-16

The calendar is in the agenda packet for review purposes. It was suggested for members to email the chair if they have items for the July 2016 agenda. The committee requested that the Fiscal Year 2016-17 IWC Calendar show items from July 2016 through July 2017.

The committee inquired when the Commission will adopt the performance measures and when the IWC will be informed. Tess informed the committee that the Commission adopted the performance measures for the direct local distributions (DLDs) in February 2016. She said that those measures will not apply until next year.

The committee stated that the IWC was tasked in the 2014 Transportation Expenditure Plan with reviewing performance measures. Staff let the committee know that the IWC will review the expenditures against the performance measures. IWC members asked what other performance actions are anticipated for the Commission. Staff noted that it's challenging to have blanket performance measures for capital projects, because the projects are very different. Performance measures for capital projects may be done on a project-by-project bases. Whereas on DLDs, for example with transit funding for operations, there are very specific measures such as on-time performance and reliability to really look at the accountability of those projects to be able to measure performance. Staff encouraged the members to review the DLD performance measure on the website in the February 25, 2016 Commission folder.

7.3. IWC Roster

The committee roster is in the agenda packet for review purposes.

8. Adjournment

The meeting adjourned at 8:40 p.m. The next meeting is scheduled for July 11, 2016 at the Alameda CTC offices.

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INDEPENDENT WATCHDOG COMMITTEE **March 14, 2016** **ROSTER OF MEETING ATTENDANCE**

Present	IWC Member	Appointed By
	Brown, Cheryl (waive)	Alameda Labor Council AFL-CIO
	Dominguez, Oscar	East Bay Economic Development Alliance
	Dorsey, Cynthia	Alameda County Mayors' Conference, District 5
	Hastings, Herb	Paratransit Advisory and Planning Committee
	Hawley, Miriam, Vice Chair	League of Women Voters
	Jones, Steven	Alameda County Mayors' Conference, District 1
	Lester, Brian	Alameda County, District 1 Supervisor Scott Haggerty
	Lew, Jo Ann	Alameda County Mayors' Conference, District 2
	McCalley, Murphy, Chair	Alameda County, District 4 Supervisor Nate Miley
	Nate, Glenn	Alameda County, District 2 Supervisor Richard Valle
	Piras, Pat (waive)	Sierra Club
	Price, Barbara	Alameda County Taxpayers Association
	Saunders, Harriette	Paratransit Advisory and Planning Committee
	Taylor, Deborah <i>(Resigned)</i>	Alameda County, District 3 Supervisor Wilma Chan
	Tucknott, Robert	Alameda County Mayors' Conference, District 4
	Zukas, Hale	Alameda County, District 5 Supervisor Keith Carson

STAFF

Present	Staff/Consultants	Title
	Tess Lengyel	Deputy Director of Planning and Policy
	Patricia Reavey	Director of Finance
	John Nguyen	Senior Transportation Planner
	Richard Carney	Program Manager
	Trinity Nguyen	Senior Transportation Engineer
	Angie Ayers	Public Meeting Coordinator

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Jason Hyde		510-879-4327	jhyde17@yahoo.com
2. Jason Boz's		(925) 962-9043	jboz's@yahoo.com
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IWC FY2016-17 Calendar of Meetings Activities
IWC FY2016-17 Calendar of Meetings Activities
on the second Monday of the month from 5:30 to 7:30 p.m.
at Alameda CTC Offices

Categories	Monday, July 11, 2016	Monday, November 14, 2016	Monday, January 09, 2017	Monday, March 13, 2017	Monday, July 10, 2017
IWC Annual Report	<ul style="list-style-type: none"> • IWC photo for Annual Report • Public Hearing on IWC Annual Report (substantially final) • Finalize IWC Annual Report and Publication Costs • IWC Annual Report Press Release 	<ul style="list-style-type: none"> • IWC Annual Report Outreach Summary and Publication Cost Update 		<ul style="list-style-type: none"> • Establish IWC Annual Report Subcommittee to create and finalize IWC Annual Report (Subcommittee meets April through June) 	<ul style="list-style-type: none"> • IWC photo for Annual Report • Public Hearing on IWC Annual Report (substantially final) • Finalize IWC Annual Report and Publication Costs • IWC Annual Report Press Release
Measure B and Measure BB Projects and Programs	<ul style="list-style-type: none"> • Issues Identification Process • IWC Projects and Programs Watchlist Next Steps 	<ul style="list-style-type: none"> • Issues Identification Process 	<ul style="list-style-type: none"> • Overview/Update on Measure B and Measure BB Projects and Programs • Issues Identification Process 	<ul style="list-style-type: none"> • Projects and Programs Watchlist (members sign up for projects and programs)(staff to send letters to jurisdictions in July to keep IWC informed) • Issues Identification Process 	<ul style="list-style-type: none"> • Issues Identification Process • IWC Projects and Programs Watchlist Next Steps
Measure B and Measure BB Compliance and Audited Financial Reports	<ul style="list-style-type: none"> • Measure B and Measure BB Program Compliance Report Summary • Independent Auditor Work Plan 	<ul style="list-style-type: none"> • Presentation of FY2015-16 Comprehensive Annual Financial Report by Independent Auditor 	<ul style="list-style-type: none"> • Measure B and Measure BB FY2015-16 Compliance and Audit Reports available on Alameda CTC Website (raw data, not yet reviewed by staff) 	<ul style="list-style-type: none"> • Measure B and Measure BB Audit Report and Program Compliance Report Review Orientation/Workshop • Measure B and Measure BB FY2015-16 Compliance and Audit Reports Forwarded to IWC for Review 	<ul style="list-style-type: none"> • Measure B and Measure BB Program Compliance Report Summary • Independent Auditor Work Plan
Organizational/Standing Reports	<ul style="list-style-type: none"> • Election of IWC Officers for FY2016-17 • Approve IWC FY2016-17 Annual Calendar/Work Plan • Discussion of IWC Bylaws • IWC Member Reports • Staff Responses to IWC Members Requests for Information 	<ul style="list-style-type: none"> • IWC Member Reports • Staff Responses to IWC Members Requests for Information 	<ul style="list-style-type: none"> • IWC Member Reports • Staff Responses to IWC Members Requests for Information 	<ul style="list-style-type: none"> • IWC Member Reports • Staff Responses to IWC Members Requests for Information 	<ul style="list-style-type: none"> • Election of IWC Officers for FY2017-18 • Approve IWC FY2017-18 Annual Calendar/Work Plan • IWC Member Reports • Staff Responses to IWC Members Requests for Information

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Independent Watchdog Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

1.3 Agency. A business or government organization established to provide a particular service.

1.4 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.4.1 All five Alameda County Supervisors.

1.4.2 Two City of Oakland representatives.

1.4.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.4.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.4.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.5 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.6 Appointing Party. A person or group designated to appoint committee members.

1.7 At-Large Member. One of the 10 Independent Watchdog Committee (IWC) members representing supervisorial districts as described in Section 3.1.1 below.

1.8 Bicycle and Pedestrian Advisory Committee (BPAC). The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.9 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.10 Expenditures. Costs incurred and paid for with funds generated from the Measure B and Measure BB sales taxes.

1.11 Fiscal Year. July 1 through June 30.

1.12 Independent Watchdog Committee (IWC or "Committee"). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee has the same composition as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and has the responsibility of reviewing all Measure B expenditures and reviewing and overseeing all Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.13 Local Newspapers. Periodical publications typically published weekly or daily that serves a city, cities or unincorporated communities within Alameda County, whereby the contents are reasonably accessible to the public. On-line publications of these periodicals are included in this definition.

1.14 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Transportation Expenditure Plan. Collections for the sales tax authorized by Measure B began on April 1, 2002 and extends through March 31, 2022.

1.15 Measure BB. The measure approved by the voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.16 Measure B Program. Transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.17 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.18 Measure B Project. Transportation and transportation-related capital projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.19 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.20 Monitor. To observe, track, or keep a continuous record of a process to support committee activities.

1.21 Organizational Meeting. An organizational meeting of the IWC will be held in July to elect officers and adopt the annual calendar/work plan and review the Alameda CTC budget related to IWC.

1.22 Organizational Member. One of the seven IWC members representing organizations as described in Section 3.1.2 below.

1.23 Oversee. To watch over Measure BB expenditures and performance measures to support committee activities.

1.24 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be Alameda County residents and eligible users of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Paratransit Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.25 Performance Measures. Quantifiable methods used to assess how well the Alameda CTC is achieving its adopted objectives for Measure BB projects and programs.

1.26 Planning Area. Geographic groupings of cities and Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.27 Subcommittee. A subset of the IWC, less than a quorum, usually organized for a certain purpose.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee is appointed pursuant to Measure B and Measure BB: 1) To review all expenditures of the Measure B transportation sales tax; and 2) to review and oversee all expenditures and performance measures, as appropriate, of the Measure BB transportation sales tax, to monitor projects and programs and to report directly to the public.

2.2 Committee Roles and Responsibilities from Expenditure Plan. As defined by the Measure B and Measure BB Transportation Expenditure Plans, the roles and responsibilities of the Committee include:

2.2.1 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 will be 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.

2.2.2 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.

2.2.3 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.

2.2.4 Provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

2.3 Additional Responsibilities. Additional IWC member responsibilities are to:

2.3.1 Communicate from time to time to the Alameda CTC by resolution suggestions and concerns pertinent to the administration and expenditure of Measure B and Measure BB funds.

2.3.2 Communicate as necessary to recommend that an appointing party appoint a new member when there is a vacancy or upcoming end of term.

Article 3: Members

3.1 Number of Members. The IWC will consist of 17 members.

3.1.1 Ten members shall be at-large, two each representing the five supervisorial districts in Alameda County, one of the two nominated by a member of the Board of Supervisors and one of the two selected by the Alameda County Mayors' Conference.

3.1.2 Seven of the members shall be nominated by the seven organizations specified in the 2014 Transportation Expenditure Plan: East Bay Economic Development Alliance; Alameda County Labor Council; Alameda County Taxpayers' Association; Alameda County Paratransit Advisory and Planning Committee; Bike East Bay, formerly known as East Bay Bicycle Coalition; League of Women Voters; and Sierra Club.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 Each member of the Alameda County Board of Supervisors shall select one At-Large Member to represent his or her supervisorial district.

3.2.2 The Alameda County Mayors' Conference shall select one At-Large Member to represent each of the five supervisorial districts.

3.2.3 Each organization listed in Section 3.1.2 above shall, subject to approval by the Commission, select one organizational member.

3.3 Membership Qualification. Each IWC member shall be an Alameda County resident. An IWC member shall not be an elected official at any level of government; or be a public employee of any agency that oversees or benefits from the proceeds of Measure B and Measure BB transportation sales taxes; or have any economic interest in any project or program.

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successor.

3.5 Attendance. Members will regularly attend meetings. Accordingly, more than three consecutive absences is cause for removal from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint (subject to approval by the Commission) a person to fill the vacant member position. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The IWC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the IWC.

4.1.1 Duties. The chair shall preside at all meetings and will represent the IWC before the Commission to report on IWC activities. The chair shall serve as a voting ex-officio

member of all subcommittees except a nominating subcommittee (when the IWC discusses the chair position). The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All IWC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all IWC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. Written comments may be submitted prior to the meeting. The number of IWC meetings, including regular meetings, sub-committee meetings, special meetings and public hearings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. The IWC shall have a regular meeting at least once per quarter. Prior to each Organizational Meeting, the outgoing chair shall cause all members to be canvassed as to their available meeting times and shall recommend the day and time that best accommodates the schedules of all members, giving due regard to accommodating the schedule of any continuing member who has missed meetings due to a conflict in the prior year. Annually, at the Organizational Meeting, IWC shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year by action of the IWC.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. Members will not take actions at meetings with less than 50 percent plus one members present. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members requesting the same in writing given to the chair, with copies to the vice chair and the Executive Director, specifying the matters to be considered at the special meeting. The chair or vice chair shall cause notice of a special meeting stating the matters to be considered to be given to all IWC members and posted and published in accordance with the Brown Act.

5.5 Public Hearing. At least annually, prior to publication of IWC's annual report, IWC shall conduct a public hearing on a draft of the IWC annual report. Each public hearing shall be conducted as part of a regular meeting.

5.6 Agenda. All meetings shall have a published agenda. Items for a regular meeting agenda may be submitted by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Agenda planning meetings are held approximately three weeks prior to each IWC meeting. Alameda CTC staff will notify all IWC members when this meeting is established and remind members to submit any agenda item requests to the chair at least one day prior to the agenda planning meeting date. At the agenda planning meeting, the chair and Alameda CTC staff will discuss any agenda items submitted to the chair. Every agenda shall include a provision for members of the public to address the Committee. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties who request it. The agenda shall be posted on the Alameda CTC website and in the Alameda CTC office and provided at the meeting, all in accordance with the Brown Act.

