



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 10, 2017, 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

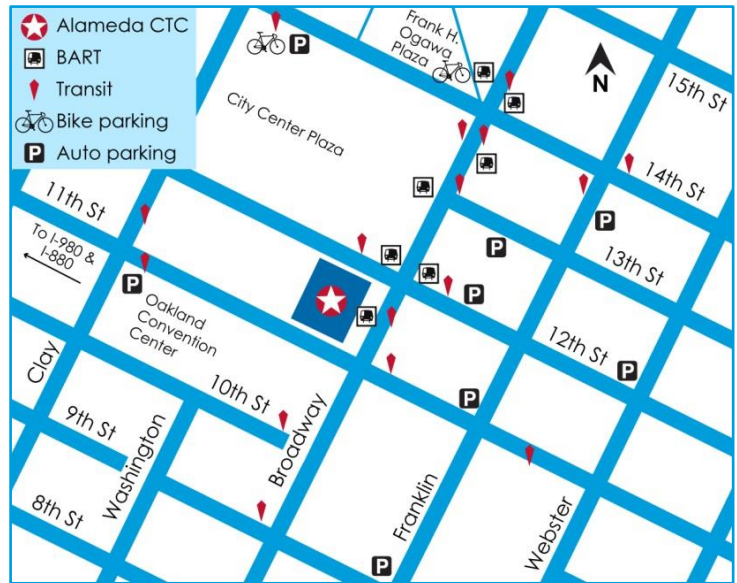
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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 10, 2017, 5:30 p.m.

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

Chair: Murphy McCalley
Vice Chair: Herb Hastings
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 – 5:40 p.m.
Public

2. Public Comment

Page A/I*

5:40 – 5:50 p.m.
IWC Members

3. IWC Photo for Annual Report

5:50 – 6:05 p.m.
Murphy McCalley

4. Presentation of IWC Annual Report

1 I

4.1. Open Public Hearing and Receive Public Comment on the IWC Annual Report I

4.2. Close Public Hearing on IWC Annual Report I

6:05 – 6:10 p.m.
Murphy McCalley

5. Approval of the March 13 ,2017 IWC Meeting Minutes

13 A

6:10 – 6:20 p.m.
IWC Members

6. Election of Officers for FY2017-18

A

6:20 – 6:35 p.m.
Chair

7. Approval of IWC Annual Report, Publication Methods and Costs, and Press Release

7.1. Approval of the IWC Annual Report A

7.2. Proposed Publication Costs and Distribution 19 A

7.3. Draft IWC Annual Report Press Release 23 I

6:35 – 6:40 p.m.
IWC Members

8. Approval of Calendar/Work Plan for FY2017-18

25 A

6:40 – 7:10 p.m.
Independent Auditor

9. Independent Auditor Work Plan (Verbal)

I

7:10 – 7:15 p.m.
IWC Members

10. IWC Member Reports/Issues Identification

10.1. Chair's Report (Verbal) I

10.2. IWC Issues Identification Process and Form 27 A/I

7:15 – 7:30 p.m.
Staff

11. Staff Reports

11.1. Measure B and Measure BB Program Compliance Report Summary	31	I
11.2. FY2017-18 IWC Proposed Budget	55	I
11.3. Affordable Student Transit Pass Program - Crossing Guards	57	I
11.4. IWC Projects and Programs Watchlist Next Steps (Verbal)		I
11.5. IWC Roster	63	I

7:30 p.m.
Murphy McCalley

12. Adjournment

Next meeting: November 12, 2017

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



15th Annual Independent Watchdog Committee Report to the Public FY2015-16

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- IWC Findings for FY2015-1612

Measure B and Measure BB Sales Tax Activities

IN NOVEMBER 2000, ALAMEDA COUNTY VOTERS APPROVED MEASURE B, which extended the County's 1986 half-cent transportation sales tax to 2022 and set forth a 20-year Expenditure Plan to enhance the County's transportation system. Measure B also established a Citizens Watchdog Committee (CWC) to review all Measure B expenditures for compliance with the Expenditure Plan.

In November 2014, Alameda County voters approved Measure BB, which 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.

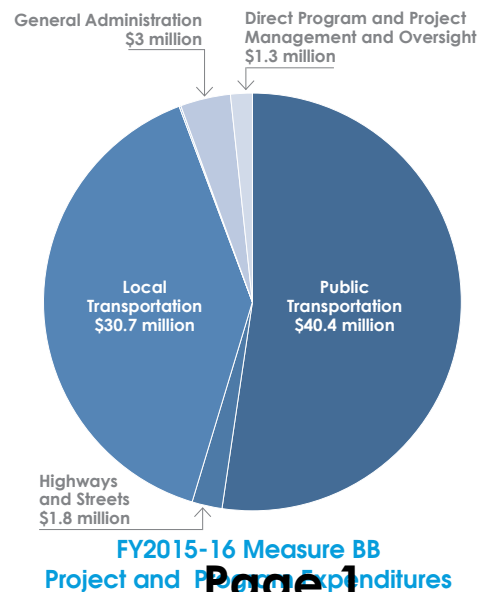
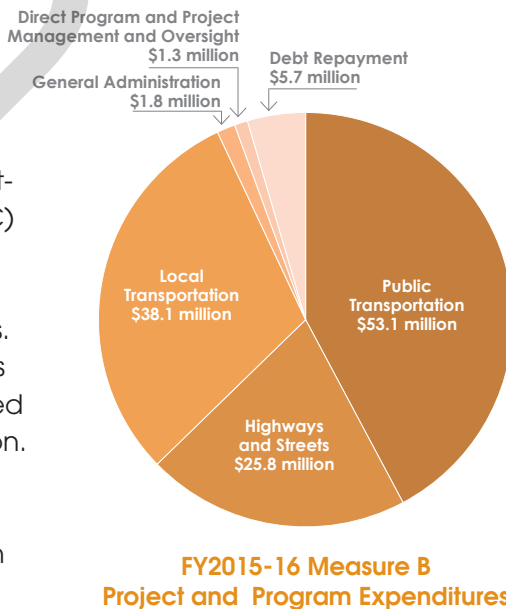
Measure BB established an Independent Watchdog Committee (IWC) that reports its findings annually to the public to ensure appropriate use of sales tax funds and provides oversight by reviewing all Measure B expenditures and Measure BB expenditures and performance measures. The IWC replaced and assumed responsibility for the CWC in July 2015. This 15th annual report covers expenditures and IWC activities during the fiscal year ended June 30, 2016 (FY2015-16).

The IWC concludes that 2000 Measure B and 2014 Measure BB tax dollars were spent during FY2015-16 in accordance with the intent of the two measures, except as noted herein. 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 FY2015-16, Measure B revenues totaled \$137.3 million, and audited expenditures totaled \$125.8 million. Measure BB revenues totaled \$137.3 million, and audited expenditures totaled \$77.2 million in FY2015-16.



Financials At-a-Glance

ALAMEDA CTC expenditures are subject to audit and are comprised of general administration and funds for transportation projects and programs, which include direct local distributions (DLDs) to jurisdictions that fund four main programs: local streets and roads, mass transit, paratransit and bicycle and pedestrian safety. Alameda CTC’s Comprehensive Annual Financial Report for the year ended June 30, 2016 is available here: <http://www.alamedactc.org/files/managed/Document/20024/Alameda%20CTC%202016%20CAFR.pdf>.



Measure B Revenues and Expenditures

In FY2015-16, audited expenditures on Measure B programs, projects and administration totaled \$125.8 million. Alameda CTC expended \$42.1 million on capital projects, \$72.0 million on DLDs, \$5.7 million on debt repayment, \$2.9 million on discretionary grants, \$1.8 million on general administration and \$1.3 million on direct program and project management and oversight. The revenues available for projects and programs are allocated at a rate of approximately 60 percent to programs and 40 percent to projects. The revenues will be allocated over the life of the program to ultimately achieve the percentage split indicated in the Measure B Expenditure Plan (see note below table).

Alameda CTC issued \$137.1 million of Measure B Sales Tax Revenue Bonds in March 2014 to bridge a short-term funding gap that existed while many large capital projects in the Expenditure Plan were being closed out. In FY2015-16 the bonds incurred \$5.7 million of costs related to annual debt repayment. The last bond will mature in March 2022.

Alameda CTC FY2015-16 Audited Measure B Expenditures

	(\$ in millions rounded)
Public Transit	\$53.1
Direct Local Distributions - Transit Service	\$27.1
Direct Local Distributions - Paratransit	11.5
Paratransit Grants	1.1
Public Transit Capital Projects	13.4
Highways and Streets Capital Projects	25.8
Local Transportation	38.1
Direct Local Distributions - Local Streets and Roads	28.6
Direct Local Distributions - Bicycle and Pedestrian	4.8
Bicycle and Pedestrian Grants	1.5
Transit Oriented Development Grants	0.3
Local Transportation Capital Projects	2.9
General Administration	1.8
Direct Program and Project Management and Oversight	1.3
Debt Service	5.7
Total:	\$125.8

Note:

In accordance with the 2000 Measure B Expenditure Plan, Alameda CTC allocates funds for specific capital projects, such as highway improvements or a bus purchase, and grants (paid on a reimbursement basis), and distributes funds for local streets and roads maintenance, mass transit, such as bus operations, paratransit and bicycle and pedestrian safety on a monthly, formulaic basis to the cities, the County and transit operators. Refer to note 2 on page 8 for the program allocation percentage split.

Measure BB Revenues and Expenditures

In FY2015-16, audited expenditures on Measure BB programs, projects, and administration totaled \$77.2 million. Alameda CTC expended \$2.7 million on capital projects, \$69.9 million on DLDs, \$0.3 million on grants, \$3.0 million on general administration and \$1.3 million on direct program and project management and oversight. The revenues available for projects and programs are allocated at a rate of approximately 65 percent to programs and 35 percent to projects. The revenues will be allocated over the life of the program to ultimately achieve the percentage split indicated in the Measure BB Expenditure Plan (see note below table).



Alameda CTC FY2015-16 Audited Measure BB Expenditures (\$ in millions rounded)

Public Transit		\$40.4
Direct Local Distributions - Transit Service	\$28.1	
Direct Local Distributions - Paratransit	11.8	
Transit Operations, Maintenance and Safety	0.2	
Public Transit Capital Projects	0.3	
Highways and Streets Capital Projects		1.8
Local Transportation		30.7
Direct Local Distributions - Local Streets and Roads	26.1	
Direct Local Distributions - Bicycle and Pedestrian	3.9	
Local Transportation Capital Projects	0.6	
Community Development Grants	0.1	
General Administration		3.0
Direct Program and Project Management and Oversight		1.3
Total:		\$77.2



Note:

In accordance with the 2014 Measure BB Expenditure Plan, Alameda CTC allocates funds for specific capital projects, such as highway improvements or a bus purchase, and grants (paid on a reimbursement basis), and distributes funds for local streets and roads maintenance, mass transit, such as bus operations, paratransit and bicycle and pedestrian safety on a monthly, formulaic basis to the cities, the County and transit operators. Refer to note 2 on page 8 for the program allocation percentage split.

FY2015-16 Measure B Direct Local Distributions (DLDs) for All Programs

Measure B and Measure BB recipients are required to provide audited financial statements and compliance reports to document revenues

received (including interest) and expenditures incurred each fiscal year. Program compliance reports submitted by Measure B DLD fund recipients reported \$72.1 million

in expenditures, which include the expenditure of funds from Measure B fund balances remaining from previous years. (See table below for details by recipient.)