5.7 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the IWC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process, and to the extent that these actions are consistent with these bylaws.

5.8 Place of Meetings. IWC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated thereunder, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.9 Meeting Conduct. IWC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

Article 6: Subcommittees

6.1 Establishment. The IWC may establish subcommittees when advisable and as necessary subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or to draft a report or other document within the authority of the IWC or for other purposes within the IWC's authority.

6.2 Membership. IWC members will be appointed to subcommittees by the IWC or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the IWC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office. Alameda CTC staff will prepare and include full minutes in meeting packets prior to each regular IWC meeting.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the IWC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the IWC on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued via U.S. Postal Service, Alameda CTC website, personal delivery, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse himself or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Amendments to Bylaws. These bylaws will be reviewed annually, and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly constituted Committee meeting at which a quorum is present, as a recommendation to the Commission for approval.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC. This does not include presentations about the Committee to city councils, which all Committee members have a responsibility to make.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the July 2000 Transportation Expenditure Plan, the January 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the Transportation Expenditure Plans, state law or the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; tracking of attendance; and stipend administration.

8.7 Economic Interest. Each Committee member shall, no later than March 15 of every year, prepare and file with Alameda CTC a statement of economic interest in the form required by law, currently Form 700 which can be found on the California Fair Political Practices Commission website, <http://www.fppc.ca.gov/index.php?id=500>.

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FOR IMMEDIATE RELEASE

August XX, 2016

Contact: Tess Lengyel, Deputy Executive Director of Planning and Policy

T: 510.208.7428

E: tlengyel@AlamedaCTC.org

www.AlamedaCTC.org

Independent Watchdog Committee Reports Transportation Sales Tax Expenditures in Compliance with Voter-Approved Expenditure Plan for 14th Year in a Row

14th Annual Report to the Public identifies no accounting concerns with Measures B and BB expenditures

ALAMEDA COUNTY, Calif. On August XX, 2016, the Independent Watchdog Committee (IWC) of the Alameda County Transportation Commission (Alameda CTC) released its 14th Annual Report to the Public, covering fiscal year 2014-2015 expenditures and IWC activities. The report concludes that Measure B and Measure BB tax dollars were spent in accordance with the intent of the two measures. It also provides an update on the delivery of programs and projects funded by Measure B, Alameda County's half-cent sales tax for transportation improvements, and those funded by Measure BB, which augmented the half-cent sales tax to one cent and extended the tax through 2045.

Each year, the IWC reviews and analyzes Alameda CTC's Measure B and Measure BB expenditures to help ensure that funds are spent in accordance with these voter-approved measures. For the 14th year in a row, Alameda CTC received a clean, unmodified opinion from the agency's independent auditors.

In fiscal year 2014-2015, Alameda CTC received \$132.5 million in Measure B revenue and expended \$195.2 million, which includes the expenditure of sales tax revenues received in prior years, as follows:

- \$116.8 million for public transit, including operations, capital investments and special transportation for seniors and people with disabilities.
- \$33.5 million for highway and street capital projects.
- \$34.6 million for local transportation improvements, including local streets and roads and bicycle and pedestrian projects.
- \$5.6 million for debt service.
- \$3.6 million for general administration.
- \$1.1 million for direct program and project management and oversight.

Alameda CTC issued \$137.1 million of Measure B Sales Tax Revenue Bonds in March 2014 to bridge a short-term funding gap that existed while many large capital projects in the 2000 Measure B Expenditure Plan were closed out. The bonds incurred \$5.6 million of costs related to debt service in FY2014-15 and mature in March 2022.

Collections of the new Measure BB sales tax began in April 2015; therefore, FY2014-15 included only three months of revenue collections – for the period of April 1 through June 30 – in the amount of \$27.7 million.

The IWC is a continuation of the Citizens Watchdog Committee created in 2002 after reauthorization of the local sales tax measure in 2000. The 2014 Transportation Expenditure Plan, which guides the expenditures of Measure BB (approved by Alameda County voters in November 2014), requires the IWC to review all Measure BB expenditures for compliance with the Transportation Expenditure Plan.

The IWC reports directly to the public on the agency's Measure B expenditures and Measure BB expenditures and performance measures. The 14th Annual Report to the Public, Executive Summary in English, Chinese and Spanish, and [audits of each agency receiving Measure B and Measure BB funds](#), are available to the public on the Alameda CTC website. Hard copies of the Annual Report are available by request via e-mail to hbarber@alamedactc.org, via mail to Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607, or via telephone to 510.208.7439.

About the Alameda County Transportation Commission

Alameda CTC plans, funds and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC coordinates countywide transportation planning and delivers the expenditure plan for the Measure B sales tax approved by 81.5 percent of county voters in 2000 and the expenditure plan for Measure BB, approved by more than 70 percent of voters in November 2014. Visit www.alamedactc.org to learn more, and follow Alameda CTC on [Facebook](#) and [Twitter](#).

About the Alameda CTC Independent Watchdog Committee

The IWC is made up of 17 members, all of whom must be a resident of Alameda County. IWC members are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

IWC members are appointed for a two-year term, as follows:

- One per district, appointed by the Board of Supervisors.
- One per district, appointed by the Mayor's Conference.
- One per representing organization specified in the Expenditure Plan:
 - Alameda County Economic Development Alliance for Business
 - Alameda County Labor Council
 - Alameda County Taxpayers' Association
 - Alameda County Paratransit Advisory and Planning Committee
 - Bike East Bay
 - League of Women Voters
 - Sierra Club

#

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

IWC Issues Identification Process

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 the IWC chair or vice-chair 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.

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 chairpersons may be called on to address an issue)
- Alameda CTC independent auditor and Comprehensive Annual Financial Reports
- Alameda CTC General Counsel

INDEPENDENT WATCHDOG COMMITTEE ISSUES FORM

Alameda County Transportation Commission (Alameda CTC)
1111 Broadway, Suite 800
Oakland, California 94607
Phone: 510-208-7400; Fax: 510-893-6489

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's Phone Number: _____

Agency's Address: _____

City _____ **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

On the next page, please explain in detail the nature of your concern and how it came to your attention. Include the name of the project or program, dates, times, and places where the issues of which you have concerns took place (use additional sheets when necessary).

INDEPENDENT WATCHDOG COMMITTEE ISSUES FORM
Alameda County Transportation Commission (Alameda CTC)
1111 Broadway, Suite 800
Oakland, California 94607
Phone: 510-208-7400; Fax: 510-893-6489

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: for IWC meeting of July 11, 2016

Name: Patrisha (Pat) Piras

Email Address: patpiras@sonic.net

Governmental Agency of Concern (include name of agency and all individual contacts from list of project/program sponsor contacts): Alameda County Transportation Commission (ACTC), Attn: Tess Lengyel

Agency/Contact's Phone Number: 510.208.7400

Agency's Address: 1111 Broadway, Suite 800

City: Oakland, CA

Zip Code: 94607

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

On the next page, please explain in detail the nature of your concern and how it came to your attention. Include the name of the project or program, dates, times, and places where the issues of which you have concerns took place (use additional sheets when necessary).

Date: Ongoing. Pilot Program scheduled to begin August 2016
Time: N/A
Location: Throughout Alameda County

Project: N/A

Program: Affordable Youth/Student Transit Pass Program (\$15 million).

The expenditure Plan for Measure BB includes a category described as “Affordable Transit Pass Program – This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.”

In what seems to be an expansion of the language presented to, and approved by, Alameda County voters, the Commission has added “crossing guards” to the program, based on a stated criterion of “safety.” Besides not being “transit,” crossing guards are generally deployed only at elementary schools.

The “Innovative Grant Program” (estimated at \$175M over the life of Measure BB) is described as “including implementing successful models aimed at increasing the use of transit among junior high and high school students . . .” Nearly all of the goals described for the funds include the word “transit” in the description; the only item which mentions safety is “Enhance rider safety and security.” No mention is made in the ballot language about elementary schools.

A three-year pilot project/program to test several models for a “student transit pass” program (STPP) has been being developed since even before the passage of Measure BB. Attendees at “workshop” meetings with ACTC staff and the consultants have primarily included members of community social justice organizations, representatives of Commissioners’ offices (primarily from several County Supervisors’ offices), school districts, and contractor organizations involved with “Safe Routes to School” programs.

“Workshop” meetings to discuss development of the pilot project are not posted on the ACTC website or calendar. Therefore if anyone is interested in following the pilot’s progress, you must request to be placed on the mailing list. The next “workshop” is scheduled for July 20, 2016 from 3:30 to 5:30 p.m. at ACTC

offices. Part of the reason for this IWC Issues Form request is simply to inform IWC members about the program's development.

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.*

ACTC staff has been informed by the Sierra Club representative about concerns regarding the expansion of the program's intent to include "crossing guards" and how this use would be measured against the transit intent language of Measure BB. It is recommended that IWC members be attentive to the progress of this pilot as it proceeds.

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Memorandum

14.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: July 5, 2016

SUBJECT: FY 2014-2015 Measure B/Measure BB Program Compliance Reports

RECOMMENDATION: Review FY 2014-2015 Measure B/Measure BB Program Compliance Reports

Summary

Each year, Alameda CTC requires recipients of Measure B and Measure BB Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee (IWC), reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's Master Programs Funding agreement (MPFA) requirements.

This year's compliance reporting period is for Fiscal Year 2014-15 (FY14-15). All DLD recipients submitted the required audited financial statements and compliance reports that complied with the program requirements. Attachment A includes the resultant Measure B/Measure BB Program Compliance Summary Report that describes the FY14-15 DLD investments into the county's transportation system (*Attachment A*).

Background

Annually, Alameda CTC distributes over half of all revenues generated by the Measure B/BB programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies. For FY14-15, Alameda CTC distributed approximately \$82.9 million in total DLD funds as identified by program and category in the table below.

DLD Program	Measure B	Measure BB	Total
Local Transportation (Local Streets and Roads)	\$ 27.6	\$ 5.0	\$32.6
Transit	\$ 26.2	\$ 5.4	\$31.6
Paratransit	\$ 11.1	\$ 2.2	\$13.3
Bicycle and Pedestrian	\$ 4.6	\$ 0.8	\$5.4
Total FY 14-15 DLD	\$ 69.5	\$13.4	\$82.9

Note: Measure BB collections began on April 1, 2015 and distributions represent the last quarter of FY 14-15 only.

Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY14-15 from July 1, 2014 to June 30, 2015. The reports capture DLD recipients' report deliverables including:

- Annual revenues, interest, expenditures and fund balances
- Publication of a newsletter article, website coverage, and signage
- Current Pavement Condition Index for the agency's roadways
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads investments on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds and Reserve Policies
- Program implementation plans of available fund balances

For the FY14-15 reporting year, all DLD recipients submitted the required compliance reports and audited financial statements. Alameda CTC staff, in collaboration with the Independent Watchdog Committee (IWC), reviewed the recipients' expenditures to determine eligibility and program compliance. The IWC comments and recipients' responses/clarification on expenditures are included on Attachment B.

Overall, recipients expended more funds in FY14-15 than in the prior year demonstrating a more expeditious use of funds on transportation improvements that can be more immediately realized by the public. As a result, the FY14-15 ending fund balance across all DLD recipients reflects a decrease in collective program fund balances. For the Measure B, the program balance is \$42.1 million and represents a \$1.3 million decrease from the prior year. For the Measure BB, the program balance is \$12.5 million, with limited expenditures of \$1.0 million in FY14-15 due to the timing of receipt of the first distributions of the program.

On June 30, 2016, the Commission approved the Measure B and Measure BB Direct Local Distribution Program Compliance Reports. All DLD recipients are found to be in compliance with the voter approved transportation expenditure plans and Alameda CTC's requirements.

Fiscal Impact: There is no significant fiscal impact expected to result from the recommended action.

Attachments

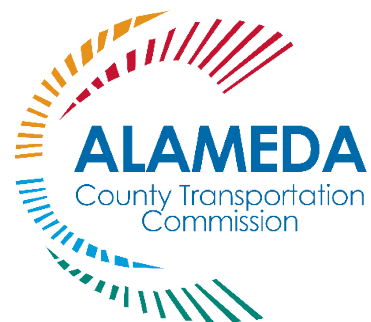
- A. Measure B/Measure BB Program Compliance Report FY 2014-15
- B. IWC Compliance Comments and Recipient Responses Summary

Staff Contact

[John Nguyen](#), Senior Transportation Planner



Measure B/Measure BB
Direct Local Distributions
Program Compliance Report
Fiscal Year 2014-2015



Alameda County Transportation Commission
1111 Broadway Suite 800
Oakland, CA 94607
www.AlamedaCTC.org

JUNE 2016

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Introduction



In 1986, Alameda County voters approved the Measure B Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to finance transportation improvements throughout the county. With the revenue generated through the sales tax, Alameda County became one of the first “self-help” counties in California. As the 1986 expenditure plan neared expiration, in November 2000, approximately 81.5 percent of Alameda County voters reauthorized the Measure B Transportation Expenditure Plan to continue sales tax collections through 2022. Alameda CTC distributes approximately 60 percent of net Measure B revenues to local Alameda County jurisdictions on a monthly basis as Direct Local Distributions (DLDs).

In 2014, Alameda County voters approved the Measure BB Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to augment the existing 2000 Measure B sale tax program. Collections of this new sales tax began April 1, 2015 and will continue through March 30, 2045. Approximately 54 percent of net Measure BB revenues is returned

to source, as DLD funds to local cities, the county and transit operators for use on locally prioritized transportation improvements.

Alameda County jurisdictions rely on Measure B and Measure BB DLD funds to support numerous types of projects including bikeways, bicycle parking facilities, pedestrian crossing improvements, intersection and signal improvements, guardrails, street resurfacing and maintenance, bus and ferry operations, rail services, shuttle and fixed transit operations, and programs for seniors and people with disabilities.

In Fiscal Year 2014-15 (FY 14-15), Alameda CTC distributed approximately \$69.5 million in Measure B and \$13.4 million in Measure BB DLD funds to the twenty local jurisdictions in Alameda County. The combined Measure B and Measure BB DLD funds provide local agencies with the financial means to invest in transportation improvements and services that improve the mobility, access, and long-term infrastructure substantiality of Alameda County's diverse transportation system. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B and Measure BB expenditures.

This Compliance Report provides a summary of FY 14-15 revenues and expenditures reported by Measure B and Measure BB recipients, as required by Master Programs Funding Agreements (MPFA) that were executed between Alameda CTC and the local jurisdictions in 2012 and 2015. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax dollars.

Recipients are required to submit annual audited financial statements and compliance reports that captures the recipients use of DLD funds to Alameda CTC. The audited financial statements are completed by an independent auditor who reviews and provides an auditor's opinion on the recipient's compliance with standard accounting practices and the financial reporting requirements of the master agreement. The compliance reports include detailed reports on the recipient's use of funds and reporting deliverables such as the following:

- **Newsletter:** Documentation of a published article that highlights the Measure B funded improvements.
- **Website:** Documentation of program information on the agency's website including a link to Alameda CTC's website.
- **Signage:** Documentation of the public identification of the program improvements as a benefit of Measure B.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI) to provide a frame of reference for the condition of their local streets and roads as applicable to the Local Streets and Road Program.
- **Bicycle/Pedestrian Master Plans Update:** Confirm local Bicycle and Pedestrian Master Plans are updated regularly.
- **Bicycle/Pedestrian Investments:** Documentation of 15 percent of Measure BB Local Streets and Roads funds went towards bicycle and pedestrian benefits.
- **Planned Use of Funds:** Provide an implementation plan using available fund balances.

Measure B and Measure BB Direct Local Distribution Program Revenues

Alameda CTC disburses Measure B and Measure BB DLD funds on a monthly basis to local Alameda County jurisdictions for their transportation programs based on distribution formulas identified in the 2000 Measure B Transportation Expenditure Plan, and 2014 Measure BB Transportation Expenditure Plan. This report summarizes the total Alameda CTC Measure B and Measure BB allocations and recipient expenditures for fiscal year 2014-2015 (FY 14-15), from July 1, 2014 to June 30, 2015.

The data within this report is based on information included in compliance reports and audited financial statements that the jurisdictions submitted. The individual reports and audits are available for review online at http://www.alamedactc.org/app_pages/view/4135.

Measure B Direct Local Distributions

Over the last five years, Measure B sales tax collections have increased gradually from approximately \$100 million in net collections in 2010 to \$126 million in 2015. Approximately 60 percent of the revenues are distributed by formula to the eligible recipients for local transportation programs. In FY 14-15, Alameda CTC provided approximately \$69.5 million in Measure B Direct Local Distributions funds to four transportation programs:

The FY 14-15 Measure B distributions are approximately \$3 million more than the prior fiscal year. In the audited financial statements and compliance reports, the agencies confirmed the receipt of the \$69.5 million in DLD funds distribute by Alameda CTC and reported a total expenditures of \$71.0 million. Recipients are drawing from prior fund balances in addition to their annual distributions to implement projects and programs.

Measure BB Direct Local Distributions

As the first year of Measure BB sales tax collections, beginning April 1, 2015, the Measure BB program collected \$25.1 million in the last quarter of FY 14-15. Approximately 54 percent of the revenues were distributed as formula DLD funds to eligible local recipients. This amounted to approximately \$13.4 million in Measure BB DLD funds four transportation programs. Due to the timing of receipt, most recipients report no expenditures of Measure BB DLD funds in FY 14-15.

FY 14-15 Measure B and Measure B Distributions By Program

DLD Program	Measure B	Measure BB	Total
Local Streets and Roads	\$27,569,470	\$5,015,620	\$32,585,090
Mass Transit	\$26,187,294	\$5,404,331	\$31,591,625
Paratransit	\$11,131,451	\$2,257,029	\$13,388,480
Bicycle and Pedestrian	\$4,627,821	\$752,343	\$5,380,164
Total	\$69,516,036	\$13,429,323	\$82,945,359



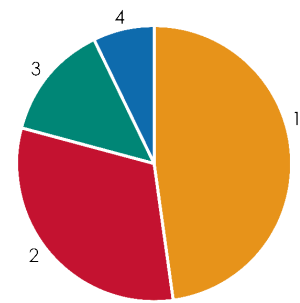
Measure B and Measure BB Direct Local Distribution Program Expenditures

Each fiscal year, local jurisdictions utilize DLD funds to implement their projects and programs. In FY 14-15, jurisdictions expended a combined total of \$72.0 million in Measure B (\$71.0 million) and Measure BB (\$1.0 million) DLD funds on transportation improvements in Alameda County.

For Measure B, recipients have increased their expenditures from the prior year by approximately \$1.4 million, and are collectively drawing down fund balances.

By program type, agencies spent 42 percent of total Measure B funds on local streets and roads, 34 percent on mass transit, 15 percent on paratransit, and 9 percent on bicycle and pedestrian projects.

See the chart below for more information on Measure B FY 14-15 Direct Local Distribution balances, annual revenue distributions, and expenditures.



Total Measure B Funds Expended

Dollars in millions

1	Local Streets and Roads	\$29.6	42%
2	Mass Transit	\$24.3	34%
3	Paratransit	\$10.5	15%
4	Bicycle and Pedestrian	\$6.6	9%
Total Expended		\$71.0	100%

FY 14-15 Measure B Expenditures and Fund Balances

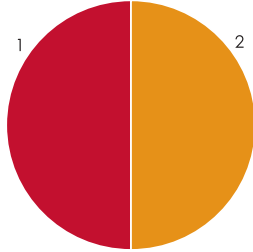
Jurisdiction	14-15 Starting MB Balance	14-15 MB Revenue	14-15 MB Interest	14-15 MB Expended	14-15 Ending MB Balance
AC Transit	\$3,064,267	\$26,446,452	\$0	\$22,936,770	\$6,573,949
BART	\$0	\$1,838,787	\$0	\$1,838,787	\$0
LAVTA	\$0	\$1,009,539	\$0	\$1,009,539	\$0
WETA	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655
ACPWA	\$2,256,162	\$3,148,065	\$18,262	\$3,083,383	\$2,339,106
ACE	\$2,168,442	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303
City of Alameda	\$2,755,714	\$2,087,429	\$11,009	\$1,784,718	\$3,069,434
City of Albany	\$129,178	\$474,686	\$144	\$225,366	\$378,642
City of Berkeley	\$2,562,623	\$3,400,115	\$1,886	\$4,018,190	\$1,946,435
City of Dublin	\$869,099	\$545,626	\$6,425	\$752,945	\$668,205
City of Emeryville	\$416,800	\$326,816	\$2,542	\$73,877	\$672,281
City of Fremont	\$3,284,761	\$3,703,121	\$10,516	\$4,797,741	\$2,200,657
City of Hayward	\$2,040,253	\$3,445,636	\$7,169	\$3,885,068	\$1,607,990
City of Livermore	\$1,930,332	\$1,194,122	\$6,998	\$1,905,080	\$1,226,372
City of Newark	\$475,201	\$758,605	\$998	\$628,243	\$606,561
City of Oakland	\$11,447,976	\$12,547,359	\$33,218	\$12,956,161	\$11,072,392
City of Piedmont	\$393,762	\$426,636	\$327	\$705,141	\$115,585
City of Pleasanton	\$1,686,098	\$1,103,473	\$14,407	\$1,273,201	\$1,530,777
City of San Leandro	\$3,420,388	\$1,852,294	\$12,552	\$1,938,335	\$3,346,899
City of Union City	\$1,142,339	\$1,628,429	\$5,000	\$2,473,651	\$302,117
Total	\$43,489,820	\$69,516,036	\$138,356	\$71,011,854	\$42,132,358

Notes:

1. The table above reflects Measure B financials reported on the Audited Financial Statements and Compliance Reports.
2. Revenue and expenditure figures may vary due to number rounding.
3. The Starting MB Balance may vary from the prior year due to restatement of fund balances in FY 14-15.
4. The Ending MB Balance includes interest on Measure B funds.

Measure B and Measure BB Expenditures

Measure B and Measure BB Direct Local Distribution Program Expenditures



Total Measure BB Funds Expended

Dollars in millions

1 Mass Transit	\$0.5	50%
2 Paratransit	\$0.5	50%
Total Expended	\$1.0	100%

For Measure BB, the primary expenditures were among the transit providers for bus and rail transit operations and paratransit services. In general, city and county recipients were unable to program Measure BB funds into their capital improvement plans for the bicycle and pedestrian, and local streets and roads programs due to the timing of receiving the Measure BB distributions at the end of the fiscal year.

By program type, of the \$1.0 million in Measure BB expenditures incurred in FY 14-15, transit agencies expended half within the transit program and the other half within the paratransit program. Expenditures supported transit operations, facilities maintenance and paratransit services.

See the chart below for more information on Measure BB FY 14-15 DLD balances, annual revenue distributions, and expenditures.

FY 14-15 Measure BB Expenditures and Fund Balances

Jurisdiction	14-15 Starting MBB Balance	14-15 MBB Revenue	14-15 MBB Interest	14-15 MBB Expended	14-15 Ending MBB Balance
AC Transit	\$0	\$5,843,198	\$0	\$0	\$5,843,198
BART	\$0	\$501,562	\$0	\$501,562	\$0
LAVTA	\$0	\$176,311	\$0	\$176,311	\$0
WETA	\$0	\$125,391	\$0	\$0	\$125,391
ACPWA	\$0	\$506,146	\$0	\$0	\$506,146
ACE	\$0	\$250,781	\$0	\$215,891	\$34,890
City of Alameda	\$0	\$389,207	\$0	\$0	\$389,207
City of Albany	\$0	\$88,307	\$0	\$0	\$88,307
City of Berkeley	\$0	\$634,434	\$0	\$0	\$634,434
City of Dublin	\$0	\$95,140	\$0	\$0	\$95,140
City of Emeryville	\$0	\$61,006	\$0	\$0	\$61,006
City of Fremont	\$0	\$599,542	\$0	\$0	\$599,542
City of Hayward	\$0	\$610,287	\$0	\$0	\$610,287
City of Livermore	\$0	\$209,473	\$0	\$0	\$209,473
City of Newark	\$0	\$123,198	\$0	\$0	\$123,198
City of Oakland	\$0	\$2,343,116	\$0	\$0	\$2,343,116
City of Piedmont	\$0	\$79,133	\$0	\$0	\$79,133
City of Pleasanton	\$0	\$208,325	\$0	\$0	\$208,325
City of San Leandro	\$0	\$327,542	\$0	\$0	\$327,542
City of Union City	\$0	\$257,226	\$0	\$97,342	\$159,884
Total	\$0	\$13,429,323	\$0	\$991,106	\$12,438,217

Notes:

1. The table above reflects Measure BB financials reported on the Audited Financial Statements and Compliance Reports.
2. Revenue and expenditure figures may vary due to number rounding.

Measure B and Measure BB Revenue and Expenditure Trends

Measure B DLD Net Revenue Trends

Each year, the state of the economy directly affects the amount of transportation sales tax revenue generated in Alameda County. Since the events in 2007 that precipitated an economic downturn, the annual net sales tax revenue has steadily increased, as shown in the table to the right.

The progressive growth in sales tax revenues has resulted in an increase of overall Measure B program distributions to the jurisdictions.