FY2015-16 Measure B Summary of Revenues, Expenditures and Fund Balances¹

Agency/Jurisdiction	FY15-16 Starting Balance	FY15-16 Revenue	FY15-16 Interest	FY15-16 Expended	FY15-16 Ending Balance
ACE	\$2,176,303	\$2,710,084	\$12,994	\$2,121,431	\$2,777,950
AC Transit	\$6,573,949	\$27,394,858	\$0	\$29,661,275	\$4,307,532
BART	\$0	\$1,904,729	\$0	\$1,904,729	\$0
LAVTA	\$0	\$1,049,002	\$0	\$1,049,002	\$0
WETA	\$2,298,655	\$997,106	\$0	\$1,518,635	\$1,777,126
ACPWA	\$2,339,106	\$3,246,479	\$7,995	\$3,567,898	\$2,025,682
City of Alameda	\$3,069,434	\$2,178,834	\$42,277	\$1,070,236	\$4,220,309
City of Albany ²	\$379,089	\$485,645	\$2,414	\$592,091	\$275,057
City of Berkeley	\$1,946,435	\$3,521,886	\$4,216	\$3,183,178	\$2,289,359
City of Dublin	\$668,205	\$603,489	\$5,739	\$450,475	\$826,958
City of Emeryville	\$672,281	\$322,815	\$3,959	\$36,818	\$962,237
City of Fremont	\$2,200,657	\$3,823,322	\$22,899	\$3,558,323	\$2,488,555
City of Hayward	\$1,607,990	\$3,532,743	\$74,995	\$1,399,967	\$3,815,761
City of Livermore	\$1,226,372	\$1,236,426	\$21,580	\$372,197	\$2,112,181
City of Newark	\$606,561	\$793,148	\$2,629	\$612,799	\$789,539
City of Oakland	\$11,072,392	\$12,997,929	\$35,320	\$13,891,158	\$10,214,483
City of Piedmont	\$115,585	\$445,744	\$500	\$479,537	\$82,292
City of Pleasanton	\$1,530,777	\$1,134,853	\$13,548	\$1,983,015	\$696,163
City of San Leandro	\$3,346,899	\$1,940,854	\$32,065	\$2,979,361	\$2,340,457
City of Union City	\$302,117	\$1,689,029	\$1,504	\$1,685,959	\$306,691
Total	\$42,132,807	\$72,008,976	\$284,634	\$72,118,084	\$42,308,332

Notes:

¹ This table reflects total Measure B funds reported by agencies/jurisdictions. Revenue and expenditure figures may vary due to rounding.

² The City of Albany's figures reflect the most current available data from the city. Audited financial statements had not been received by May 2017.

FY2015-16 Measure BB Direct Local Distributions (DLDs) for All Programs

Measure BB DLD fund recipients reported \$48.1 million in expenditures. These include the expenditure of funds from Measure BB fund balances remaining from the previous year. (See table below for details by recipient.)

FY2015-16 Measure BB Summary of Revenues, Expenditures and Fund Balances¹

Agency/Jurisdiction	FY15-16 Starting Balance	FY15-16 Revenue	FY15-16 Interest	FY15-16 Expended	FY15-16 Ending Balance
ACE	\$34,890	\$1,304,864	\$1,557	\$1,339,859	\$1,452
AC Transit	\$5,843,198	\$30,403,335	\$0	\$31,559,732	\$4,686,801
BART	\$0	\$2,609,728	\$0	\$2,609,728	\$0
LAVTA	\$0	\$932,245	\$0	\$932,245	\$0
WETA	\$125,391	\$652,432	\$0	\$677,247	\$100,576
ACPWA	\$506,146	\$2,620,658	\$4,837	\$20,236	\$3,111,405
City of Alameda	\$389,207	\$2,037,650	\$11,778	\$431,131	\$2,007,504
City of Albany ²	\$88,307	\$452,994	\$0	\$190,422	\$350,879
City of Berkeley	\$634,435	\$3,294,279	\$5,186	\$412,481	\$3,521,419
City of Dublin	\$95,140	\$528,332	\$2,723	\$0	\$626,195
City of Emeryville	\$61,006	\$302,473	\$1,096	\$44,523	\$320,052
City of Fremont	\$599,542	\$3,132,590	\$12,035	\$1,327,361	\$2,416,806
City of Hayward	\$610,287	\$3,130,193	\$9,741	\$558,451	\$3,191,770
City of Livermore	\$209,473	\$1,089,413	\$7,864	\$313,190	\$993,560
City of Newark	\$123,198	\$648,628	\$1,407	\$161,157	\$612,076
City of Oakland	\$2,343,116	\$12,175,292	\$21,427	\$5,262,928	\$9,276,907
City of Piedmont	\$79,133	\$415,369	\$0	\$470,750	\$23,752
City of Pleasanton	\$208,325	\$1,079,880	\$7,782	\$195,409	\$1,100,578
City of San Leandro	\$327,542	\$1,719,734	\$3,698	\$344,155	\$1,706,819
City of Union City	\$159,883	\$1,345,385	\$1,573	\$1,249,275	\$257,566
Total	\$12,438,219	\$69,875,475	\$92,704	\$48,100,280	\$34,306,118

Notes:

¹ This table reflects total Measure BB funds reported by agencies/jurisdictions. Revenue and expenditure figures may vary due to rounding.

² The City of Albany's figures reflect the most current available data from the city. Audited financial statements had not been received by May 2017.

Performance Measures for DLD Recipients' Projects and Programs

On an annual basis, Measure B and Measure BB recipients are required to document expenditures and include a description of the accomplishment of the DLD investment. For the expenditure of Measure BB funds, recipients also are required to report on

how specific performance measures were met. According to the Measure BB expenditure plan ... "the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria

established by Alameda CTC." The Independent Watchdog Committee will begin monitoring performance measures approved by the Commission on February 25, 2016 during its review of FY2016-17 DLD expenditures.

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 at least four times a year as a full committee and convenes subcommittees as needed. IWC members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

IWC members performed the following general activities from July 1, 2015, through June 30, 2016.

- **Ongoing Programs and Capital Projects Monitoring:** The IWC monitors specific programs, capital projects and issues of concern.
- **Independent Audit of Alameda CTC:** The IWC reviews the independent auditor’s plan for the audit before it begins and reviews the draft audited

Comprehensive Annual Financial Reports regarding Measure B and Measure BB revenues and expenditures.

- **Audit and Compliance Report Review:** The IWC members review audited financial statements and compliance reports received from Measure B and Measure BB direct local distribution recipients to ensure expenditures comply with the requirements in the applicable Expenditure Plan. DLD recipients’ audited financial statements and compliance reports are available at http://www.alamedactc.org/app_pages/view/4135.
- **Issues Identification Process:** IWC members may request and receive information from DLD recipients and/or Alameda CTC staff if they have concerns regarding Measure B and Measure BB expenditures. The committee may also review issues regarding Measure B and Measure BB expenditures identified by the public. During several IWC meetings, a member of the public made allegations regarding the possible misuse of public funds

to promote the passage of Measure BB and that Alameda CTC’s general counsel had a conflict of interest in simultaneously representing the agency and the Yes on BB Campaign, as well as various other issues. The Commission hired the law firm of Renne Sloan Holtzman Sakai LLP to undertake an independent investigation into these allegations, and the final investigative report, dated July 29, 2016, found that the allegations were unsubstantiated, that Alameda CTC did not misuse public funds, its general counsel did not have a conflict of interest in representing both Alameda CTC and the Yes on BB Campaign, and neither Alameda CTC nor its general counsel violated any California laws or statutes.

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

IWC Annual Report to the Public Timeline:





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
Curtis Buckley ⁺	Bike East Bay
Oscar Dominguez [*]	East Bay Economic Development Alliance
Cynthia Dorsey	Alameda County Mayors' Conference, District 5
Sandra Hamlat [♦]	Bike East Bay
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
Patrisha Piras	Sierra Club
Barbara Price ^{*♦}	Alameda County Taxpayers Association
Harriette Saunders	Alameda County Mayors' Conference, District 3
Deborah Taylor [♦]	Supervisor Wilma Chan, District 3
Robert A. Tucknott	Alameda County Mayors' Conference, District 4
Hale Zukas	Supervisor Keith Carson, District 5

[♦] Members who resigned during or after the reporting period.

^{*} Members who joined the committee during this reporting period.

⁺ Members who joined the committee after the reporting period.

APR / MAY

IWC Annual Report Subcommittee Meets



JUN

Summary of Compliance Reports Released



JUL

IWC Annual Report Public Hearing and Approval



AUG

IWC Annual Report Published and Available to the Public

Measure B and Measure BB Funded Programs

In FY2015-16, Alameda CTC expended \$74.9 million in Measure B funds and \$70.2 million in Measure BB funds 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 - \$28.6 million
Measure BB - \$26.1 million

Mass transit: Transit systems ACE, AC Transit, BART, LAVTA, Union City Transit and WETA receive allocations for operations.

- Payments to local transit

operators: Measure B - \$27.1 million
Measure BB - \$28.1 million

- Grants: Measure B - \$0.3 million
Measure BB - \$0.2 million
- **Total: Measure B - \$27.4 million**
Measure BB - \$28.3 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 - \$11.5 million
Measure BB - \$11.8 million
- Grants: Measure B - \$1.1 million
- **Total: Measure B - \$12.6 million**
Measure BB - \$11.8 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 - \$4.8 million
Measure BB - \$3.9 million
- Grants: Measure B - \$1.5 million
- **Total: Measure B - \$6.3 million**
Measure BB - \$3.9 million

Other Measure BB grants: Funds are allocated for community investments that improve transit connections to jobs and schools, freight and economic development, and technology, innovation and development.

- **Grants: Measure BB - \$0.1 million**

Notes:

¹ Transit operators include Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE), Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, San Francisco Bay Area Rapid Transit District (BART) and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

² The 2000 Measure B Expenditure Plan specifies the following program allocations: local streets and roads (22.34%), mass transit (21.92%), special transportation for seniors and people with disabilities (10.45%), bicycle and pedestrian safety (5%) and transit center development (0.19%).

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

See the FY2015-16 Program Compliance Report for data on expenditures by Measure B and Measure BB fund recipients (http://www.alamedactc.org/app_pages/view/4440).

Transportation Programs and Projects

The transportation programs and projects that Measure B and Measure BB fund throughout Alameda County are intended to expand access and improve mobility to foster a vibrant and livable Alameda County.



Alameda CTC allocates approximately 60 percent of Measure B and 65 percent of Measure BB funds on a monthly basis to programs by formula² 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 Projects

In FY2015-16, Alameda CTC expended \$42.1 million of 2000 Measure B funds and \$2.7 million of 2014 Measure BB 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.