Measure B DLD Expenditure Trends

In FY 14-15, Measure B expenditures by the jurisdictions increased from the prior fiscal year by approximately \$7.2 million. Each of the four transportation programs contributed to the overall increase in expenditures in FY 14-15 from the prior fiscal year, as shown in the table to the right.

The largest expenditures were from the local streets and roads, and bicycle/pedestrian programs for capital improvements and road maintenance operations.

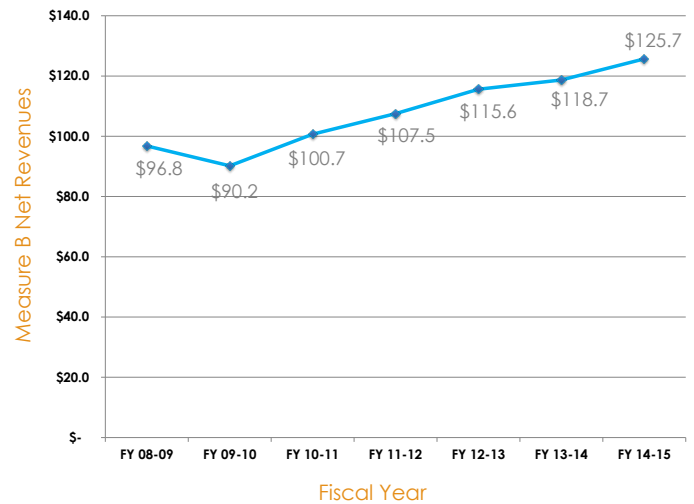
Measure BB DLD Revenue and Expenditure Trends

For the Measure BB program, FY 14-15 is the inaugural year of sales tax collections and distributions. Although trends have yet to be established, future Measure BB revenues and expenditures are expected to follow a similar pattern to the current Measure B annual distributions and expenditures.

Measure B Net Revenue Trends

FY 08-09 through FY 14-15

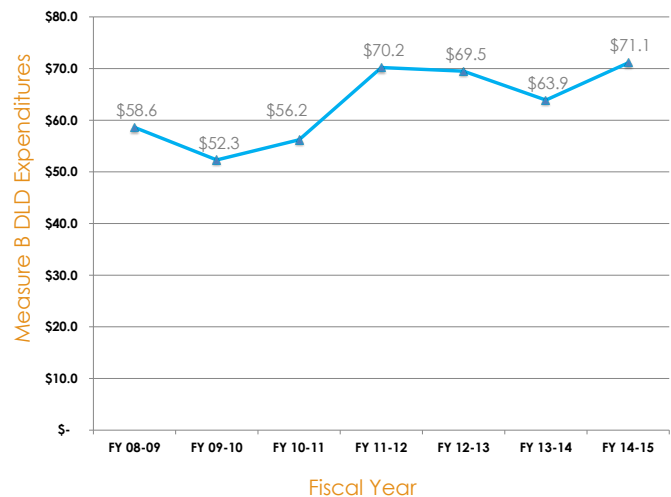
Dollar in millions



Measure B DLD Expenditures Trends

FY 08-09 through FY 14-15

Dollar in millions



Transportation Modes: Transit, Local Streets, and Bicycle and Pedestrian



In FY 14-15, jurisdictions combined Measure B and Measure BB expenditures amounted to \$72.0 million for transportation improvements. By fund source, approximately \$71.0 million in Measure B and \$1.0 million in Measure BB funds supported the following transportation modes within each program:

- **Bicycle and pedestrian:** Of the \$6.6 million used, local agencies spent:
 - 52 percent on bicycle and pedestrian improvements;
 - 35 percent on direct pedestrian improvements; and
 - 13 percent on direct bicycle improvements.
- **Local streets and roads:** Of the \$29.6 million used, local agencies spent:
 - 77 percent on local road improvement projects;
 - 12 percent on various projects including paratransit services, bus facilities improvements, general program administration, traffic management, engineering, and maintenance; and
 - 11 percent on bicycle and pedestrian projects.
- **Mass transit:** Of the \$24.8 million used, local agencies spent:
 - 80 percent on bus operations;
 - 12 percent on rail operations; and
 - 8 percent on ferry operations.
- **Paratransit:** Of the \$11.0 million used, local agencies spent
 - 54 percent on services for people with disabilities;
 - 45 percent on services for seniors and people with disabilities;
 - 1 percent on other senior transportation services.

Measure B and Measure BB Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$863,852	\$0	\$0	\$0	\$863,852
Bicycle and Pedestrian	\$3,438,742	\$807,623	\$0	\$0	\$4,246,365
Pedestrian	\$2,327,613	\$2,377,938	\$0	\$0	\$4,705,551
Local Streets and Roads	\$0	\$22,814,857	\$0	\$0	\$22,814,857
Bus	\$0	\$0	\$19,765,295	\$0	\$19,765,295
Ferry	\$0	\$0	\$2,111,539	\$0	\$2,111,539
Rail	\$0	\$2,599	\$2,955,400	\$0	\$2,957,999
Disabled Services	\$0	\$0	\$0	\$4,960,723	\$4,960,723
Meals on Wheels	\$0	\$0	\$0	\$31,813	\$31,813
Seniors and Disabled Services	\$0	\$0	\$0	\$5,967,702	\$5,967,702
Other	\$0	\$3,576,683	\$0	\$581	\$3,577,264
Total	\$6,630,206	\$29,579,699	\$24,832,234	\$10,960,820	\$72,002,960

Measure B and Measure BB Expenditures by Project Phase

Alameda County's sales tax dollars are invested in a wide variety of projects across the county to improve and maintain the transportation infrastructure. By project phase, the twenty DLD fund recipients reported 49 percent of total expenditures on operations to improve and maintain roadways, bicycle trails, and transit operations that enable greater access, safety and travel convenience to commuters and residents. This level of investment by phase is consistent with the prior year expenditures for operations.

Other top expenditures by phase include:

- Construction (\$20.7 million)
- Project Completion / Closeout (\$6.4 million)
- Scoping, Feasibility and Planning (\$3.8 million)
- Maintenance (\$3.4 million)

Local Streets and Roads Expenditures by Project Phase

Alameda CTC distributes local streets and roads fund to fourteen cities and the county for local transportation expenditures including ongoing pavement rehabilitation programs, bicycle/pedestrian improvements, transit operations, and capital infrastructure investments. In FY 14-15, agencies expended \$29.6 million in Measure B funds for local transportation related activities. No expenditures in this program were tied to Measure BB funds due to the timing of receipt of the newly collected distributions at the end of FY 14-15. Of the total expenditures, \$22.8 million was spent on projects that directly improved road and bicycle/pedestrian facilities, while the remaining \$6.8 million funded transit infrastructure and services.

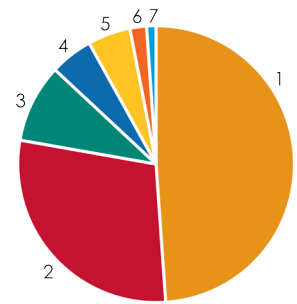
By Project Phase, 48 percent of expenses were reported in the Construction Phase totaling \$14.1 million. Construction projects include street resurfacing, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and stair repairs. An additional \$5.6 million (19 percent) was spent on the Project Completion / Closeout Phase.

Other top local streets and roads expenditures by phase include:

- Maintenance (\$3.3 million)
- Scoping, Feasibility and Planning (\$3.3 million)

FY 14-15 Program Highlights:

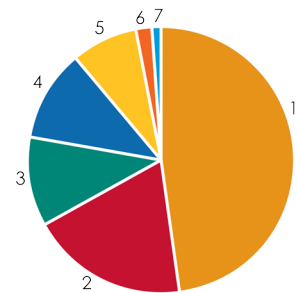
- The City of Oakland resurfaced and performed maintenance on over twenty lane miles of pavement to prolong the life of the roadways.
- The City of San Leandro's Annual Slurry Seal program repaired approximately eleven lane miles of street surfaces.



Total Measure B/BB Expenditures by Phase

Dollars in millions

1 Operations	\$35.5	49%
2 Construction	\$20.7	29%
3 Project Completion / Closeout	\$6.4	9%
4 Scoping, Feasibility and Planning	\$3.8	5%
5 Maintenance	\$3.4	5%
6 Other	\$1.2	2%
7 PS&E	\$1.0	1%
Total Expenditures	\$72.0	100%

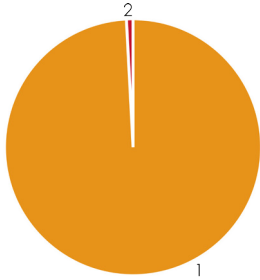


Local Streets & Roads Expenditures by Phase

Dollars in millions

1 Construction	\$14.1	48%
2 Project Completion/Closeout	\$5.6	19%
3 Maintenance	\$3.3	11%
4 Scoping, Feasibility & Planning	\$3.3	11%
5 Operations	\$2.2	8%
6 PS&E	\$0.6	2%
7 Other	\$0.5	1%
Total Expenditures	\$29.6	100%

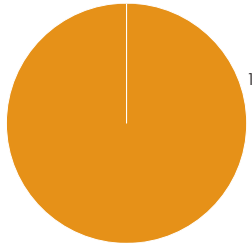
Expenditures by Project Phase



Mass Transit Expenditures by Phase

Dollars in millions

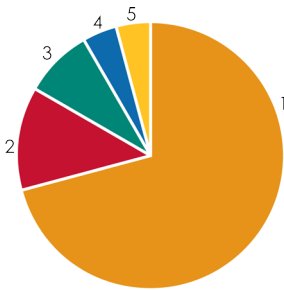
1 Operations	\$22.7	90%
2 Other	\$2.1	10%
Total Expenditures	\$24.8	100%



Paratransit Expenditures by Phase

Dollars in millions

1 Operations	\$11.0	100%
Total Expenditures	\$11.0	100%



Bicycle and Pedestrian Expenditures by Phase

Dollars in millions

1 Construction	\$4.5	68%
2 Project Completion/Closeout	\$0.8	12%
3 Scoping, Feasibility & Planning	\$0.5	8%
4 PS&E	\$0.4	6%
5 Other	\$0.4	6%
Total Expenditures	\$6.6	100%

Mass Transit Expenditures by Project Phase

Transit agencies expended 90 percent of Measure B and Measure BB Transit funds on service operations in the amount of \$22.7 million. Additional expenditures are tied to construction related improvements including ferry maintenance and transit facility repairs.

FY 14-15 Program Highlights:

- Measure B funds supported AC Transit's fixed route transit operations to provide over 47 million one-way trips.
- LAVTA used a combination of Measure B and Measure BB Direct Local Distributions to provide 1.6 million one-way trips for Tri-Valley residents.
- San Francisco Water Emergency Transportation Authority (WETA) performed mid-life refurbishments on the Bay Breeze and Peralta ferry, as well as capital improvements to ferry facilities.

Paratransit Expenditures by Project Phase

Agencies spent 100 percent of the \$11.0 million in Measure B and Measure BB paratransit funds on operations and services for transportation, meal delivery, and travel training to seniors and people with disabilities.

FY 14-15 Program Highlights:

- The City of Albany provided over 6,000 group recreational trips as part of the city's effort to improve the quality of life for seniors and people with disabilities.
- The City of Hayward provided 10,000 trips through the same-day taxi program.
- BART's ADA mandated service operations provided over 225,000 passenger trips using Measure B and Measure BB funds.

Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total Measure B and Measure BB expenditures of \$6.6 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as gap closures, sidewalk improvements, and pathway maintenance. These improvements help achieve a more reliable and more connected bicycle/pedestrian network that makes walking and biking safer and more accessible throughout the county.

FY 14-15 Program Highlights:

- The City of Oakland's Skyline Boulevard Bikeway project repaved, restriped and marked 1.6 lane miles of new bicycle facilities.
- The City of Piedmont implemented the Highland Avenue and Parkway Drainage improvements that replaced 700 linear feet of curb

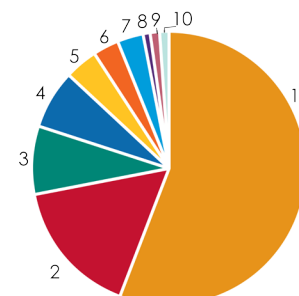
Measure B Expenditures by Project Type

Local Streets and Roads Expenditures by Project Type

Jurisdictions reported a total of \$29.6 million in local street and road expenditures for transportation improvements. By project type, approximately \$16.7 million went to street resurfacing and maintenance, \$4.8 million supported staffing program administration, and \$2.3 million was used for sidewalk and ramp improvements. The investments in these expenditures are consistent with the prior year's expenditures by type. The other expenditures including financing a wide variety of improvements such as traffic calming improvements, complete street and streetscaping enhancements, and bicycle/pedestrian outreach and safety training.

FY 14-15 Program Highlights:

- The City of Alameda resurfaced six lane miles on various streets to replace striping, reseal surfaces, and to upgrade curb ramps.
- The City of Berkeley expended \$576,000 on its street maintenance program to provide pothole and street repairs.
- The City of Hayward reconstructed 550,000 square feet of pavement to repair deteriorated streets and roads.
- Union City's Huntwood Avenue / Whipple Road Intersection Drainage Improvement replaced 4,800 square feet of sidewalk, curb and gutter.



Local Streets & Roads Expenditures by Type

Dollars in millions

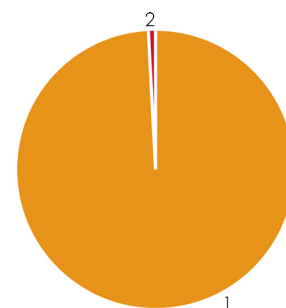
1	Street Resurfacing & Maintenance	\$16.7	56%
2	Staffing	\$4.8	16%
3	Sidewalk and Ramps	\$2.3	8%
4	Bridges and Tunnels	\$2.0	7%
5	Signals	\$1.1	4%
6	Complete Streets	\$1.0	3%
7	Other	\$1.0	3%
8	Traffic Calming	\$0.3	1%
9	Pedestrian Crossing Improvements	\$0.2	1%
10	Bikeways and Paths	\$0.2	1%
Total Expenditures		\$29.6	100%

Mass Transit Expenditures by Project Type

Of the \$24.8 million Mass Transit Program expenditures by transit agencies, approximately 91 percent of funds went to operations and the remaining amount was used for equipment purchases and facilities maintenance.

FY 14-15 Program Highlights:

- The Altamont Corridor Express transported over 1.2 million passengers to the Vasco, Livermore, Pleasanton, and Fremont stations.
- WETA expended funds on its refurbishment projects at the Alameda Main Street and Oakland Jack London Square terminals.

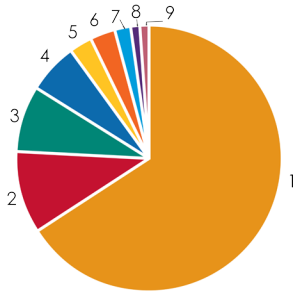


Mass Transit Expenditures by Type

Dollars in millions

1	Operations	\$22.7	91%
2	Equipment	\$2.1	9%
Total Expenditures		\$24.8	100%

Expenditures by Project Type



Paratransit Expenditures by Type

Dollars in millions

1 ADA-mandated Services	\$7.4	66%
2 City-Based Door to Door	\$1.1	10%
3 Program Administration	\$0.9	8%
4 Same Day Taxi Program	\$0.6	6%
5 Shuttle or Fixed Route Trips	\$0.3	3%
6 Customer Service/Outreach	\$0.3	3%
7 Group Trips	\$0.2	2%
8 Meal Delivery	\$0.1	1%
9 Other	\$0.1	1%
Total Expenditures	\$11.0	100%

Paratransit Expenditures by Project Type

By project type, agencies reported \$10.5 million in Measure B and \$0.5 million in Measure BB expenditures for paratransit related activities. The majority of the combined \$11.0 million in Paratransit program expenditures went towards Americans with Disabilities Act (ADA) mandated services, which includes approximately \$6.9 million in AC Transit and BART ADA-mandated paratransit services provided through the East Bay Paratransit Consortium. Other paratransit expenditures by type include \$1.1 million for city-based door-to-door programs and \$584,000 for same-day taxi programs.

FY 14-15 Program Highlights:

- The City of Alameda's Paratransit Shuttle provided over 5,100 one-way trips funded exclusively with Measure B funds.
- The City of Albany's taxi subsidy program provided 380 trips using \$4,700 in Measure B funds.
- Measure BB supported ADA mandated services provided by BART, LAVTA and Union City in the amount of \$0.5 million.
- The City of Fremont provided approximately 17,000 one-way trips for local door-to-door medical, grocery, and recreational trips for seniors and people with disabilities.
- The City of San Leandro transported over 13,000 passengers as part of its Flex Shuttle Paratransit Program funded with \$245,000 in Measure B funds.
- The City of Newark delivered 14,000 meals as part of its Meal Delivery Program.

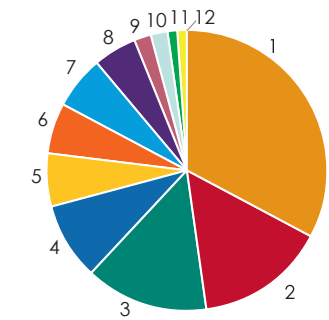


Bicycle and Pedestrian Expenditures by Project Type

By project type, a total of \$6.6 million in Measure B funds was expended in FY 14-15 to implement countywide bicycle/pedestrian improvements. No Measure BB expenditures were incurred during this period due to the timing of receipt of funds. The majority of Measure B expenditures were for sidewalk and ramp improvements (\$2.2 million), safety improvements (\$1.0 million), and bikeway enhancements (\$0.9 million).

FY 14-15 Program Highlights:

- The City of Dublin added a rectangular rapid flashing beacon at two intersections which provided safer crossing for pedestrians in the downtown area on Amador Valley Blvd.
- The City of Hayward relocated a pedestrian and bicycle bridge on Industrial Blvd as part of the County's Floodwater Improvement project.
- The City of Piedmont performed safety improvements on a bridge on Oakland Avenue which included upgrades to the pedestrian ramps and installation of safety rails across the bridge.
- The City of San Leandro implemented railroad safety crossing improvements at two sidewalks locations approaching the Union Pacific Railroad pedestrian crossings.
- Union City installed eight-six wheelchair ramps and truncated domes as part of an effort to retrofit existing sidewalk ramps to ADA standards.



Bicycle and Pedestrian Expenditures by Type

Dollars in millions

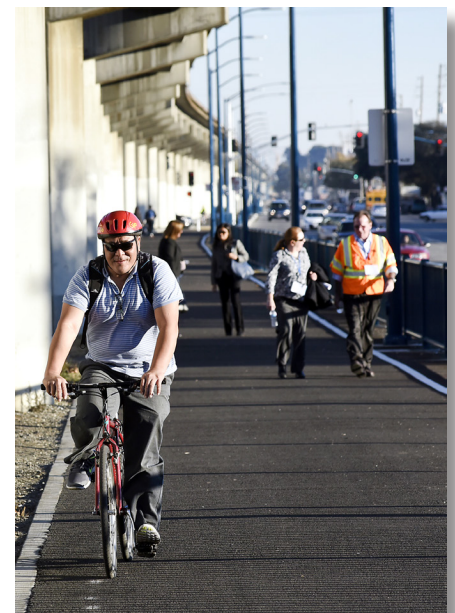
1 Sidewalk and Ramps	\$2.2	33%
2 Safety Improvements	\$1.0	15%
3 Bikeways (non-Class 1)	\$0.9	14%
4 Multiuse Paths	\$0.6	9%
5 Other	\$0.4	6%
6 Traffic Calming	\$0.4	6%
7 Streetscape/Complete Streets	\$0.4	6%
8 Pedestrian Crossing Improv.	\$0.3	5%
9 Education and Promotion	\$0.1	2%
10 Signals	\$0.1	2%
11 Master Plan	\$0.1	1%
12. Staffing	\$0.1	1%
Total Expenditures	\$6.6	100%

Measure B and Measure BB Program Administration

Per the MPFA, Measure B and Measure BB funds are eligible to support activities that include the implementation and construction of transportation related improvements. Each year Measure B and Measure BB recipients expend funds not only on construction activities, but also on staffing activities associated with program administration and project development.

In FY 14-15, approximately 8 percent of Measure B and Measure BB expenditures supported the following program administration activities:

- Engineering development
- Transportation planning
- Street resurfacing and maintenance, traffic operations services, electrical services, pavement rehabilitation, pothole repair, and preventative maintenance
- Information technology services
- Customer service and outreach
- Bicycle/pedestrian planning
- Paratransit program management



Timely Use of Funds and Reserve Policy



In order to ensure agencies are expending Measure B and Measure BB funds expeditiously on local transportation improvements, the Alameda CTC's Timely Use of Funds Policy requires jurisdictions to report anticipated use of all Measure B and Measure BB funds for each of their programs. As part of the annual compliance reporting process, jurisdictions provide information on planned uses of these funds on anticipated projects.

Per the MPFA's Fund Reserve Policy, jurisdictions can establish certain fund reserves to account for unexpended balances. The types of fund reserves and their eligibilities are noted in the following chart.

Fund Reserve Categories

Reserve Category	Maximum Funding Allotment	Timely Use of Funds Requirement
Capital Fund Reserve Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year revenue of Measure B/BB funds.	None.	(1) Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established.
Operations Fund Reserve Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations.	50 percent of anticipated annual Measure B/BB Direct Local Distribution revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
Undesignated Fund Reserve Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual Measure B/BB Direct Local Distribution revenue	(1) Unexpended funds may be reassigned in the subsequent fiscal year.



Monitoring Timely Use of Funds and Reserves

As part of the annual compliance report, Measure B/BB recipients are required to provide an implementation plan using uncommitted fund balances and anticipated annual revenue. Alameda CTC utilizes the reported information to track reported expenditures and to monitor the implementation plans for compliance with the MPFA's Timely Use of Funds Policy. This policy began as part of the reporting on FY 11-12 expenditures in 2012.

As part of the FY 11-12 Annual Compliance Report, Alameda CTC implemented the first year of monitoring and tracking fund reserves. Jurisdictions identified implementation plans using remaining fund balances per the Timely Use of Funds Policy. Each subsequent fiscal year, jurisdictions are required to provide updated implementation plans using uncommitted fund balances at the end of the fiscal year (i.e. funds not already identified in a previous plan). Alameda CTC monitors the reports for compliance with the requirements of the policy.

Alameda CTC's compliance reporting evaluation includes the following:

1. Monitor jurisdictions' implementation plans to ensure jurisdictions are actively expending Measure B and Measure BB funds and enhancing the local transportation system throughout Alameda County.
2. Review jurisdictions' updated implementation plans which include the identification of uncommitted fund balances and anticipated annual revenue for the next fiscal year.

For FY 14-15, all Measure B and Measure BB DLD fund recipients are found to be in compliance with the Timely Use of Funds Policies for reserves. Recipients have demonstrated a commitment to expending reserve balances and fulfilled the commitments of the policy. The individual program compliance reports and the recipient's implementation plans can be found on the website: http://www.alamedactc.org/app_pages/view/4135.

In December 2015, Alameda CTC adopted a new Timely Use of Funds Policy that will replace the existing Timely Use of Funds Policy to facilitate greater oversight and compliance administration of DLD funds. This new policy states that a recipient may not carry a end of year fund balance greater than 40 percent of their annual revenue received for four consecutive years in a row. Alameda CTC will implement this policy on FY 16-17 funds as part of updated Master Programs Funding Agreements starting on July 1, 2016.

As such, this FY 14-15 reporting period will be the last year of implementing and monitoring the Timely Use of Funds and Reserve Policies.



FY 14-15 Program Compliance Determination and Future Reporting



FY 14-15 Measure B and Measure BB Compliance Determination

For the FY 14-15 reporting year, all Measure B and Measure BB recipients submitted compliance reports and audited financial statements that complied with the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans and funding agreement requirements. From these reports and follow-up correspondences with the individual recipients, Alameda CTC has determined that the Measure B and Measure BB DLD recipients are in compliance with the reporting, expenditure requirements, and Timely Use of Funds and Reserve policies for expenses incurred in FY 14-15.



Future Reporting and Performance Monitoring

Alameda CTC will continue to monitor the recipients compliance with the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans and funding agreement requirements through future compliance reporting processes. In an effort to streamline the compliance administration and recipient reporting on all Measure B and Measure BB DLD funds, Alameda CTC and the recipients entered into new Master Programs Funding Agreements effective July 1, 2016 through June 30, 2026. The updated agreements includes new timely use of funds policies and performance monitoring requirements that are to be applied to fiscal year 2016-17 funds and will be monitored in future compliance reports and other agency performance reports.