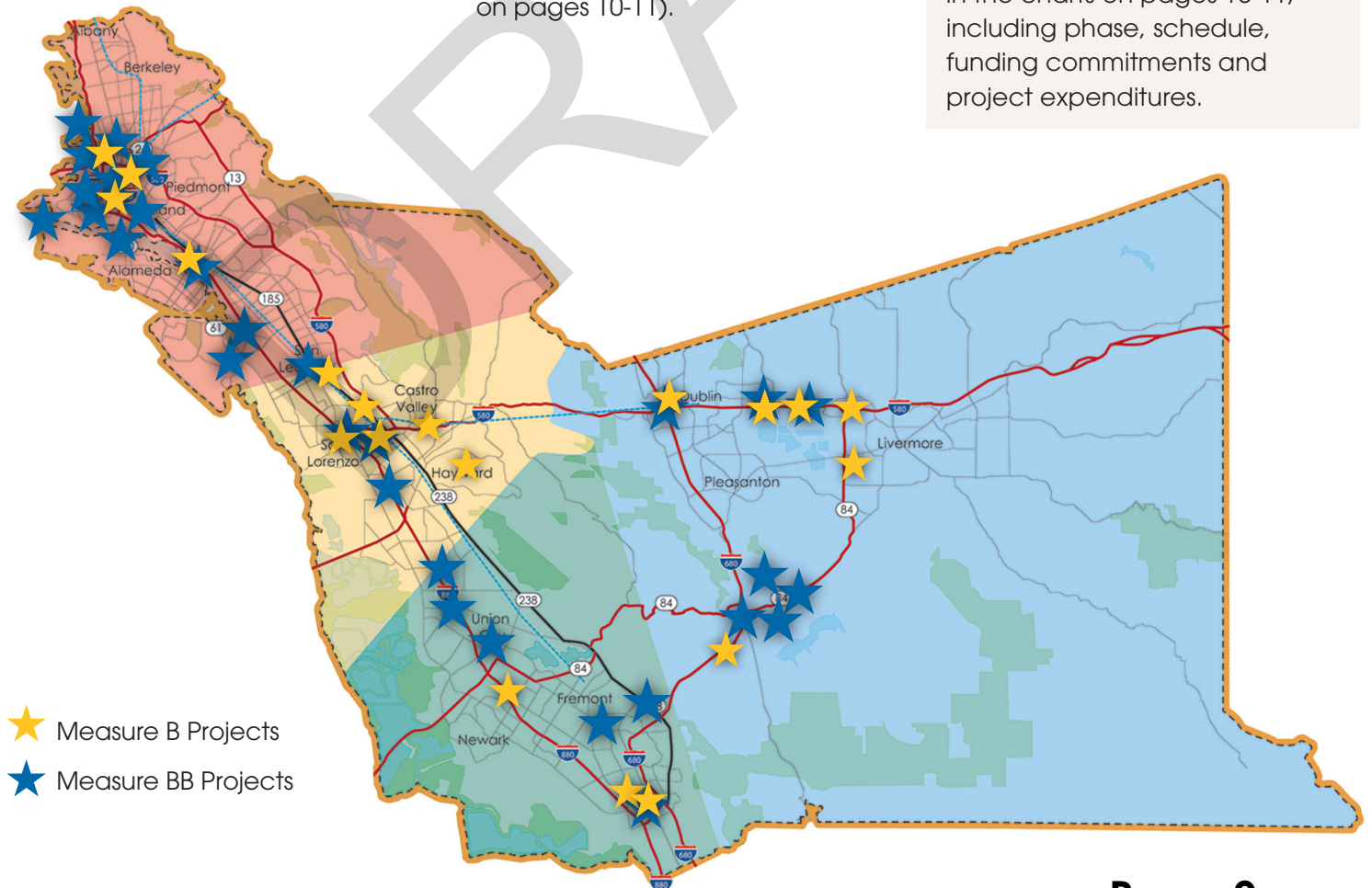
In addition to the voter-approved 2000 Measure B capital projects, Alameda CTC added several projects approved by the Commission pursuant to the Expenditure Plan: the Vasco Road

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.

The map below highlights the location of Measure B and Measure BB capital projects that were active during FY2015-16, except projects 1 and 27 which are at various locations (see charts on pages 10-11).

FY2015-16 Active Projects (Project status as of May 2017)

Alameda CTC's capital projects include 17 active 2000 Measure B and 31 active 2014 Measure BB capital projects in FY2015-16. Approximately 97 percent of the programmed funding for Measure B capital projects has been allocated. In March 2016, Alameda CTC allocated Measure BB funding to 20 projects in its Capital Project Delivery Plan. Details for the capital projects active during FY2015-16 are provided in the charts on pages 10-11, including phase, schedule, funding commitments and project expenditures.



FY2015-16 Measure B Active Projects

Current Phase ¹	2000 Measure B Project Name	County Area ²	Construction Schedule ³		Project Funding Sources ⁴ (\$ million)						Total Project Funding	FY15-16 Measure B Expenditures
			Begin	End	2000 Measure B	Federal	State	Regional	Local	Other		
Project Closeout	Isabel Avenue - Route 84/I-580 Interchange	E	Jan-09	Mar-12	25.1	11.3	44.4	0.0	32.4	0.0	113.2	1.1
Various	Altamont Commuter Express Rail	S/E	Various	Various	13.2	123.1	155.3	0.0	182.6	0.0	474.2	0.1
Various	I-680 Sunol Express Lanes Improvements	S/E	Various	Various	35.2	29.9	28.9	0.0	48.0	120.0	262.0	1.9
Various	Emerging Projects (Congestion Relief Emergency Fund)	N/E	Various	Various	11.0	18.0	240.9	13.5	37.0	0.0	320.3	1.4
Construction	BART Warm Springs Extension	S	Sep-09	Mar-17	224.5	0.0	236.4	297.0	19.1	0.0	777.0	1.7
Construction	Downtown Oakland Streetscape Improvement	N	Sep-07	Dec-18	6.4	0.0	0.4	0.0	2.4	0.3	9.5	2.3
Construction	San Pablo/ Telegraph Avenue Corridor Transit Improvements	N	Nov-14	Nov-17	24.5	81.5	13.7	60.6	10.3	5.2	195.7	0.2
Construction	I-580 Auxiliary Lanes	E	Various	Various	16.6	6.7	140.8	20.3	2.6	6.9	193.8	7.3
Construction	Route 92/ Clawiter - Whitesell Interchange and Reliever Route	C	Mar-15	Feb-17	27.0	0.0	0.0	0.0	3.4	0.0	30.4	5.9
Construction	Westgate Parkway Extension	C	Various	Various	7.9	0.0	0.0	0.0	0.0	0.0	7.9	0.1
Construction	Route 84 Expressway	E	Various	Various	96.5	0.0	26.1	0.0	20.0	3.5	146.1	12.5
Design	Iron Horse Transit Route	E	Jul-16	Jun-18	6.3	0.0	0.0	0.0	17.2	0.0	23.5	0.6
Design	East 14th St/ Hesperian Blvd/150th St Intersection Improvement	C	Aug-20	Feb-21	3.2	0.0	0.0	0.0	1.3	0.0	4.5	0.0
Environmental	I-880/Broadway-Jackson Interchange Improvements (Study Only)	N	TBD	TBD	8.1	0.0	0.0	0.0	2.5	0.0	10.6	1.2
Environmental	Dumbarton Corridor Improvements	S	TBD	TBD	19.4	0.0	0.0	0.0	0.6	3.6	23.6	0.2
Environmental	I-580 Corridor/BART to Livermore Studies	E	TBD	TBD	39.7	8.5	5.8	123.7	11.0	1.7	190.3	8.2
Scoping	I-680/I-880 Cross Connector Studies (Study Only)	S	N/A	N/A	1.2	0.0	1.0	0.0	0.3	0.0	2.5	0.0

Notes: ¹ The funding status is as of May 2017. 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 revenue service is estimated to begin.

⁴ The funding amounts shown for Measure B are allocated amounts. Non-Measure B funds are subject to change based on programming and allocation activities by the applicable governing agency.

More information about complete projects is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/4681

FY2015-16 Measure BB Active Projects

Current Phase ¹	Project Name	County Area ²	Construction Schedule ³		Project Funding Sources ⁴ (\$ million)						Total Project Funding	FY15-16 Measure BB Expenditures
			Begin	End	2014 Measure BB	Federal	State	Regional	Local	Other		
Construct	Route 84 Expwy - S	E	Oct-15	Dec-18	10.0	0.0	47.0	0.0	48.4	0.0	105.4	0.4
Construct	I-880 North at 23rd and 29th	N	Jul-14	Sept-18	5.0	1.8	79.9	12.3	11.5	0.0	110.7	0.0
Design	I-680 Sunol Express Lanes - Northbound	S	Sept-17	Mar-20	40.0	32.6	20.9	0.0	137.5	0.0	231.0	0.0
Environ	I-80 Gilman Interchange	N	Jan-20	Jan-22	8.1	1.1	0.0	0.0	0.3	8.4	17.9	0.2
Environ	I-80 Ashby Interchange	N	Apr-21	Dec-23	4.1	0.0	0.0	0.0	0.0	0.0	4.1	0.1
Environ	Route 84 - Pigeon Pass to I-680 & SR 84	E	Apr-21	Dec-23	30.5	0.0	0.0	0.0	15.9	82.1	128.5	0.0
Environ	Oakland/Alameda Freeway Access	N	Jan-22	Dec-24	0.0	0.0	0.0	0.0	8.1	0.0	8.1	0.0
Environ	7th St Grade Sep/Port Arterial	N	TBD	TBD	33.0	0.0	0.0	0.0	0.0	0.0	33.0	0.0
Environ	East Bay Greenway	N/C	TBD	TBD	3.5	2.6	0.0	0.0	0.0	0.0	6.1	0.6
Environ	BART to Livermore - Phase 1	E	TBD	TBD	3.0	0.0	1.7	9.1	143.6	712.8	870.2	0.0
Environ	Irvington BART Station	S	TBD	TBD	2.8	0.0	0.0	0.0	0.0	0.0	2.8	0.1
Scoping	Alameda County Rail Strategy	N/C/E/S	N/A	N/A	0.3	0.9	0.0	0.0	0.0	0.0	1.1	0.0
Scoping	I-580/I-680 Interchange	E	TBD	TBD	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Scoping	I-680 HOV/HOT Lane - SR 84 and Alcosta	S	TBD	TBD	41.5	0.0	0.0	0.0	0.0	0.0	41.5	1.0
Scoping	I-880 NB HOV - A St to Hegenberger	C	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Scoping	I-880 Interchange (Whipple Rd.)	C	Jun-23	Dec-25	5.7	0.0	0.0	0.0	0.0	0.0	5.7	0.1
Scoping	SR 262 (Mission Blvd) Connector	S	TBD	TBD	9.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0
Scoping	San Pablo (SR 123) Corridor	N	TBD	TBD	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Scoping	E 14th/Mission and Fremont Blvd Corridor	S	TBD	TBD	1.8	0.0	0.0	0.0	0.3	0.0	2.1	0.0
Scoping	Telegraph Corridor	N	TBD	TBD	2.3	0.0	0.0	0.0	0.0	0.0	2.3	0.0
Scoping	Ashby Ave Corridor	N	TBD	TBD	0.8	0.0	0.0	0.0	0.0	0.0	0.8	0.0
Scoping	University Ave Corridor	N	TBD	TBD	1.5	0.0	0.0	0.0	0.0	0.0	1.5	0.0
Scoping	I-580 Corridor Management	E	TBD	TBD	5.1	0.0	0.0	0.0	0.0	0.0	5.1	0.0
Scoping	I-880 Interchange (Winton Ave/A St)	C	TBD	TBD	1.5	0.0	0.0	0.0	0.0	0.0	1.5	0.0
Scoping	Grand/MacArthur BRT	N	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Scoping	College/Broadway Corridor Transit	N	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Scoping	Union City Station	S	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Scoping	Oakland Broadway Corridor Transit	N	TBD	TBD	0.6	0.0	0.3	0.0	0.0	0.0	0.9	0.0
Scoping	Alameda to Fruitvale BART Rapid Bus	N	Aug-19	Jun-20	1.4	0.0	0.0	0.0	0.8	0.0	2.2	0.0
Scoping	Bay Fair Connector/ BART METRO	C	Jul-21	Jan-22	5.6	0.0	0.0	0.0	0.0	0.0	5.6	0.1
Scoping	East Bay Bus Rapid Transit	N/C	TBD	TBD	10.0	81.4	13.6	60.6	17.0	0.0	182.5	0.0

Notes: ¹ The funding status is as of May 2017.

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 dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.

⁴ The funding amounts shown for Measure BB are allocated amounts. Non-Measure BB funds are subject to change based on programming and allocation activities by the applicable governing agency.

More information about complete projects is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/4681



IWC Findings for FY2015 -16

The Independent Watchdog Committee’s role is to review Measure B and Measure BB expenditures and determine if funding was spent in accordance with the applicable Transportation Expenditure Plan as approved by the voters of Alameda County. The IWC does not opine on other funds the agency manages and/or programs.

The IWC concludes that during FY2015-16, 2000 Measure B and 2014 Measure BB tax dollars were spent in accordance with the intent of the two measures, except as noted herein. However, opportunities for improvement remain.



How to Get Involved

Independent Watchdog Committee meetings are open to the public. If you are interested in vacancies on Alameda CTC’s Bicycle and Pedestrian Advisory Committee (BPAC) and/or Paratransit Advisory and Planning Committee (PAPCO), inquire at the address or phone number at the bottom of the page.

Further Information

The 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 Alameda CTC’s offices at 1111 Broadway, Suite 800, Oakland, CA 94607. In addition, Chinese and Spanish interpreters and sign language interpretation services are available on request. Please contact Alameda CTC at 510.208.7400 or contact@alamedactc.org at least 5 days prior to the meeting you wish to attend to schedule an interpreter. 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, March 13, 2017, 5:30 p.m.