Next year's compliance reporting on fiscal year 2015-16 Measure B and Measure BB expenditures will establish a baseline of reporting expectations and performance data that will be monitored. The focus of future reports will include:

- Monitoring the draw down of existing fund balances
- Performance monitoring of the use of funds
- Monitoring consistency with Expenditure Plan requirements
- Verifying compliance with the updated timely use of fund requirements
- Verifying recipient's completion of general reporting obligations
- Monitoring Measure BB Local Street and Road expenditures on Bicycle and Pedestrian benefits



Measure B and Measure BB Fund Balances

Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

AC Transit

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$2,272,711	\$21,337,338	\$0	\$18,306,102	\$5,303,947
Paratransit	\$791,556	\$5,109,114	\$0	\$4,630,668	\$1,270,002
Total	\$3,064,267	\$26,446,452	\$0	\$22,936,770	\$6,573,949

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$4,714,683	\$0	\$0	\$4,714,683
Paratransit	\$0	\$1,128,515	\$0	\$0	\$1,128,515
Total	\$0	\$5,843,198	\$0	\$0	\$5,843,198



Altamont Corridor Express (ACE)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$2,168,441	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303
Total	\$2,168,441	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$250,781	\$0	\$215,891	\$34,890
Total	\$0	\$250,781	\$0	\$215,891	\$34,890



SF Bay Area Rapid Transit (BART)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Paratransit	\$0	\$1,838,787	\$0	\$1,838,787	\$0
Total	\$0	\$1,838,787	\$0	\$1,838,787	\$0

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Paratransit	\$0	\$376,172	\$0	\$376,172	\$0
Mass Transit	\$0	\$125,390	\$0	\$125,390	\$0
Total	\$0	\$501,562	\$0	\$501,562	\$0



Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

Livermore Amador Valley Transit Authority (LAVTA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$0	\$851,519	\$0	\$851,519	\$0
Paratransit	\$0	\$158,020	\$0	\$158,020	\$0
Total	\$0	\$1,009,539	\$0	\$1,009,539	\$0

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$125,391	\$0	\$125,391	\$0
Paratransit	\$0	\$50,920	\$0	\$50,920	\$0
Total	\$0	\$176,311	\$0	\$176,311	\$0



SF Water Emergency Transportation Authority (WETA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655
Total	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$125,391	\$0	\$0	\$125,391
Total	\$0	\$125,391	\$0	\$0	\$125,391

Alameda County Public Works Association (ACPWA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,904,433	\$2,718,293	\$14,171	\$2,872,870	\$1,764,027
Bicycle and Pedestrian	\$351,729	\$429,772	\$4,091	\$210,513	\$575,079
Total	\$2,256,162	\$3,148,065	\$18,262	\$3,083,383	\$2,339,106

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$436,278	\$0	\$0	\$436,278
Bicycle and Pedestrian	\$0	\$69,868	\$0	\$0	\$69,868
Total	\$0	\$506,146	\$0	\$0	\$506,146



Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient



City of Alameda

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$2,543,158	\$1,691,252	\$10,210	\$1,402,727	\$2,841,893
Bicycle and Pedestrian	\$61,638	\$224,498	\$133	\$250,000	\$36,269
Paratransit	\$150,918	\$171,679	\$666	\$131,991	\$191,272
Total	\$2,755,714	\$2,087,429	\$11,009	\$1,784,718	\$3,069,434

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$316,897	\$0	\$0	\$316,897
Bicycle and Pedestrian	\$0	\$36,497	\$0	\$0	\$36,497
Paratransit	\$0	\$35,813	\$0	\$0	\$35,813
Total	\$0	\$389,207	\$0	\$0	\$389,207

City of Albany

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$51,965	\$385,280	\$12	\$118,123	\$319,134
Paratransit	\$10,741	\$34,336	\$2	\$41,330	\$3,749
Bicycle and Pedestrian	\$66,472	\$55,070	\$130	\$65,913	\$55,759
Total	\$129,178	\$474,686	\$144	\$225,366	\$378,642

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$72,192	\$0	\$0	\$72,192
Paratransit	\$0	\$7,163	\$0	\$0	\$7,163
Bicycle and Pedestrian	\$0	\$8,953	\$0	\$0	\$8,953
Total	\$0	\$88,307	\$0	\$0	\$88,307

City of Berkeley

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,881,862	\$2,775,644	\$1,198	\$3,369,472	\$1,289,232
Bicycle and Pedestrian	\$523,848	\$345,758	\$553	\$388,207	\$481,952
Paratransit	\$156,914	\$278,713	\$135	\$260,511	\$175,251
Total	\$2,562,624	\$3,400,115	\$1,886	\$4,018,190	\$1,946,435

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$520,084	\$0	\$0	\$520,084
Bicycle and Pedestrian	\$0	\$56,210	\$0	\$0	\$56,210
Paratransit	\$0	\$58,141	\$0	\$0	\$58,141
Total	\$0	\$634,434	\$0	\$0	\$634,434

Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

City of Dublin

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$816,319	\$396,556	\$5,899	\$682,726	\$536,048
Bicycle and Pedestrian	\$52,780	\$149,070	\$526	\$70,219	\$132,157
Total	\$869,099	\$545,626	\$6,425	\$752,945	\$668,205

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$70,906	\$0	\$0	\$70,906
Bicycle and Pedestrian	\$0	\$24,234	\$0	\$0	\$24,234
Total	\$0	\$95,140	\$0	\$0	\$95,140

City of Emeryville

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$255,796	\$271,146	\$2,347	\$15,457	\$513,832
Bicycle and Pedestrian	\$142,615	\$30,685	\$178	\$31,331	\$142,147
Paratransit	\$18,389	\$24,985	\$17	\$27,089	\$16,302
Total	\$416,800	\$326,816	\$2,542	\$73,877	\$672,281

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$50,806	\$0	\$0	\$50,806
Bicycle and Pedestrian	\$0	\$4,988	\$0	\$0	\$4,988
Paratransit	\$0	\$5,212	\$0	\$0	\$5,212
Total	\$0	\$61,006	\$0	\$0	\$61,006

City of Fremont

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,146,691	\$2,201,320	\$2,651	\$2,458,645	\$892,017
Paratransit	\$349,275	\$844,602	\$1,388	\$1,003,802	\$191,463
Bicycle and Pedestrian	\$1,788,795	\$657,199	\$6,477	\$1,335,294	\$1,117,177
Total	\$3,284,761	\$3,703,121	\$10,516	\$4,797,741	\$2,200,657

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$393,607	\$0	\$0	\$393,607
Paratransit	\$0	\$99,094	\$0	\$0	\$99,094
Bicycle and Pedestrian	\$0	\$106,841	\$0	\$0	\$106,841
Total	\$0	\$599,542	\$0	\$0	\$599,542



Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

City of Hayward



Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$691,370	\$2,219,270	\$332	\$2,543,211	\$367,761
Paratransit	\$932,812	\$781,846	\$4,249	\$829,387	\$889,520
Bicycle and Pedestrian	\$416,071	\$444,520	\$2,588	\$512,470	\$350,709
Total	\$2,040,253	\$3,445,636	\$7,169	\$3,885,068	\$1,607,990

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$396,817	\$0	\$0	\$396,817
Paratransit	\$0	\$141,205	\$0	\$0	\$141,205
Bicycle and Pedestrian	\$0	\$72,265	\$0	\$0	\$72,265
Total	\$0	\$610,287	\$0	\$0	\$610,287

City of Livermore



Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,113,781	\$945,123	\$3,678	\$1,464,357	\$598,225
Bicycle and Pedestrian	\$816,551	\$248,999	\$3,320	\$440,723	\$628,147
Total	\$1,930,332	\$1,194,122	\$6,998	\$1,905,080	\$1,226,372

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$168,993	\$0	\$0	\$168,993
Bicycle and Pedestrian	\$0	\$40,480	\$0	\$0	\$40,480
Total	\$0	\$209,473	\$0	\$0	\$209,473

City of Newark

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$399,960	\$460,866	\$629	\$447,243	\$414,212
Paratransit	\$63,183	\$168,221	\$183	\$181,000	\$50,587
Bicycle and Pedestrian	\$12,058	\$129,518	\$186	\$0	\$141,762
Total	\$475,201	\$758,605	\$998	\$628,243	\$606,561

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$82,405	\$0	\$0	\$82,405
Paratransit	\$0	\$19,737	\$0	\$0	\$19,737
Bicycle and Pedestrian	\$0	\$21,056	\$0	\$0	\$21,056
Total	\$0	\$123,198	\$0	\$0	\$123,198

Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

City of Oakland

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$9,262,519	\$10,333,520	\$27,573	\$10,303,203	\$9,320,409
Bicycle and Pedestrian	\$2,185,457	\$1,193,286	\$5,645	\$1,898,193	\$1,486,195
Paratransit	\$0	\$1,020,553	\$0	\$754,765	\$265,788
Total	\$11,447,976	\$12,547,359	\$33,218	\$12,956,161	\$11,072,392

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$1,936,233	\$0	\$0	\$1,936,233
Bicycle and Pedestrian	\$0	\$193,992	\$0	\$0	\$193,992
Paratransit	\$0	\$212,891	\$0	\$0	\$212,891
Total	\$0	\$2,343,116	\$0	\$0	\$2,343,116



City of Piedmont

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$223,972	\$394,094	\$300	\$593,437	\$24,930
Bicycle and Pedestrian	\$169,790	\$32,542	\$27	\$111,704	\$90,655
Total	\$393,762	\$426,636	\$327	\$705,141	\$115,585

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$73,843	\$0	\$0	\$73,843
Bicycle and Pedestrian	\$0	\$5,290	\$0	\$0	\$5,290
Total	\$0	\$79,133	\$0	\$0	\$79,133



City of Pleasanton

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$357,189	\$787,564	\$4,640	\$786,513	\$362,880
Bicycle and Pedestrian	\$1,328,909	\$214,771	\$9,767	\$385,550	\$1,167,897
Paratransit	\$0	\$101,138	\$0	\$101,138	\$0
Total	\$1,686,098	\$1,103,473	\$14,407	\$1,273,201	\$1,530,777

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$140,820	\$0	\$0	\$140,820
Bicycle and Pedestrian	\$0	\$34,915	\$0	\$0	\$34,915
Paratransit	\$0	\$32,590	\$0	\$0	\$32,590
Total	\$0	\$208,325	\$0	\$0	\$208,325

Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient



City of San Leandro

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$2,504,041	\$1,289,161	\$10,452	\$1,190,764	\$2,612,890
Bicycle and Pedestrian	\$793,366	\$258,983	\$2,100	\$502,286	\$552,163
Paratransit	\$122,981	\$304,150	\$0	\$245,285	\$181,846
Total	\$3,420,388	\$1,852,294	\$12,552	\$1,938,335	\$3,346,899

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$230,509	\$0	\$0	\$230,509
Bicycle and Pedestrian	\$0	\$42,102	\$0	\$0	\$42,102
Paratransit	\$0	\$54,931	\$0	\$0	\$54,931
Total	\$0	\$327,542	\$0	\$0	\$327,542

City of Union City / Union City Transit

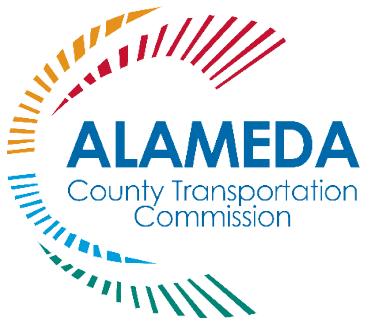
Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$636,103	\$700,382	\$1,627	\$1,330,951	\$7,161
Mass Transit	\$0	\$419,589	\$0	\$419,589	\$0
Paratransit	\$0	\$295,308	\$0	\$295,308	\$0
Bicycle and Pedestrian	\$506,236	\$213,150	\$3,373	\$427,803	\$294,956
Total	\$1,142,339	\$1,628,429	\$5,000	\$2,473,651	\$302,117

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$125,232	\$0	\$0	\$125,232
Mass Transit	\$0	\$62,695	\$0	\$62,695	\$0
Paratransit	\$0	\$34,647	\$0	\$34,647	\$0
Bicycle and Pedestrian	\$0	\$34,651	\$0	\$0	\$34,651
Total	\$0	\$257,226	\$0	\$97,342	\$159,884





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Agency	IWC Comments	Response
AC Transit	<ol style="list-style-type: none"> 1. AC Transit audit reports contain statement referring to notes to financial statements. Where are these notes? 2. How many routes are funded? How are funds applied towards operations costs? 3. Again on the "signage" issue — AC Transit says that they have 580 signs posted, for both B and BB. But only two projects are identified regarding B signage. Where are the rest, and for what? 	<ol style="list-style-type: none"> 1. AC Transit revised the audit reports to remove the reference to notes. These were part of the auditor's template and not applicable to AC Transit's report. 2. Approximately 90 routes are funded by B/BB (62 local & 28 Transbay). Measure B and BB funds are allocated to the General Fund. Those funds are used to pay for operating expenses including the Service Expansion Plan for AC Transit. Those operating expenses include labor, fuel, parts, and other costs for AC Transit to operate. 3. AC Transit posts signage at specific capital projects, and on fixed route transit vehicles in operation. An example photo of the signage posted on a vehicle was provided to IWC member.
BART	<ol style="list-style-type: none"> 1. Audit report for Meas B shows Meas BB revenue on pg. 4, which appears to be incorrect. 2. Just out of curiosity — why is the number of persons <u>exiting</u> from Alameda County stations used as the metric in Table 2? But "approximately 44 million" is not very precise; they show more detail in reports elsewhere. 	<ol style="list-style-type: none"> 1. The Measure B audit was revised to correct the typo. 2. With BART serving a wide region, this statistic provides a snapshot of the number of passengers with designations to/within Alameda County. An approximate quantity appears reasonable for reporting purposes of quantifying and describing the accomplishments/service delivered, and consistent with past reporting through the compliance process.
LAVTA	<ol style="list-style-type: none"> 1. Meas B audit report, pg. 3, appears to show only a portion of all Meas B funds received as compared to the amounts shown on pg. 5. 2. Meas BB audit report, Note 2A on pg. 7 refers to Measure B, which appears to be incorrect. 3. How is a deficient/negative balance covered? Accrual? 	<ol style="list-style-type: none"> 1. Page 3 of the MB report correctly shows only the portion of the MB funds that were received after 6/30/15 as a receivable on the balance sheet. The full amount of MB funds received is included as revenue on the Statement of Revenues, Expenditures and Changes in Fund Balances. The reference to MB in note 2A of the MBB report is just a typo. I would suggest either adding a B on the version that goes on our website or ask LAVTA to reprint with the extra B and send you an updated version. 2. The Measure BB audit was revised to correct the typo. 3. Recipients who have annual expenditures exceeding annual revenues/distributions rely on their prior fund balances to support their annual costs. For LAVTA, they operate on a cost reimbursement basis which allows them to expend funds with plans to reimburse their accounts; this is stated in their audited financial statement.
WETA	<ol style="list-style-type: none"> 1. WETA did not complete page 10 for Measure B Compliance Report. 	<ol style="list-style-type: none"> 1. The Report Card is a tracking tool used to evaluate whether an agency met the 70% expenditure requirement of any planned expenditures from Table 3 Box 4 FY 14-15, Planned vs Actual Expenditures. WETA did not identify any planned uses in this category, and thus the Report Card is blank/not applicable.
ACE	<ol style="list-style-type: none"> 1. Financial statements exclude fares and other revenue. Please explain. 2. Are planned capital projects funded? 3. On the "General Compliance Reporting" page, it says to "Attach a copy of the article, example photos of posted signage," etc. They say they have 30 posted signs 	<ol style="list-style-type: none"> 1. Financial Statements should only include Measure B or Measure BB Direct Local Distributions, and interested earned. Fares and other revenues are not allowed. This ensures the fund balance is made up of only MB or MBB funds. These financial statements do not relate to, nor can Alameda CTC control, any other fund sources. 2. The Capital projects are funded as identified on the implementation plan in Box 5 FY 15/16 Planned Projects. They are not being funded in the capital reserve. 3. Acceptable forms of signage include specific references to Measure B or BB, OR identification that "voter approved transportation dollars funded..." on a sign. Alameda CTC provides signage templates on our website: http://www.alamedactc.org/app_pages/view/5269. Signage production is the responsibility of the recipient. ACE

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Agency	IWC Comments	Response
	<p>about both B and BB funding, but no examples are shown. Just out of curiosity, do they just add something about the BB funding to the B signs, or is it another sign added, or . . . ? Does ACTC provide the signs for consistency (which is what City of Alameda, and historical observations, seems to say), or do the agencies have to pay for them, or . . . ? Where would a system like ACE post the signage, other than at stations? Do any signs appear outside of Alameda County?</p> <p>4. When ACE had the mudslide recently, there was news reporting that they say they have capital funding available that could pay for some kind of "advance alert" technology — is this associated with either B or BB funding, and where would it be identified in their reports?</p> <p>5. Table 2 contains an Expenditure for "Administrative fee" for "services provided by ACCMA/ACTC" and invoiced by ACTC for "attendance at ACE Board meetings and associated fees" — what is the justification for ACTC charging such fees, and where does this appear in the ACTC budget and revenue reports?</p>	<p>posts signage placards on their trains. They are located on all coach and cab cars. An example of signage was provided to the IWC member.</p> <p>4. No. No MB-MBB dollars were spent to date on any activities related to this question. ACE is not pursuing any mudslide sensor technology. All research in that area has to be led by Union Pacific, and ACE is unaware of any pursuits to implement the technology along ACE's corridor.</p> <p>5. Alameda CTC pays a per diem to the representative from the Commission that sits on the ACE Board and attends ACE Board meetings on the Alameda CTC's behalf. These per diems are considered an administrative cost and are included in the "Commission and Community Support" line item of the Alameda CTC budget.</p>
ACPWA	<p>1. Meas B audit report includes "Bridges", which is not a DLD program category. Please clarify the inclusion of "Bridges" and confirm whether Meas B funds were used appropriately under this category.</p> <p>2. Meas BB audit report, pg. 4 shows Measure B revenue, not Measure BB revenue. Pg 5, ACPWA stated an intent to use funds for "bridges"; please confirm such use is appropriate.</p> <p>3. Measure BB audit report, Pg 7, note 4 appears to contradict itself by first stating projects funded by Meas BB and then stating "there were no projects funded by Measure BB...." Please obtain corrections from the ACPWA.</p> <p>4. ACPWA did not complete page 16 of the compliance report.</p>	<p>1. The 2000 Measure B Transportation Expenditure plan identifies 0.62 percent of net revenues for Alameda County Bridges, whose operations are administered by the County and support through these funds. This is on page 18 of the 2000 Measure B Transportation Expenditure Plan. Bridge operations are eligible expense under the Measure B and Measure BB programs. The County reports the expenditure in the LSR section of the compliance reports.</p> <p>2. Measure BB Audit Report was revised to correct the typo on page 4.</p> <p>3. Measure BB Audit Report was revised to clarify the note regarding MBB uses on page 7.</p> <p>4. ACPWA did not identify any planned uses in this category, and thus the Report Card is blank/not applicable.</p>

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Agency	IWC Comments	Response
	<p>5. How does quantity of work compared with previous trips?</p> <p>6. Both Bike/Ped and Streets & Roads activities in Table 2 show primarily as broad “programs” — how would we find out where specific improvements occurred?</p>	<p>5. To compare the past activities, the prior year's compliance reports are available on the Alameda CTC website. Example comparison - in FY 13-14 Sidewalk Repair Program maintained 68 locations using \$8,700 in MB funds, and in FY 14-15 maintained 10 locations using \$2,300 in MB funds.</p> <p>6. The Sidewalk repair program includes Measure B funding and Property Owner costs. Some locations scoped for repairs includes Via Arriba in the San Lorenzo community and Crestfield circle in the Castro Valley Community. The Sidewalk Repair Program is funded by Measure B funds set aside annually and divided equally among the following unincorporated areas of Alameda County: Ashland, Castro Valley, Cherryland, Fairview, and San Lorenzo. These Measure B program funds are offered on a “first come, first served” basis while funds are available. The LS&R Program included pavement rehab along various roadways including Mines Road in the Eastern Portions of Unincorporated Alameda County and Via Manzanitas and Emily and Barlow Courts in Central Unincorporated Alameda County.</p>
Alameda	<p>1. Meas BB audit report, pg. 6, Item #3 appears to misstate the amount of sales tax: "0.05 percent" is not half a percent and these errors should be corrected.</p> <p>2. What action is being taken by Alameda CTC in regards to Alameda's failure to have updated master plans by 12/31/15?</p>	<p>1. Measure BB Audit Report was revised to correct the typo on page 6.</p> <p>2. Recipients are allowed to demonstrate a commitment to update their plans or provide justification on why an update is not needed. If the recipient does not provide a reasonable justification or development schedule, Alameda CTC could recommended conditions be placed on future DLD distributions. Alameda is currently adopting an updated Masterplan this fiscal year.</p>
Albany	<p>1. Pg 6, Item #1, please explain "Membership Dues" to Alameda CTC in the amount of \$4533.</p> <p>2. High unspent balance - 55%</p> <p>3. Table 2 (for both Bike/Ped and S&R, but not Paratransit) charges Meas B for “Annual membership dues” to ACTC. This seems to be an anomaly compared to other jurisdictions/agencies — is it an eligible fund use or not, and why, either way? I understand charging for audit fees, which several agencies do, but this is different.</p>	<p>1. Member Agency Contributions have historically been required from all Alameda County Congestion Management Agency members to fund the required local match for planning grants for planning activities and to fund administrative costs not recovered through the indirect cost allocation plan on congestion management projects. Alameda County Transportation Improvement Authority has historically allowed this cost as an authorized Measure B expenditure. Planning activities at the Alameda County Transportation Commission still require this contribution from members to fund the local match requirement and other administrative costs related to congestion management activities. Planning activities can include both Bike/Ped and Streets/Roads, and this contribution is a legitimate transportation cost related to these activities. Not all member agencies choose to pay for this contribution with DLD funds.</p> <p>2. Albany's overall balance increased from \$130k to \$378k. Per Albany's compliance reports, a large balance occurred from the LSR program where the City could not spend its allocation of Measure B funds for pavement rehabilitation in the FY 13-14 timeframe due to no response to construction bids. The City is currently in a construction contract in FY 15-16 to expend the funds as part of the Annual Street Rehabilitation Program.</p> <p>3. Member Agency Contributions have historically been required from all Alameda County Congestion Management Agency members to fund the required local match for planning grants for planning activities and to fund administrative costs not recovered through the indirect cost allocation plan on congestion management projects. Alameda County Transportation Improvement Authority has historically allowed this cost as an authorized Measure B expenditure. Planning activities at the Alameda County Transportation Commission still require this contribution from members to fund the local match requirement and other administrative costs related to congestion management activities. Planning activities can include both Bike/Ped and Streets/Roads, and this</p>

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Agency	IWC Comments	Response
		contribution is a legitimate transportation cost related to these activities. Not all member agencies choose to pay for this contribution with DLD funds.
Berkeley	<ol style="list-style-type: none"> 1. Meas BB audit report, pgs. 4 and 11 through 13 refer to "Measure B sales taxes"; this needs to be corrected. 2. Why are pgs. 11 through 13 blank except for the accrued amounts? 3. What action is being taken by Alameda CTC in regards to Berkeley's failure to have updated master plans by 12/31/15? 4. Paratransit Pg 20, explanations in Boxes 8 and 10 were cut off. Please provide a .pdf file that shows the complete explanations. 	<ol style="list-style-type: none"> 1. Measure BB Audit Report was revised to correct the typo on page 4, 11, 12, 13. 2. Pages 11-13 are blank because these provide budget comparisons to actual, and the city did not budget any revenues and expenditures for MBB funds in FY14-15. Berkeley should have showed the actual revenues though because they did have accrued revenues. Since these are reports are not required, we did not make them to restate their financial statements. 3. Recipients are allowed to demonstrate a commitment to update their plans or provide justification on why an update is not needed. If the recipient does not provide a reasonable justification or development schedule, Alameda CTC could recommended conditions be placed on future DLD distributions. Berkeley is currently updating their Masterplan this fiscal year. 4. Compliance Report updated with the expanded fields.
Dublin	<ol style="list-style-type: none"> 1. No Comments. 	<ol style="list-style-type: none"> 1. Not Applicable.
Emeryville	<ol style="list-style-type: none"> 1. Meals on Wheels eligible expense – driver reimbursement? 2. High unspent balance. 3. Their "Group Trips Program" is described as "ADA-accessible transportation" — what is this supposed to mean, and how is it monitored? 4. Their Meal Delivery project cost \$313 for 4524 meals — an average of 6.9-cents each. Does this make sense? 	<ol style="list-style-type: none"> 1. Meals-on-Wheels is a specialized paratransit program to deliver meals to seniors and peoples with disabilities. Costs related to administration and program delivery such as staffing, driver costs, gas reimbursement are eligible Paratransit Program expenses. 2. Emeryville's overall DLD fund balance increased from the prior fiscal year from \$417k to \$672k. Per Emeryville's reports, a large balance occurred from the LSR program, where the City is accruing funds to support their Annual Street Rehabilitation Program. The City has reported planned expenditures for this project in the amount of \$750k and expects completion in FY 15/16 (Dec 2015). 3. The definition of group trips within the paratransit program: Group trips are round-trip rides for pre-scheduled outings, including shopping trips, sporting events, and community health fairs. These trips are specifically designed to serve the needs of seniors and people with disabilities and typically originate from a senior center or housing facility and are generally provided in accessible vans and other vehicle types or combinations thereof. Alameda CTC Paratransit and Planning Advisory Committee (PAPCO) each year reviews and monitors the paratransit program recipients and their implementation plans 4. The \$313 is reported as a mileage reimbursement for the meals delivered, and not for the cost of the meal itself. It is an eligible expense to implement the Meals-on-Wheels program. The Program delivers meals to homebound individuals through the use of volunteers. In many cases, the volunteers do not seek a mileage reimbursement and deliver the meals without any additional costs to the program. The few volunteers that did seek a reimbursement in fiscal year 2014-15 were reimbursed in the amount of \$313. For the city, the meals themselves are funded through other means such as donations and other non-MB/BB funds.