5.0

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 by Friday, March 31, 2017.

2. Measure B and Measure BB FY2015-16 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.

Regular Meeting Minutes

1. Welcome and Call to Order

Independent Watchdog Committee (IWC) Chair Murphy McCalley called the meeting to order. A roll call was conducted and all members were present with the exception of Cheryl Brown, Cynthia Dorsey, Brian Lester, Harriette Saunders and Robert Tucknott.

Subsequent to the roll call:

Robert Tucknott arrived during agenda item 4.

2. Public Comment

There were no public comments.

3. Approval of January 9, 2017 IWC Meeting Minutes

Herb Hastings moved to approve this item. JoAnn Lew seconded the motion. The motion passed with the following votes:

Yes: Buckley, Dominguez, Hastings, Jones, Lew, McCalley, Nate, Piras, Zukas

No: None

Abstain: None

Absent: Brown, Dorsey, Lester, Saunders, Tucknott

4. Establishment of IWC Annual Report Ad Hoc Subcommittee

Murphy McCalley asked for volunteers to serve on the Annual Report Ad Hoc Subcommittee. Murphy McCalley, Pat Piras and Hale Zukas volunteered to serve on the committee.

Patricia Reavey provided a list of proposed dates for the first subcommittee meeting. The volunteers selected Wednesday, March 22, 2017 from 3 to 5 p.m. Patricia requested Angie Ayers to contact IWC members that were absent to determine if they are interested in serving on the Annual Report Ad Hoc Subcommittee.

5. Projects and Programs Watchlist

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

Hale Zukas asked the committee how many of them have communicated with sponsors. A few of the members stated that they've been contacted by project sponsors. Patricia requested the committee members notify Alameda CTC staff if they've signed up for a projects/programs and are not being contacted by the project sponsors in relation to meetings so that staff can follow up with the project sponsors. Tess Lengyel noted that project sponsors will contact members of the committee if they have a public meeting.

6. IWC Member Reports/Issues Identification

6.1. Chair's Report

Murphy McCalley did not have new items to report.

6.2. IWC Issues Identification Process and Form

Murphy McCalley informed the committee that this is a standing item to keep members informed of the process of submitting issues/concerns that they want to have come before the committee.

Pat Piras stated that she submitted an issues form on the Affordable Student Transit Pass Program (ASTPP) at the July 2016 meeting. She noted that a verbal report was given at the November 2016 meeting and she requested a written response regarding ASTPP funds being used to fund crossing guards. Tess Lengyel stated that ASTPP is a \$15 million program approved by the voters and Alameda CTC launched the pilot programs in August 2016 in every area of Alameda County. She stated that in some areas there is a potential need for crossing guards and the Commission approved funding for this. Tess stated that there has been no action on any expenditures that the committee reviews and she noted that ASTPP funds have not been spent on crossing guards. She stated that for year two of the program staff recommended that the Commission approve expanding the number of schools in ASTPP from 9 to 15. Tess informed the committee that

Alameda CTC is looking at funding crossing guards through the Safe Routes to Schools Programs.

Robert Tucknott asked if crossing guards is a part of Measure B/Measure BB Transportation Expenditure Plans (TEP). Tess clarified the areas of the 2014 TEP that refer to crossing guards.

Steve Jones asked what the schools in the ASTPP pilot programs are. Tess responded that the schools are:

- Hayward Unified School District – two schools testing free and reduced
- Livermore Unified School District – one school testing the ECO Pass
- New Haven Unified School District – two schools testing free and reduced
- Oakland Unified School District – five schools testing free and universal programs with AC Transit Clipper cards
- San Leandro Unified School District – two schools testing free and universal programs with AC Transit Clipper cards

Robert Tucknott asked if the School Boards will take care of the expenditure of the ASTPP. Tess responded that the ASTPP is a pilot program and Alameda CTC will determine funding needs after the pilot horizon.

Hale Zukas asked what the ECO Pass encompasses and why it is cheap. Tess responded that the ECO Pass is a Clipper card product and it is used in four schools in the Livermore school district. Tess provided examples and an explanation as to why the ECO Pass is a cost effective option for the program.

Pat Piras requested that the information be summarized in writing and made available to the committee before the next meeting.

Pat Piras moved to approve this item. Hale Zukas seconded the motion. The motion passed with the following votes:

Yes: Buckley, Dominguez, Hastings, Jones, McCalley, Nate, Piras, Zukas

No: Lew

Abstain: Tucknott

Absent: Brown, Dorsey, Lester, Saunders

7. Staff Reports

7.1. IWC Calendar

The committee calendar/work plan is provided in the agenda packet for review purposes. Patricia reminded the committee that a committee photo will be taken at the July 10th meeting for the IWC Annual Report.

Tess Lengyel informed the committee that the BART to Warm Springs station will be opened for service on March 25, 2017 and a celebratory event will be held on March 24th. She noted that this is a Measure B project.

7.2. IWC Roster

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

8. Adjournment

The meeting adjourned at 6:50 p.m. The next meeting is scheduled for July 10, 2017 at the Alameda CTC offices.



INDEPENDENT WATCHDOG COMMITTEE

March 13, 2017

ROSTER OF MEETING ATTENDANCE

Present	IWC Member	Appointed By
A	Brown, Cheryl (waive)	Alameda Labor Council AFL-CIO
P	Buckley, Curtis	Bike East Bay
P	Dominguez, Oscar	East Bay Economic Development Alliance
A	Dorsey, Cynthia	Alameda County Mayors' Conference, District 5
P	Hastings, Herb, Vice Chair	Paratransit Advisory and Planning Committee
A	Jones, Steven	Alameda County Mayors' Conference, District 1
A	Lester, Brian	Alameda County, District 1 Supervisor Scott Haggerty
P	Lew, Jo Ann	Alameda County Mayors' Conference, District 2
P	McCalley, Murphy, Chair	Alameda County, District 4 Supervisor Nate Miley
P	Nate, Glenn	Alameda County, District 2 Supervisor Richard Valle
P	Piras, Pat (waive)	Sierra Club
	Saunders, Harriette	Alameda County Mayors' Conference, District 3
P	Tucknott, Robert	Alameda County Mayors' Conference, District 4
P	Zukas, Hale	Alameda County, District 5 Supervisor Keith Carson

STAFF

Present	Staff/Consultants	Title
P	Tess Lengyel	Deputy Executive Director of Planning and Policy
P	Patricia Reavey	Deputy Executive Director of Finance
P	John Nguyen	Senior Transportation Planner
	Trinity Nguyen	Senior Transportation Engineer
	Tamara Halbritter	Senior Project Manager, Consultant
	Angie Ayers	Public Meeting Coordinator, Consultant

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2017 IWC Annual Report Proposed Publications Costs

Affiliation	Newspaper, Website, or Other Advertisement	2016 Media/Size	2016 Alameda CTC Page Views*	2016 Click-throughs** from Online Media Banners	2016 Cost (Print)	2016 Cost (Web)	Actual 2016 Costs	2017 Media/Size	2017 Newspaper Circulation	2017 Alameda CTC Page Views*	2017 Click-throughs** from Online Media Banners	Proposed 2017 Cost (Print)	Proposed 2017 Cost (Web)	Estimated 2017 Costs
Alameda CTC	www.AlamedaCTC.org		1,268	1,033			\$0.00							\$0.00
Castro Valley Forum	Delivered to: Castro Valley residents and businesses in Alameda, Hayward, San Leandro	Print: 10.25" x 8"			\$864.00		\$864.00	Print: 10.25" x 8"				\$864.00		\$864.00
East Bay Express	East Bay Express (delivered to Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont, San Leandro) Online: eastbayexpress.com	Print: 10.125" x 10.82" Online: 728 x 90 Leaderboard	66,362	22	\$2,182.95	\$500.00	\$2,682.95	Print: 10.125" x 10.82" Online: 728 x 90 Leaderboard				\$2,182.95	\$500.00	\$2,682.95
East Bay Times formerly Bay Area NewsGroup	Oakland, Alameda, Berkeley, Fremont, Hayward, Union City, Dublin, Livermore, Pleasanton, and SanLeandro Online: insidebayarea.com and Mobile Banner	Print: 10" x 10" 10" x 9.75" Online/Mobile: 300x250 jpeg Med. Rectangle	447,667	367	\$4,883.00	\$4,000.00	\$8,883.00	Print: 10" x 10" 10" x 9.75" Online/Mobile: 300x250 728x90 970x90				\$9,960.00		\$9,960.00
East Bay Times formerly Bay Area NewsGroup Hills Newspapers	Oakland, Piedmont, Berkeley, Alameda	Print: 10" x 10"			\$1,634.00		\$1,634.00	Print: 10" x 10"				\$2,285.00		\$2,285.00
Intersection	BART in-station Ads (2-sheet media)	Print: 46" H x 60" W 10 Ads			\$5,429.78		\$5,429.78	Print: 46" H x 60" W 10 Ads				\$5,430.00		\$5,430.00
Lamar Advertising (previous ad with Intersection)	AC Transit Bus Interior Cards	Print: 11" x 28" 225 Cards			\$4,989.66		\$4,989.66	Print: Size = TBD 225 Cards				\$4,855.00		\$4,855.00
Lamar Advertising	LAVTA Bus Exterior Cards	Print: 21" x 70" 10 Cards			\$1,925.00		\$1,925.00	Print: 19" x 59" 7 Cards				\$1,750.00		\$1,750.00
Lamar Advertising	Union City Bus Exterior Cards	Print: 21" x 70" 3 Cards			\$825.00		\$825.00	Print: 19" x 59" 3 Cards				\$750.00		\$750.00

2017 IWC Annual Report Proposed Publications Costs

Affiliation	Newspaper, Website, or Other Advertisement	2016 Media/Size	2016 Alameda CTC Page Views*	2016 Click-throughs** from Online Media Banners	2016 Cost (Print)	2016 Cost (Web)	Actual 2016 Costs	2017 Media/Size	2017 Newspaper Circulation	2017 Alameda CTC Page Views*	2017 Click-throughs** from Online Media Banners	Proposed 2017 Cost (Print)	Proposed 2017 Cost (Web)	Estimated 2017 Costs
Patch News/AOL Publications in Alameda County	Alameda	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	9		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Albany	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	7		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Berkeley	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	7		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Castro Valley	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	1		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Dublin	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	5		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Fremont	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	6		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Livermore	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	21		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00

2017 IWC Annual Report Proposed Publications Costs

Affiliation	Newspaper, Website, or Other Advertisement	2016 Media/Size	2016 Alameda CTC Page Views*	2016 Click-throughs** from Online Media Banners	2016 Cost (Print)	2016 Cost (Web)	Actual 2016 Costs	2017 Media/Size	2017 Newspaper Circulation	2017 Alameda CTC Page Views*	2017 Click-throughs** from Online Media Banners	Proposed 2017 Cost (Print)	Proposed 2017 Cost (Web)	Estimated 2017 Costs
Patch News/AOL Publications in Alameda County	Newark	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	6		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Piedmont	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	0		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Pleasanton	Online: 300x250 pixels Mobile: 230x50 Leaderboard: 728x90	4,807	13		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	San Leandro	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	4		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Union City	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90	4,807	5		\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
Pleasanton Weekly	Pleasanton Weekly	Print: 10" x 9.75" Online: 300x250 jpeg Med. Rectangle	55,834	28	\$1,020.00	\$200.00	\$1,220.00	Print: 10" x 9.75" Online: 300x250 jpeg Med. Rectangle				\$1,020.00	\$200.00	\$1,220.00
Post Newsgroup	Oakland Post (San Francisco Post, Berkeley Post, Richmond Post, South County Post and Marin)	Print: 10" x 8"			\$2,600.00		\$2,600.00	Print: 10" x 8"				\$1,600.00		\$1,600.00
Post Newsgroup	El Mundo (San Francisco)	Print: 10" x 8"										\$1,000.00		\$1,000.00
San Leandro Times	Delivered to: San Leandro residents and businesses in Alameda, Castro Valley, Hayward, Oakland	Print: 10.25" x 8"			\$864.00		\$864.00	Print: 10.25" x 8"				\$864.00		\$864.00

2017 IWC Annual Report Proposed Publications Costs

Affiliation	Newspaper, Website, or Other Advertisement	2016 Media/Size	2016 Alameda CTC Page Views*	2016 Click-throughs** from Online Media Banners	2016 Cost (Print)	2016 Cost (Web)	Actual 2016 Costs	2017 Media/Size	2017 Newspaper Circulation	2017 Alameda CTC Page Views*	2017 Click-throughs** from Online Media Banners	Proposed 2017 Cost (Print)	Proposed 2017 Cost (Web)	Estimated 2017 Costs
Sing Tao	Sing Tao Daily	Online: 728 x 90	0	0		\$380.00	\$380.00						\$380.00	\$380.00
The Independent	The Independent - Livermore, Pleasanton, Dublin, and Sunol	Print: 10" x 8"			\$761.00		\$761.00	Print: 10" x 8"				\$761.76		\$761.76
Vision Hispana	Vision Hispana	Print: 11.5" x 9.5" Online: 11.5 x 3	165,750	5,500	\$653.00	\$320.00	\$973.00	Print: 11.5" x 9.5" Online: 11.5 x 3				\$653.00	\$320.00	\$973.00
Whats Happening Now/Tri-City Voice	Tri-City Voice - Fremont, Newark, Union City, Hayward, and Sunol	Print: 9.75" x 8" Logo Title 130 x 60 pixels			\$420.00		\$420.00					\$420.00		\$420.00
Other Costs														
	Legal Notice of Public Hearing				\$1,355.59		\$1,355.59					\$1,201.79		\$1,201.79
	Publications Design****				\$7,576.08		\$7,576.08					\$7,576.08		\$7,576.08
	Language 411 (translation from English to Chinese and Spanish); added translation for Post Newsgroup and Vision Hispana ads				\$1,515.48		\$1,515.48					\$1,515.48		\$1,515.48
	Dakota Press printing for 500 12-page report in color				\$729.28		\$729.28					\$886.01		\$886.01
	Dakota Press printing 500 flyers in color				\$362.44		\$362.44					\$371.45		\$371.45
	Dakota Press printing 250 business cards in color											\$65.55		\$65.55
	Outreach mailing (based on 2016 mailing)				\$110.16		\$110.16					\$110.16	\$0.00	\$110.16
TOTALS:****			794,565	7,034	\$40,700	\$6,900	\$47,600					\$46,122	\$2,900	\$49,022

Rates are not valid after 30 days

Difference between 2016 and 2017 Costs = 1,422.00

Prices quoted from last year.

*Page Views: The estimated number of times users visit a newspaper webpage.

**Click-throughs: The ability to click on the Alameda CTC report from the media banner advertisement.

***The total publication costs do not include Alameda CTC labor costs.

****Design costs maybe impacted: 1) AC Transit account moved to another vendor and ad sizes may change; LAVTA and Union City bus ads changed sizes; business cards require design (new outreach)

FOR IMMEDIATE RELEASE

August **TBD**, 2017

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 15th Year in a Row

Annual Report to the Public identifies no accounting concerns with Measure B and Measure BB expenditures

ALAMEDA COUNTY, Calif. On August **TBD**, 2017, the Independent Watchdog Committee (IWC) of the Alameda County Transportation Commission (Alameda CTC) released its 15th Annual Report to the Public, covering fiscal year 2015-2016 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. The report 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 15th year in a row, Alameda CTC received a clean, unmodified opinion from the agency's independent auditors.

In fiscal year 2015-2016, Alameda CTC received \$137.3 million in Measure B revenue and expended \$125.8 million as follows:

- \$53.1 million for public transit, including operations, capital investments and special transportation for seniors and people with disabilities.
- \$25.8 million for highway and street capital projects.
- \$38.1 million for local transportation improvements, including local streets and roads and bicycle and pedestrian projects.
- \$5.7 million for debt service.
- \$1.8 million for general administration.
- \$1.3 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 \$5.7 million of costs related to debt service in FY2015-16; the last bond will mature in March 2022.

In fiscal year 2015-2016, Alameda CTC received \$137.3 million in Measure BB revenue and expended \$77.2 million as follows:

- \$40.4 million for public transit, including operations, capital investments and special transportation for seniors and people with disabilities.
- \$1.8 million for highway and street capital projects.
- \$30.7 million for local transportation improvements, including local streets and roads and bicycle and pedestrian projects.
- \$3.0 million for general administration.
- \$1.3 million for direct program and project management and oversight.

The IWC is a continuation of the Citizens Watchdog Committee created in 2002 after reauthorization of the local sales tax measure in 2000. The IWC was created after augmentation and extension of the local sales tax measure in 2014. Each year, the IWC reports directly to the public on the agency's Measure B expenditures and Measure BB expenditures and performance measures.

The 15th 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 thalbritter@alamedactc.org, via mail to Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607, or via telephone to 510.208.7475.

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 Alameda County Mayor's Conference.
- One per representing organization specified in the Measure B and Measure BB Expenditure Plans:
 - Alameda County Labor Council
 - Alameda County Paratransit Advisory and Planning Committee
 - Alameda County Taxpayers' Association
 - Bike East Bay
 - East Bay Economic Development Alliance
 - League of Women Voters
 - Sierra Club

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IWC FY2017-18 Calendar/Work Plan
IWC FY2017-18 Calendar/Work Plan
 on the second Monday of the month from 5:30 to 7:30 p.m.
 at Alameda CTC Offices

Categories	Monday, July 10, 2017	Monday, November 13, 2017	Monday, January 08, 2018	Monday, March 12, 2018	Monday, July 08, 2019
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 FY2016-17 Comprehensive Annual Financial Report by Independent Auditor 	<ul style="list-style-type: none"> Measure B and Measure BB FY2016-17 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 FY2016-17 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 FY2017-18 Approve IWC FY2017-18 Annual Calendar/Work Plan IWC Member Reports Staff Responses to IWC Members Requests for Information IWC Budget 	<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 FY2018-19 Approve IWC FY2018-19 Annual Calendar/Work Plan IWC Member Reports Staff Responses to IWC Members Requests for Information IWC Budget

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Independent Watchdog Committee Issues Identification Process

Summary

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

IWC Responsibilities

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

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

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

Review Process

The purpose for the review of projects and programs by the IWC is to report to the public on findings. To this end, the tasks for the IWC to focus on during review include: 1) proper expenditure of Measure B and Measure BB funds; 2) the timely delivery of projects per contract agreements; and 3) compliance with the projects

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).

Date: _____

Time: _____

Location: _____

Project: _____

Program: _____

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



Memorandum

11.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: July 3, 2017

SUBJECT: FY 2015-2016 Measure B and Measure BB Program Compliance Summary Reports

RECOMMENDATION: Receive an update on the FY 2015-2016 Measure B and Measure BB Compliance Reports

Summary

This is an informational item on the program compliance status and activities of Direct Local Distribution (DLD) fund recipients of the Measure B and Measure BB funds for the Fiscal Year 2015-16 (FY15-16) reporting period.

Each year, Alameda CTC requires DLD recipients of Measure B and Measure BB 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, reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports which includes a review of the fiscal year's DLD investments, fund balances, and a compliance determination.

Alameda CTC finds the DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY15-16 reporting period.

Background

Alameda CTC is responsible for administering the Measure B and Measure BB Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of FY15-16, Alameda CTC has distributed approximately \$931M in combined DLD funds to eligible recipients (\$848M in Measure B and \$83M in Measure BB) for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY15-16, Alameda CTC distributed approximately \$141.9M in total DLD funds for the respective programs identified in the table below.

Total FY15-16 Fund Distributions By Program (\$ in Millions)			
DLD Program	Measure B	Measure BB	Total
Local Transportation (Local Streets)	\$ 28.6	\$ 26.1	\$ 54.7
Transit	\$ 27.1	\$ 28.1	\$ 55.2
Paratransit	\$ 11.5	\$ 11.8	\$ 23.3
Bicycle and Pedestrian	\$ 4.8	\$ 3.9	\$ 8.7
Total DLD Funds	\$ 72.0	\$ 69.9	\$141.9

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorizes the distribution of formula funds to the recipients and specifies expenditure requirements. 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 FY15-16, which goes from July 1, 2015 to June 30, 2016.

The reports capture DLD recipients' annual reporting 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 expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policy

For the FY15-16 reporting year, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2016 deadline. Alameda CTC staff, in collaboration with the Independent Watchdog Committee (IWC), reviewed the recipients' expenditures to determine eligibility and program compliance.

The Program Compliance Reports for the Measure B and Measure BB programs consolidates the recipients' FY15-16 DLD investments, expenditure performances, and financial data into a summary report for the DLD programs. The complete FY15-16 Program Compliance Summary Reports can be found on Alameda CTC's website: http://www.alamedactc.org/app_pages/view/4440. Through the compliance reporting process, Alameda CTC reviews the reporting data submitted by the recipients to verify expenditures are actively invested into eligible transportation improvements annually. Alameda CTC finds all DLD recipients in compliance with the DLD financial reporting and program compliance requirements. It should be noted that although the City of Albany's reports are still under review, tentative findings have determined the city to be compliant based on the initial data received.

FY15-16 Fund Balances and Monitoring

The collective FY15-16 ending fund balance by funding program totals \$76M (\$42M in Measure B and \$34M in Measure BB). The individual recipient's fund balances by program are included in the Program Compliance Summary Report and attached herein for reference (Attachment A). To encourage the expeditious use of DLD funds, Alameda CTC's Timely Use of Funds Policy on DLD funds requires recipients to actively use their fund balances. This policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for that year, for four consecutive years, starting with fiscal year 2016-17. Through the Annual Program Compliance Reporting process, Alameda CTC will monitor the fund balance to revenue ratio to verify DLD recipients are in compliance with the policy.

Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan requirement which states that 15 percent of Local Streets and Roads (LSR) DLD funds are to be spent on improvements benefiting bicyclists and pedestrians. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 16 percent of total Measure BB LSR expenditures going towards bicycle/pedestrian related improvements. Some recipients have yet to expend Measure BB LSR funds and have indicated commitments of future expenditures dedicated towards meeting the requirement for their agency. The recipient's LSR expenditures on bicycle/pedestrian improvements is included in the Program Compliance Summary Report and attached for reference (Attachment B).

As part of the IWC review, the IWC submits an annual summary of comments, recommendations, and inquiries specific to jurisdictions and agencies. Attached herein for reference (Attachment C) is a summary of IWC comments and responses from the corresponding agencies. The compliance review process helps ensure that funds are spent in accordance with the transportation expenditure plan and Alameda CTC's requirements. Alameda CTC will continue to monitor the recipient's compliance with all DLD requirements in future reporting starting next in the fall 2017.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. DLD Program Summary of Fund balances
- B. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- C. Summary of Comments and Responses to the Independent Watchdog Committee

Staff Contacts

[John Nguyen](#), Senior Transportation Planner

[Andrea Gomez](#), Programming Support

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**Measure B and Measure BB
Direct Local Distribution Fund Balances¹**

(As of the end of Fiscal Year 2015-16)

Jurisdiction:	Measure B	Measure BB	Total
AC Transit	\$4,307,532	\$4,686,801	\$8,994,333
BART	\$0	\$0	\$0
LAVTA	\$0	\$0	\$0
WETA	\$1,777,126	\$100,576	\$1,877,702
ACE	\$2,777,950	\$1,452	\$2,779,402
Alameda County	\$2,025,682	\$3,111,405	\$5,137,087
City of Alameda	\$4,220,309	\$2,007,504	\$6,227,813
City of Albany ²	\$275,057	\$350,879	\$625,936
City of Berkeley	\$2,289,359	\$3,521,419	\$5,810,779
City of Dublin	\$826,958	\$626,195	\$1,453,153
City of Emeryville	\$962,237	\$320,052	\$1,282,289
City of Fremont	\$2,488,555	\$2,416,806	\$4,905,361
City of Hayward	\$3,815,761	\$3,191,771	\$7,007,531
City of Livermore	\$2,112,181	\$993,560	\$3,105,741
City of Newark	\$789,539	\$612,076	\$1,401,615
City of Oakland	\$10,214,483	\$9,276,907	\$19,491,390
City of Piedmont	\$82,292	\$23,752	\$106,044
City of Pleasanton	\$696,163	\$1,100,578	\$1,796,741
City of San Leandro	\$2,340,457	\$1,706,819	\$4,047,276
City of Union City	\$306,691	\$257,566	\$564,257
Total	\$42,308,332	\$34,306,118	\$76,614,450

Notes:

1. The table above reflects total fund balances from the Measure B/BB Direct Local Distribution Recipients' FY 2015-16 Audited Financial Statements. Thus, the FY 2015-16 Ending Fund Balance contained in these reports is the starting fund balance for FY 2016-17.