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Agency	IWC Comments	Response
Fremont	<ol style="list-style-type: none"> 1. What action is being taken by Alameda CTC in regards to Fremont's failure to have an updated Pedestrian Master Plan by 12/31/15? 2. Pg 23, Box 8, please provide a .pdf file that shows the complete description. 3. Project #5 PWC8746 – Tupelo Storm Drain Repair, eligible? 4. Meals-on-Wheels Program, eligible? 5. Item #2 for S&R Operations (Table 2) says “Staff logged and researched 156 citizen service requests in FY 14/15” — were requests from non-citizens also responded to? 	<ol style="list-style-type: none"> 1. Recipients are allowed to demonstrate a commitment to update their plans or provide justification on why an update is not needed. If the recipient does not provide a reasonable justification or development schedule, Alameda CTC could recommended conditions be placed on future DLD distributions. Fremont is currently updating their Masterplan this fiscal year with an adoption date in 2016. 2. Compliance Report updated with the expanded fields. 3. The Tupelo Storm Drain Repair is an eligible expense under the program. MB funds can be used for capital projects, programs, maintenance, or operations that directly improve local street and roads and local transportation. The Project's descriptions identifies repairs to the street's storm drain system to relieve water programs on the streets. 4. Meals-on-Wheels is an eligible program expense. It is a specialized program that delivers meals to the homes of individuals who are generally too frail to travel outside to congregate meal sites as part of the paratransit program. 5. Alameda CTC will request DLD recipients describe their public contacts in terms of residents in the future.
Hayward	<ol style="list-style-type: none"> 1. What action is being taken by Alameda CTC in regards to Hayward's failure to have an approved Pedestrian Master Plan and an updated Bicycle Master Plan by 12/31/15? 	<ol style="list-style-type: none"> 1. Recipients are allowed to demonstrate a commitment to update their plans or provide justification on why an update is not needed. If the recipient does not provide a reasonable justification or development schedule, Alameda CTC could recommended conditions be placed on future DLD distributions. Hayward is currently updating their Masterplan this fiscal year with consultants selected in 2016.
Livermore	<ol style="list-style-type: none"> 1. What action is being taken by Alameda CTC in regards to Livermore's failure to have an approved Pedestrian Master Plan and an updated Bicycle Master Plan by 12/31/15? 2. Pg 14, please ask Livermore to verify the total cost and quantity for Items 3, 4 and 5 because the cost per square foot varies greatly. 3. How is a deficit covered? Accrual? 	<ol style="list-style-type: none"> 1. Recipients are allowed to demonstrate a commitment to update their plans or provide justification on why an update is not needed. If the recipient does not provide a reasonable justification or development schedule, Alameda CTC could recommended conditions be placed on future DLD distributions. Livermore is currently updating their Masterplan this fiscal year and final Plan anticipated 2017. 2. The total cost and quantity competed for each of the projects in question are correct in the Compliance Report. The City of Livermore leverages multiple funding sources on most projects to enable larger and most cost-effective projects. All three projects in question used Measure B funds in addition to other fund sources. If reviewed and analyzed holistically, each project's total funding and total quantity completed results in comparable costs per square foot. For example, the Street Resurfacing Project (CIP201401) used \$250,000 in local impact fees, \$405,000 in gas tax funds, \$400,000 in Measure B, and \$8,647 in Vehicle Registration Fees to fund the project for a total of \$1,063,647. 3. Recipients who have annual expenditures exceeding annual revenues/distributions rely on their prior fund balances to support their annual costs. This is the case with Livermore.

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Agency	IWC Comments	Response
	<p>4. Shows Audit costs under "Staffing;" most other places seem to label as "Other." Does this matter?</p>	<p>4. The project type classification for this particular expenditure does not have an immediate bearing in terms of the reporting on the expenditure. Future reporting guidance will request these types of costs be labeled as "other" for project type to create greater consistency between the recipient reporting</p>
Newark	<p>1. What action is being taken by Alameda CTC in regards to Newark's failure to have approved Bicycle and Pedestrian Master Plans by 12/31/15?</p> <p>2. Pg 4, please provide a revised .pdf file that shows the complete explanation for Item 5.</p> <p>3. Pg 20, please ask Newark to verify the quantity and total cost for Item 1; the average cost per trip of \$39.75 appears high compared to Oakland average cost at \$22.34 per trip.</p> <p>4. Pg 21, please verify Newark's comment regarding lower than expected demand under Measure BB.</p> <p>5. Pg 26 is incomplete; please ask Newark to complete this page.</p> <p>6. How is a deficit covered? Accrual?</p> <p>7. If they are "progressing" on their first draft Ped/Bike Plan, and were granted a time extension, why were there no expenditures shown for this purpose?</p>	<p>1. Recipients are allowed to demonstrate a commitment to update their plans or provide justification on why an update is not needed. If the recipient does not provide a reasonable justification or development schedule, Alameda CTC could recommended conditions be placed on future DLD distributions. Newark is currently updating their Masterplan this fiscal year and adoption in 2016.</p> <p>2. Compliance report updated to expanded fields.</p> <p>3. Costs per trip may vary from agency to agency due to various factors in what is included in the recipient's program, who they contract for services, negotiated agreements between vendors, and to what funds i.e. MB or any other funds are applied to the program.</p> <p>4. To clarify, Measure BB were not used in FY 14/15 as they were not required to meet the demand for services in FY 14/15. Measure BB funds have been incorporated into Newark's paratransit program for FY 15/16 to support the city's paratransit door to door program.</p> <p>5. Newark did not identify any planned uses in this category, and thus the Report Card is blank/not applicable.</p> <p>6. Recipients who have annual expenditures exceeding annual revenues/distributions rely on their prior fund balances to support their annual costs. This is the case with Newark.</p> <p>7. The City of Newark received a Measure B Bicycle/Pedestrian Countywide Discretionary Grant, which the city is referencing in their response to the status of their master plans. The compliance report does not capture discretionary grant expenditures, and is focused on DLDs. Thus, no DLD expenditures appear to be made on their master plan development.</p>
Oakland	<p>1. What action is being taken by Alameda CTC in regards to Oakland's failure to have an approved Pedestrian Master Plan by 12/31/15?</p> <p>2. Local Streets and Roads 25% expended for Project #2 staffing.</p>	<p>1. Recipients are allowed to demonstrate a commitment to update their plans or provide justification on why an update is not needed. If the recipient does not provide a reasonable justification or development schedule, Alameda CTC could recommended conditions be placed on future DLD distributions. Oakland is currently updating their Masterplan this fiscal year with anticipated adoption in March 2016.</p> <p>2. On Project #2 for Transportation Engineering - these are not project specific costs and are typically associated with ongoing road and signal maintenance, personnel costs, equipment costs (lights, streetlights, signals replacements), and planning/scoping emerging needs.</p> <p>Measure B/BB Direct Local Distribution recipients maintain discretion/flexibility on how to use and prioritize there funds into their local transportation programs. DLD eligible expenses include capital costs and staffing administration to implement the programs.</p>

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2014-15

Agency	IWC Comments	Response
	<p>3. "General Compliance" for B/P, "Core Elements" says "see attachment" — where would that be found?</p> <p>4. For S&R — what are "non project expenses" under staffing, esp. for "engineering"?</p>	<p>3. To locate the core requirements within the report, please refer to the following table of content in the appendix document: http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak024982.pdf.</p> <p>4. Per the compliance report, Oakland states "non-project staff costs for transportation engineering/maintenance & project development of transportation assets". These are not project specific costs and are typically associated with ongoing general services for road and signal maintenance, personnel costs, equipment costs (lights, streetlights, signals replacements), and planning/scoping emerging needs. Measure B/BB Direct Local Distribution recipients maintain local discretion on how to use and prioritize their MB/BB funds within their local transportation programs. DLD eligible expenses include capital costs, staffing, and program administration to implement the programs.</p> <p>Per Oakland, the label of "Non Project" is a bit misleading, because it is technically for non-project specific expenses where "project" is a major capital project or program that has its own distinct job number. Oakland Public Works engineering staff work on a variety of transportation related tasks, but in the City's accounting system not all of their work is billed in time sheets or other expenses to a specific capital project or program. If work is of a general nature, such as new project scoping, responding to citizen requests, minor projects that don't have an established job number, etc, these costs are recorded as "non-project costs". Also, if a project is non-reimbursable work on a grant funded project (for instance work on a federal grant project BEFORE it is obligated and eligible for partial reimbursement) it will often show up as a non-project cost. Non project costs also include any other time required as employees that is not otherwise billed to a project, such as internal or external training, program administration, etc. The City captures detail on these non-project costs in its accounting system by use of program codes. Within the non-project specific engineering category in the Compliance Report, the largest program code billings comprising approximately 80% of the total include:</p> <ul style="list-style-type: none"> • Transportation and Pedestrian Safety (\$352,534). The types of work in this category includes: personnel expenses by transportation engineers related to responding to citizen requests, and work order expenses by PWA maintenance staff to implement improvements. • Streets and Structures Engineering Costs (\$318,446). The types of work in this category includes engineering work for projects that don't have job codes to bill, including: pre-project work (concept development), pre-grant work, projects that don't have grant funds available for charging but require staff support, requests to review projects from outside the department that do not have soft cost funding. • Traffic Calming (\$262,333). The types of work included in this category includes personnel expenses and direct costs related to study and installation of speed bumps and other traffic calming devices. • Engineering, Planning & Design (\$252,965). The types of work included in this category includes various costs related to design of projects, and includes both departmental personnel costs as well as work order expenditures by Public Works maintenance staff. • Project Delivery (\$168,607). The types of work included in this category include personnel costs in construction management and materials testing. • Electrical Services/Street Lights (\$154,968). This work is mostly for supplies and materials related to maintenance of streetlights. • Traffic Signals (\$139,494). The types of work included in this category include personnel and direct expenses for signal design and signal timing.

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Agency	IWC Comments	Response
		<ul style="list-style-type: none"> Miscellaneous individual projects (\$109,564). Various named projects (20 in all), largely personnel expenses for projects or programs that don't have a specific project number. Often pre-grant reimbursable expenses are captured in this category. Once a grant is obligated, and local costs are reimbursable, then project numbers are established. Additional information can be provided as necessary to determine cost eligibility
Piedmont	1. Pg 19 is incomplete; please provide completed page for LSR and bike/ped programs.	1. Piedmont did not identify any planned uses in this category, and thus the Report Card is blank/not applicable.
Pleasanton	1. No Comments.	1. Not Applicable.
San Leandro	1. Pg 28 appears to be incomplete; please ask San Leandro to provide a completed page for the LSR program. 2. Pg 26, Box 3, please provide a .pdf file that shows the entire description. Pg 28 appears to be incomplete; please ask San Leandro to provide a completed page. 3. Local Streets and Roads High Ending balance, slow project delivery?	1. San Leandro did not identify any planned uses in this category in LSR, and thus the Report Card is blank/not applicable. 2. Compliance Report updated with the expanded row to unhide the cut off description. Page 28 included paratransit's planned vs actual expenditures for the report card. 3. The City's LSR fund balance increased from \$2.5 M to \$2.6 M. The City indicated their reserve is growing to accommodate larger bids in the next few years. Per the implementation plan, \$1.7 million is anticipated to be expended in FY 15-16.
Union City/ Union City Transit	1. Pg 27, explanation for Measure BB is inconsistent with EOY balance of \$0.00. Please explain.	1. Compliance Report updated to remove the erroneous text. The City did indeed expend all MBB paratransit funds received in FY 14-15.

**Alameda County Transportation Commission
Independent Watchdog Committee Budget
Fiscal Year 2016-17**

		Notes:
Annual Report	\$ 50,000	
Meeting Per Diems	<u>6,500</u>	17 members for 7 annual meetings (\$5950) + 2 members for 5 commission meetings (\$500) @ \$50 = \$6450
Total IWC Budget	<u>\$ 56,500</u>	

This IWC budget was approved by the Commission on June 30, 2016.

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**Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2016-2017**

14.4

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '16*
1	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15		Feb-17	0
2	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		N/A	3
3	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A	0
4	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14	Jan-16	Jan-18	0
5	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
6	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	Jan-17	0
7	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13	Jan-16	Jan-18	0
8	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Dec-15	Dec-17	0
9	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		Jan-17	0
10	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A	0
11	Ms.	Price	Barbara	Alameda	Alameda County Taxpayers Association	Oct-15		N/A	0
12	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16	0
13	Mr.	Tucknott	Robert A.	Dublin	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	0
14	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	0
15		Vacancy			Alameda County Supervisor Wilma Chan, D-3				

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2016-2017

16		Vacancy			Bike East Bay				
17		Vacancy			League of Women Voters				