2. City of Albany reports are currently under review.

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Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicylists/pedestrians.

Jurisdiction:	Total LSR Expenditures on Bike/Ped to Date	Total LSR Expenditures to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$20,203	\$20,236	100%	Yes
City of Alameda	\$50,000	\$276,592	18%	Yes
City of Albany ²	\$150,000	\$159,200	94%	Yes
City of Berkeley	\$0	\$235,526	0%	No
City of Dublin	\$0	\$0	0%	No
City of Emeryville	\$130	\$11,187	1%	No
City of Fremont	\$452,414	\$1,012,615	45%	Yes
City of Hayward	\$3,735	\$24,899	15%	Yes
City of Livermore	\$62,200	\$312,774	20%	Yes
City of Newark	\$25,728	\$161,157	16%	Yes
City of Oakland	\$232,278	\$4,531,188	5%	No
City of Piedmont	\$106,624	\$459,704	23%	Yes
City of Pleasanton	\$40,000	\$140,820	28%	Yes
City of San Leandro	\$0	\$262,118	0%	No
City of Union City	\$220,600	\$731,780	30%	Yes
Total	\$1,363,911	\$8,339,796	16%	Yes

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.
2. Estimates for City of Albany are based on most current Audited Financial Statements submitted to Alameda CTC for the FY 2015-16.
3. Revenue and expenditure figures may vary due to number rounding.

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Independent Watchdog Committee Program Compliance Review
Fiscal Year 2015-16

11.1C

Agency	IWC Comments	Response
AC Transit	<ol style="list-style-type: none"> 1. Why is there a fund balance? You would think that all funds were be used for OPS each year. 2. How will agency use the remaining fund balances? 3. An on-time performance goal of 72% is pretty pathetic — while they state that a new approach started in late June, why and how was this low performance deemed acceptable? 4. Is this supposed to apply solely to local routes, or are cross-county routes to Contra Costa or Transbay included? And yet they didn't even achieve the 72%! 	<ol style="list-style-type: none"> 1. All funds are expended on transit operations. However, due to the timing and reporting required of the Audited Financial Statements, AC Transit includes all funding received after 6/30/2016 on the Balance Sheet as of 6/30/2016. This includes the following: <ul style="list-style-type: none"> • Measure BB and Measure B DLD Receivables are the Ending Funding balance for May 2016 and June 2016 funding received in July-2016 and August- 2016 respectively. • May -2016 funds were received on 07/26/2016. Measure BB: \$2,008,622.69 and Measure B: \$1,846,085.04 • June-2016 funds were received on 08/23/2016. Measure BB : \$2,678,178.36 and Measure B: \$2,461,446.70 2. The fund balances were used for Operations, and will be reported as expended in FY 16/17. 3. The agency's OTP goal is low because its actual performance over the last 5-10 years has been low due to increasing traffic, lack of transit priority, shortages in staffing. We are taking the following steps to improve performance: <ul style="list-style-type: none"> • Planning and constructing transit priority projects such as BRT, on our busiest transit corridors including International, College/Broadway, Hesperian and San Pablo • Implementing Transit Signal Priority • Updating our fleet to reduce road calls and improve reliability • Converting fare payment to Clipper to decrease dwell time • Adding runtime and layover time to make schedules more realistic (but also slower) • Recruiting bus operators and mechanics to fill gaps in service in maintenance. 4. Our OTP goal is system wide, including Transbay. See above regarding on-time performance.
BART	<ol style="list-style-type: none"> 1. Pg. 6 of 6, why is Item #1 blank? Item #2 - Governing Board did not approve Measures B and BB expenditures. Why? 2. The AC Transit detail shows 504,596 EBPC passengers (including companions & attendants), while BART shows 226,703. Is this supposed to reflect the historical 69%/31% split of costs between the 2 agencies? 3. How are Measure BB Transit funds being applied towards State of Good Repair? 	<ol style="list-style-type: none"> 1. BART's budget for East Bay Paratransit is reviewed approved by senior management and then presented to the BART Board for approval as part of the entire BART fiscal year budget. Table 2 Governing Board approval column was revised to include a "yes" to this reporting question. 2. Yes, each agency submits their own compliance reporting. Yes, passengers are split between the two agencies using the 69%/31% split. Total passengers transported were 731,299 for East Bay Paratransit system wide in FY15/16. 3. The \$652k is credited to BART's \$638M general operating fund, along with other revenues, and the general fund pays for operational and maintenance expenses. These expenses include train operations, maintenance, state of good repair as well as power, policing and administrative support.

Independent Watchdog Committee Program Compliance Review
Fiscal Year 2015-16

Agency	IWC Comments	Response
LAVTA	<ol style="list-style-type: none"> Agency lowered its on-time performance goal from 90% to 85%. Please ask agency for supporting information as to why 85% is acceptable to its riders compared to 90%. Healthy reserves here also. 	<ol style="list-style-type: none"> The Board-approved SRTP (2016-2025) identifies 85% as the short-term goal for OTP. Once the system consistently meets the 85% goal (currently in the low 80's), it is expected that the Board will recommend increasing the goal to 90% as it was previously. A large part of this will be caused by the bus purchase scheduled in both 2021, and 2023. LAVTA receives FTA funding to cover a part of the purchases however, LAVTA must pay for the remaining amount. In addition, funds will be used to cover operating costs, and other capital costs such as facility repairs. LAVTA attempts to receive funding from as many grant sources as possible however, those sources are not guaranteed and thus the reserve funds are there to cover when newly generated funds won't. LAVTA would prefer to use these reserve funds as needed rather than spend now, and then have to cut service in the future when the funds run out.
WETA	<ol style="list-style-type: none"> Why MB fund balance? Report does not explain how agency will use remaining Measure B fund balance of \$1,777,126. Please provide info. What is purpose of line item for MB "bank fees" vs interest? The Summary Table shows no interest, yet Bank Fees appear as an expense. Are parking lots an eligible expense as "transit"? 	<ol style="list-style-type: none"> WETA receives annual allocation of Regional Measure 2 Bridge Tolls (RM2) to support San Francisco Bay Ferry (SFBF) operations, including the Alameda/Oakland Ferry Service and the Alameda Harbor Bay Ferry Service. WETA spends our annual RM2 funds first since unspent RM2 funds cannot be rolled over to future years. Currently, SFBF operations are fully funded with fare revenues and RM2 funds; therefore, we are using Measure B/BB funds to support our Capital projects. Most of the \$1.8 million will be used to fund the new vessel, Hydrus. The Hydrus will be in service this month (April 2017), in the Alameda/Oakland Ferry Service. Total Interest earned in FY2015/16 was \$2,665.26 and total Service Fees charged was \$3,070.80; therefore, Fees exceeded Interest and the net total expense of \$415.54 was reported. This project improved the old Officer's Club parking lot across Main Street from the ferry terminal to provide an additional 121 parking spaces for passengers on the Alameda/Oakland Ferry Service. The project included lot repaving, installation of lighting, and construction of a new cross walk to enable riders to safely cross Main Street.
ACE	<ol style="list-style-type: none"> Why is there a MB fund balance vs. MBB? They should be required to spend older money first (FIFO). 	<ol style="list-style-type: none"> For the 2015-16 fiscal year, the Baseline Service Plan outlined a contribution of 2,911,000. The full amount was expended as follows between the B and BB Funds. 2,911,000 (1,334,924) Measure BB Funds (405,141) Measure B Funds (1,150,935) Measure B ACTC Swap Funds <u>(20,000) Measure B Maintenance Expense</u> -0- Unexpended Funds

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Agency	IWC Comments	Response
	<p>2. Report does not explain how agency will use remaining Measure B fund balance of \$2,777,950. Please provide info.</p> <p>3. Is there a reason that they seem to be building up a reserve of Measure B funds, while spending most of their current BB money?</p>	<p>Operating Expenses are paid from both Measure B and BB revenues, however to streamline the managing of cumulative Measure B fund balance carryover, we are using BB funds in full as they are received. We do maintain a small fund balance in the Measure BB Fund as contingency reserve.</p> <p>We are not actively building a reserve of Measure B funding. We first draw Measure B funds for operating expenses up to the BSP limit. If there are additional unused revenues, they would be added to M-B fund balance to be used for future capital projects. In some years, the BSP limit exceeds the revenues received. In those years, fund balance reserves are used for operating expenses to meet BSP requirements.</p> <p>2. The fund balance carryover has been used within the 2016-17 fiscal year for the Altamont Trackage Rights Agreement for Capital Maintenance projects and Capital Access Fees. These items are included in the 2016-2017 Baseline Service Plan Capital Projects section historically presented to the Commission.</p> <p>For the 2016-17 fiscal year, the following activity has reduced Measure B Fund Balance by approximately \$2,540,419.</p> <p style="margin-left: 40px;">2,777,950 Beginning Measure B Fund Balance (540,419) Capital Access Fees <u>(2,000,000) Capital Maintenance Projects</u> 237,531 Unexpended Fund Balance</p> <p>3. See response to number 1.</p>
ACPWA	<p>1. How will agency use the remaining fund balances?</p> <p>2. The allocation of only \$33 in BB funds for the Bike/Ped Audit seems “forced” — what is the justification?</p> <p>3. What are they building up a reserve for, from both funds?</p>	<p>1. There are projects from last year that are still under construction and new projects this year that will reduce the fund balance for Measure B and BB in the next few years. The projects under way and planned projects include pavement rehabilitation, slurry seal and sidewalk improvements.</p> <p>2. The County has projects allocated to Measure BB Bike/Ped under design that we have not received invoices yet from the consultant. Other bike/ped projects under way were funded from other funding sources. We are also trying to maximize our Measure BB funds by leveraging it as local match.</p> <p>3. See response to Number 1.</p>
Alameda	<p>1. Paratransit has +50 percent admin cost of OPS.</p>	<p>1. Regarding the paratransit program administrative costs, we spent more staff time last fiscal year launching the new scholarship program for Alameda Point Collaborative residents, which provides free bus passes to these low-income residents who are disabled or seniors. Now that this AC Transit EasyPass program is launched, we will not need to spend much staff time on it except for monitoring. We also spent staff time hiring a paratransit coordinator.</p>

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Agency	IWC Comments	Response
	<p>2. How will agency use the remaining fund balances?</p> <p>3. A compliment (!!) — they show a good multi-purpose use of funds — e.g., bike/ped for bus shelters, LSR for ADA improvements.</p>	<p>2. Regarding the need to spend down end of year fund balances, in this fiscal year we anticipate receiving \$4 M (\$2.7 M received to date) and have so far spent \$4 M on capital projects. An additional \$0.5 M in bills for resurfacing, signalization, and traffic calming are pending. In the next two months we will be signing contracts for an additional \$5 M for paving in the summer/fall of 2017, and \$1 M for smaller capital projects currently in design, including the Cross Alameda Trail and the signalization of the Island/Mecartney intersection. Another \$5 M expenditure for resurfacing is anticipated for the summer/fall of 2018. With our new paratransit coordinator, we anticipate increased ridership and shuttle operating costs.</p> <p>3. Thank you for the comment. We strive to be multi-modal whenever possible.</p>
Albany	<p>1. Pg. 4 of 9, Item #2 - cannot read all info in 8th col so use "wrap text" in Excel file and Item #5 - some text omitted in 7th col so need to adjust size of cell in Excel file. Pg. 9 of 9, all items - 2nd col text is not fully visible.</p> <p>2. For Paratransit, the "Summary" Table 1 shows only \$4207 in Measure B carryover, and ZERO revenue or expenditures for BB. This is contradicted by the detail sheets — which is correct?</p>	<p>1. The City of Albany revised its audited financial statements and compliance reports, submitted June 2017, to address these issues. Note the revised reports are currently under review at the time.</p> <p>2. The City of Albany revised its audited financial statements and compliance reports, submitted June 2017, to address these issues. Note the revised reports are currently under review at the time.</p>
Berkeley	<p>1. Also explain lack of Governing Board approval for Item #18.</p> <p>2. Pg. 7 of 9, Items #23 thru #27 - col H, I and J are blank. Please provide information associated with the amount of expenditure for each item.</p> <p>3. Also explain lack of Governing Board approval for Items #23 and #24.</p> <p>4. How will agency use the remaining fund balances?</p>	<p>1. Compliance report revised.</p> <p>2. Compliance report revised.</p> <p>3. Compliance report revised.</p> <p>4. Measure BB funds are being used in FY 17 for the completion of the new Bicycle Plan and work on the Pedestrian Master Plan Update, the completion of the Fulton Bikeway project, the construction of pedestrian and bicycle elements of the Hearst Complete Streets project, and the development of Complete Streets Implementation Tools recommended through the City's Complete Streets Implementation Strategy in the Berkeley Strategic Transportation Plan. Residual balances and new allocations will be used to fund the FY2018 - 2022 Capital Improvement Program, after its June 2017 adoption.</p>

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Agency	IWC Comments	Response
Dublin	<ol style="list-style-type: none"> 1. Why are they not spending BB funds on anything? If they don't "need" them. 2. There seems to be an unclear distinction between ops, capital, and admin purposes for bike/ped "events," both here and other jurisdictions. Perhaps ACTC can provide directions for consistency. 	<ol style="list-style-type: none"> 1. The City of Dublin has established CIP projects and we are accumulating adequate amount of funding for the projects. We are committed to spend down the funding by the expenditure deadline. 2. Alameda CTC provides guidance for reporting purposes during its Annual Program Compliance Workshop. For compliance purposes the definition between capital and administrative is as follows: Capital – Any activity related to the direct development of a capital project including scoping/PSR, engineering, project development, design, ROW, CON, contracts, capital equipment, etc. Staff time such as project engineering, signal operations, maintenance crews, planning, funding/programming, legal costs can be included as "capital" related if they are expended in support of this primary definition of activities. Administration – Any activities that cannot be directly tied to the development of a capital improvement project such as staff time related to mainly administrative support, program outreach/educational programs , compliance reports, audits, etc. Conformity to these guidelines will be monitored in future report.
Emeryville	<ol style="list-style-type: none"> 1. No governing Board approvals shown in last column for all items, why? 2. Pg. 8 of 8, Items #1 thru #5 - 2nd col text is not fully visible 3. Same comment as Dublin re bike/ped "event" expenditures. 	<ol style="list-style-type: none"> 1. Compliance Report revised. 2. Compliance Report revised. 3. Alameda CTC provides guidance for reporting purposes during its Annual Program Compliance Workshop. For compliance purposes the definition between capital and administrative is as follows: Capital – Any activity related to the direct development of a capital project including scoping/PSR, engineering, project development, design, ROW, CON, contracts, capital equipment, etc. Staff time such as project engineering, signal operations, maintenance crews, planning, funding/programming, legal costs can be included as "capital" related if they are expended in support of this primary definition of activities. Administration – Any activities that cannot be directly tied to the development of a capital improvement project such as staff time related to mainly administrative support, program outreach/educational programs , compliance reports, audits, etc. Conformity to these guidelines will be monitored in future report. 4. Jurisdiction appreciates comment.

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Agency	IWC Comments	Response
	4. MUCH better explanation of Meals delivery — thank you.	
Fremont	1. Congratulations to Fremont for improving its PCI from 66 to 69. 2. How will agency use the remaining fund balances? 3. Some healthy reserves being built up, it seems. 4. Did they actually deliver 57,462 meals (which seems a lot), or is this the mileage traveled?	1. Commented noted. The City appreciates the comment. 2. We are currently in the process of adopting the next Capital Improvement Plan for FY 17/18 - 21/22, and the City will be proactive in appropriating and spending funds to decrease the overall fund balance to be in compliance with the Timely Use of Funds requirements. 3. We anticipate an increase in DLD expenditures by approximately \$70,000 more in FY 16/17 and approximately \$220,000 more in FY 17/18 to support the City's Taxi Voucher Program, which was previously funded through discretionary grants. The City will continue to strategically invest and increase DLD expenditures in other program operations, at a reasonable and sustainable level, to provide transportation services and support for seniors and people with disabilities from now through the end of Measure B in 2022, and beyond. 4. The 57,462 number represents meals delivered NOT miles traveled.
Hayward	1. Why the negative amount for MB for SR. OPS? 2. How agency will use remaining Measures B and BB fund balances?	1. The City of Hayward submitted revised statements to correct this. 2. Measure B and Measure BB funds will be expended in accordance with the City's capital and maintenance plans and programs as further described below. LSR - In FY16 the City of Hayward began planning the largest paving rehabilitation project in its history including 106 lane miles utilizing Measure B, Measure BB, VRF, Gas Tax and Measure C. (All projects involved were maintained in separate funds and accounted for individually.) Due to the scope of the project, the planning phase took a great deal of extra time. Contracts for the project were awarded in FY16, and FY16 funds were encumbered at that time. Paving continued until October of 2016 when the extreme rains began. The rain continued to be too heavy to start paving again until late Spring of 2017 and the project is expected to be completed by May, 2017. This also pushed out the use of the FY17 paving funding allotment. The plan going forward is to combine FY17 and FY18 MB, MBB, and VRF funding allotments into another large paving project and spend all the funds before December 2017. At this writing, planning is completed and a call for bids will occur on April 25, 2017. Bicycle and Pedestrian Funds - The FY16 New Sidewalk project was primarily completed in FY16, with less expense than anticipated. The remaining funds were carried forward into the FY17 new sidewalk project. The FY17 new sidewalk project has been delayed due to the rains and the staff time needed to manage the massive paving projects. The FY17 sidewalk project has been planned and the bidding process should begin

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Agency	IWC Comments	Response
	<p>3. Pg. 5 of 9, PCI should be 67 according to the PCI for 2015; please correct.</p> <p>4. The explanation shown for the MB Bike/Ped audit costs should probably not appear in print!</p> <p>5. Paratransit costs for items #4, 5, and 6 seem disproportionately high compared to quantity of services provided.</p> <p>6. Paratransit item #7 shows service provided at no cost?</p> <p>7. Does the "Hayward" Paratransit program still serve residents of nearby unincorporated areas? Where/how is this reported?</p>	<p>before June 30, 2017 and construction begun in early FY18. It is anticipated that the FY18 new sidewalk project will also occur in FY18. That, added with the expenditures for the Pedestrian Master Plan/Update Bicycle Master Plan will deplete the remaining balances in Pedestrian and Bicycle Funds.</p> <p>3. Change has been made to 67 with revisions to report.</p> <p>4. Audit fees are eligible expenses under the Measure B/BB programs to implement and oversee the program financial records.</p> <p>5. #4 – LIFE Eldercare; LIFE Eldercares VIP Program has expanded service into unincorporated Alameda County (Ashland, Castro Valley, Cherryland, etc.) as well as San Leandro. The previous provider of door-through-door service in the area withdrew and The HOP contracted with LIFE to fill the void. Participation is expected to increase as the provider begins a marketing push in the area.</p> <p>#5 ASEB: Alzheimer's Services of the East Bay moved its operations to a new location and service was temporarily halted through the move. The agency is in the process of stabilizing its roster and ridership is again returning to normal.</p> <p>#6 CRIL – Community Resources for Independent Living also experienced staff changes and minor revisions to the program. They have expanded their outreach to include services to the developmentally disabled and ridership is increasing as a result.</p> <p>6. Report revised.</p> <p>7. Yes. The HOP service area includes Hayward (to the Union City border), Castro Valley, Ashland, Cherryland, San Lorenzo and San Leandro.</p>
Livermore	<p>1. Report does not explain how agency will use remaining Measures B and BB fund balances. Please provide info.</p>	<p>1. The City of Livermore created a very comprehensive Bicycle and Trails Plan in 2001. Many projects have been built as a result of this Plan but there are still many projects remaining to be built. All projects identified in the City's 2001 Master Plan require additional vetting before construction, including design level engineering. This occurs when funding is realized but before construction. The City of Livermore continues to successfully utilize the 2001 Plan in conjunction with other various City planning documents, including the Downtown Specific Plan, South Livermore Specific Plan, Arroyo Vista Neighborhood Plan, Brisa Neighborhood Plan, the General Plan, and the Capital Improvement Program. We also work closely with the Livermore Area Parking and Recreation District and the East Bay Regional Park District, utilizing their Master Plans and working directly with their staff, on active transportation facilities. All of these documents, in addition to staff analysis and community outreach, combine provide a clear road map for the City to complete context sensitive projects that benefit both bicyclists and pedestrians.</p>

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Agency	IWC Comments	Response
	<p>2. Why has there been no Bike/Ped plan update since 2001? How have projects been approved for phases like Construction without the guidance of a planning document?</p>	<p>2. The City's Bicycle, Pedestrian and Trails Active Transportation Plan is well underway, with a third round of public outreach planned for May 2017. Anticipated approval is winter 2017.</p>
Newark	<p>1. "Quantity" of home-delivered meals appears disproportionate to costs shown.</p> <p>2. Why do they not get most of the "extra" paratransit services that Fremont provides to its own residents?</p>	<p>1. As listed within our Program Plan, we've estimated that the "Quantity" of meals to be delivered to Newark residents for FY 17/18 will be 15,000. City of Newark contributes \$7,000 of the Measure B/BB funds annually to Meals on Wheels. This equates to \$0.46 per meal, far short of the actual cost to prepare, ship and have volunteer drivers deliver the meal. The City of Newark's Measure B (and now Measure BB) contribution to Meals on Wheels has been consistently set at \$7,000 for at least the past 10 years, if not longer.</p> <p>2. The City of Newark coordinates services with the City of Fremont to ensure residents in need understand and have access to all available services. Free Travel Training Workshops hosted by the City of Fremont Human Services Department are offered on a quarterly basis at the Newark Senior Center. Free Clipper Card Workshops are hosted by the City of Fremont Human Services Department at the Newark Senior Center the first Thursday of each month from 10:00-11:00 a.m. Appointments are also made available on the first Thursday of each month for Newark residents to have their transportation questions answered. Jointly provided programs include:</p> <ul style="list-style-type: none"> • Tri-City Taxi Voucher Program • Travel Training Workshops and Clipper Card Workshops • VIP Rides Program • East Bay Paratransit Service Information Referral and Registration Program
Oakland	<p>1. Large fund balance. Staffing cost is over 30 percent of capital expenditures.</p> <p>2. How will agency use remaining fund balance?</p> <p>3. Reserves seem large, esp. for LSR, and given condition of Oakland PCI, and Mayor's representations to press regarding funds available for staffing.</p> <p>4. Why is MB LSR funding used for "MTC Car Share Grant" match (#35, \$56,953)?</p>	<p>1. Staffing costs are a necessary component of planning, designing and constructing projects as well as for implementing programs. All Measure B charging staff are devoted to delivering transportation projects and programs for the City of Oakland. See detailed response attached.</p> <p>2. In Measure B LSR Oakland succeeded in spending more than came in as revenue, but still has a sizeable balance. In Measure BB, 15/16 was the first full year of funding, and there was some delay in spending down due to the infusion of new cash and the need to budget and expend it. Particularly for capital projects, there is a delay between when projects are initially budgeted and when the largest capital expenses will be incurred. The costs will be realized in FY 16/17. See detailed response attached.</p> <p>3. In the case of Measure BB in particular, expenditures are accelerating as staffing is augmented and new projects are initiated. In Measure BB LSR, the majority of funding in the first year was devoted to augmenting the City's pavement resurfacing program. These street projects are awarded, and the costs will be realized in FY 16/17. See detailed response attached.</p> <p>4. The Oakland Car Share and Outreach Program is primarily funded by an MTC grant of federal STP/CMAQ funds; Measure B is being used to provide the required local match of 11.47%.</p>

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Agency	IWC Comments	Response
	<p>5. Need better explanation for failure to meet 15% MBB LSR expenditures for Bike/Ped.</p> <p>6. Paratransit "staffing/admin" costs (#1 and 2) look high compared to services delivered.</p>	<p>5. On a very basic level, Oakland did not meet the 15% MBB LSR expenditure requirement due to a simple budgeting mistake when Measure B and BB were initially integrated into the FY 15-17 budget. In Measure B LSR, 29% of expenditures were for Bike/Ped, but it has no bike/ped requirement. Budgeting will be revised.</p> <p>6. In Fiscal Year 2015-16, the City of Oakland actively expended DLD funds on program initiation of new start-up accessible van and group trip services, as well as existing services. The City is strategically implementing certain paratransit program transportation services and related program expansion to create long-term service stabilization infrastructure prior to customer growth efforts. The additional effort to setup the program will support future service provisions, as currently evident in the FY 2016-2017 reporting as service provision has increased. See detailed response attached.</p>
Piedmont	<p>1. Is Piedmont's "share" of Paratransit funds still coordinated with Oakland? What do they get for their money? Where/how is it reported?</p> <p>2. LSR Project #5 says (in red) "See also #17" — but there does not appear to be such an entry.</p>	<p>1. Yes, the City of Oakland Paratransit program receives paratransit Direct Local Distribution (DLD) funding to administer services to all qualified Oakland and Piedmont residents. The City of Piedmont does not administer a separate paratransit program.</p> <p>2. We have reviewed the comment you provided and we found this was our fault. The Moraga S-Curve project had both PS&E and Construction components, so they were on 2 separate lines. Originally, the construction component was Item 17. We added a note to the PS&E to see the construction item (#17) and to the construction item to see the PS&E (#5). Subsequently, we changed the order of things but forgot to change the note.</p>
Pleasanton	<p>1. Pg. 8 of 8, Item #1 - text in 2nd col is not fully visible.</p> <p>2. Why does Pleasanton get paratransit funds separate from LAVTA while Dublin & Livermore do not? Why is service provided to San Ramon (CoCo County)?</p>	<p>1. Revised report updated on Alameda CTC website.</p> <p>2. A. The Cities of Dublin and Livermore do not have their own City-based paratransit programs; Dublin and Livermore's "share" of paratransit funding is given directly to LAVTA to provide a range of service for seniors and people with disabilities in Livermore and Dublin including ADA-mandated service (Wheels Dial-A-Ride), subsidized taxi services, mobility management, and a scholarship/subsidized fare program for seniors and people with disabilities. The City of Pleasanton has its own paratransit service, it provides the ADA-mandated service to Pleasanton and Sunol residents for trips within Pleasanton city limits from 8-5 p.m., Monday-Friday. When the Pleasanton program is not operating, LAVTA provides the ADA mandated services to those residents managed through an MOU between the two agencies. The City of Pleasanton uses their "share" of Paratransit funding for their share of the ADA service and a variety of other services for Pleasanton seniors and people with disabilities.</p> <p>Alameda CTC funded door-to-door services are intended for Alameda County residents traveling within the County. Registered users traveling beyond Alameda County, including to/within Contra Costa County, are usually required to make separate arrangements with the ADA and/or other local providers in those areas. However, for medical trips, which are a primary trip purpose for Pleasanton seniors and people with disabilities, San Ramon Regional Medical Center is a major destination and some services that used to be available at Kaiser facilities in Alameda County are now available only at Kaiser San Ramon (e.g. foot care). Therefore, the Pleasanton service makes trips to San Ramon on Tuesdays and Thursdays from 9-2 p.m. to serve these critical medical trips for Pleasanton residents.</p>

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Agency	IWC Comments	Response
	<p>3. What has been the impact of/reaction to the “buffered” bike lanes that were exempted from the Complete Streets policy?</p>	<p>3. The response to the buffered bike lanes has been overwhelmingly positive from City Council, the public and the Bicycle Pedestrian Trails Committee.</p>
<p>San Leandro</p>	<p>1. Liked the DLD answer to Q2. Large fund balance?</p> <p>2. Report does not explain how agency will use remaining Measures B and BB fund balances. Please provide info. Pg. 8 of 8, Item #1 - text in 2nd col is not fully visible.</p> <p>3. LSR unexpended funds seem excessive, esp. in light of low PCI.</p> <p>4. “Justification” for not achieving 15% of LSR funds for Bike/Ped is weak.</p> <p>5. Is there an explanation for build-up of MB Paratransit funds, and no use of MBB Paratransit revenue? If they don’t “need” the money?</p> <p>6. Description of “Flex” service should be clarified — “fixed route” is not “paratransit”!</p>	<p>1. Question addressed in response 2.</p> <p>2. The current ACTC timely use of funds policy was adopted after the City’s 2015-16 and 2016-17 budget was adopted. The new budget for 2017-18 and 2018-19 contains appropriations sufficient to exhaust the LSR balance by the end of fiscal year 2018-19. Note that the 2015-16 Measure B LSR balance while still significant, is \$700,000 below the balance at the end of 2014-15. Projects for street overlay/reconstruction and street sealing programed with LSR funds in FY2016-17 are 90% designed, construction of these two projects, as well as street overlay/reconstruction and street sealing projects budgeted for FY 2017-18 will bring the fund balance to zero.</p> <p>3. San Leandro has consistently spent LSR funds within 3 years of receiving funds which was within the 5 years permitted under the old timely use of funds policy. Under the old policy, the City appropriated funds after they were received, thus one year was used to accumulate funds. After appropriation the project was designed and then bid, thus 9 to 11 months was used. Following bidding the project was constructed, which put the expenditures in the third fiscal year. This balance was never considered excessive and in fact all funds were used 2 years before they expired. Our next City budget, which will be for FY 2017-18 and FY 2018-19, contains appropriations for funds one year before they are received, this will allow us to design, bid, and construct the work before the funds are received. LSR funds are being used for annual street sealing and street overlay/rehabilitation projects.</p> <p>4. The City hasn’t met the requirement to use 15% of Measure BB LSR funds for bicycle or pedestrian facilities because no construction was done with these funds in FY 2015-16. At least 15% of the Measure BB LSR funding will be used to construct curb ramps when the project is constructed. The City isn’t proposing any change to the current practice; the 15% goal will continue to be met by counting construction costs of bicycle and pedestrian improvements.</p> <p>5. Question answered in responses 2 and 3.</p> <p>6. When it was established, the term was utilized to reference the transportation goal of providing a flexible and alternative mode of transportation to those who needed these services. It currently is a fixed-route program, but the name is actually implying the freedom to be able to move around the community without personal vehicle access. As the shuttle has been branded and is recognizable in the community there are currently no plans to change the program name, logo, or branding.</p>

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Agency	IWC Comments	Response
Union City/ Union City Transit	<ol style="list-style-type: none"> Pg. 12 of 12, Item #1 - text in 2nd col is not fully visible. If Transit achieved 96% on-time and thus exceeded goal/target, will goal/target be upgraded? 	<ol style="list-style-type: none"> Revised report posted online. We do not plan to change the goal. The goal is set for our operating contractor and there are potential liquidated damages (financial penalties) if they do not meet the goal. Setting a consistent goal that is high is not operationally realistic.
General IWC Comments <i>(regarding agency's program implementation and reporting form fields)</i>	<ol style="list-style-type: none"> Overall, I think Question 2 regarding Admin cost, should require that they calculate the percent of admin vs. capital or OPS. Currently, it implies that any amount less than 50 percent is allowed. Staff's first review of compliance reports should address illegible or partially hidden text and have the submitting agency use "wrap text" or adjust cell size before converting the Excel file to .pdf. Regarding the DLD LSR reports, I am unclear as to why an expenditure is either "administrative" or "capital." In the TEP for Measure BB (pg. 22), revenue for local streets improvements are considered to be either maintenance or capital. Why was maintenance omitted from this report? Why are staffing costs considered to be capital expenditures (see Oakland report)? 	<ol style="list-style-type: none"> The purpose of the delineation between Capital vs Administrative costs is to gather performance insight on what expenditures are directly towards the advancement and implementation of capital improvement projects (infrastructure and maintenance (which can include maintenance and operations) as opposed to purely administrative costs (such as for administrative support, outreach, transit operations). For compliance purposes the definition between capital and administrative is as follows: <ul style="list-style-type: none"> Capital – Any activity related to the direct development of a capital project including scoping/PSR, engineering, project development, design, ROW, CON, contracts, capital equipment, etc. Staff time such as project engineering, signal operations, maintenance crews, planning, funding/programming, legal costs can be included as "capital" related if they are expended in support of this primary definition of activities. Administration – Any activities that cannot be directly tied to the development of a capital improvement project such as staff time related to mainly administrative support, program outreach/educational programs , compliance reports, audits, etc. Per the Master Programs Funding Agreement with the recipients, Capital and Administrative costs are being tracked as a performance metric. This metric states collective investment into capital projects and programs should be greater than funding program administration (outreach, staffing, administrative support). Comment acknowledged. Electronic PDF versions of the Compliance reports will be reviewed to ensure text fields are visible. The categorization of "maintenance" in terms of the Measure BB Local Streets and Roads Maintenance and Safety Program is described in programmatic terms for the 2014 Transportation Expenditure Plan to be all encompassing for "local transportation improvements". The entire LSR program includes an array of eligible transportation improvements from traditional local and streets and roads improvements, maintenance projects (pavement rehab, pothole repair, slurry seals) as well as road improvements to improve safety and accessibility for transit, bicycle/pedestrian, and general motorized traffic. The purpose of the delineation between Capital vs Administrative costs is to gather performance insight on what expenditures are directly towards the advancement and implementation of capital improvement projects

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Fiscal Year 2015-16

Agency	IWC Comments	Response
		<p>(infrastructure and maintenance (which can include maintenance and operations)) as opposed to purely administrative costs (such as for administrative support, outreach, transit operations).</p> <p>For compliance purposes the definition between capital and administrative is as follows:</p> <ul style="list-style-type: none"> • Capital – Any activity related to the direct development of a capital project including scoping/PSR, engineering, project development, design, ROW, CON, contracts, capital equipment, etc. Staff time such as project engineering, signal operations, maintenance crews, planning, funding/programming, legal costs can be included as “capital” related if they are expended in support of this primary definition of activities. • Administration – Any activities that cannot be directly tied to the development of a capital improvement project such as staff time related to mainly administrative support, program outreach/educational programs , compliance reports, audits, etc. <p>Per the Master Programs Funding Agreement with the recipients, Capital and Administrative costs are being tracked as a performance metric. This metric states collective investment into capital projects and programs should be greater than funding program administration (outreach, staffing, administrative support).</p> <p>4. Alameda CTC will review opportunities for improving the Program Compliance Reporting forms for next year's reporting cycle. We will examine the forms to ensure description consistency with the Column Headers.</p> <p>5. Alameda CTC will review opportunities for improving the Program Compliance Reporting forms for next year's reporting cycle. We will examine the forms to ensure description consistency with the Column Headers.</p> <p>6. Alameda CTC will review opportunities for improving the Program Compliance Reporting forms for next year's reporting cycle. The alpha designation for the column Headers will be provided with the headers of each column for ease of reference in the future.</p> <p>7. Alameda CTC will review opportunities for improving the Program Compliance Reporting forms for next year's reporting cycle. The current program compliance reports focus on DLD recipient's fund balances on Table 1 and expenditures details i.e. Table 2 Summary of Expenditures to gather concise information on DLD expenditures for the year.</p> <p>8. The program compliance reports and audited financial statements from prior fiscal years are available for review on Alameda CTC's website: http://www.alamedactc.org/app_pages/view/4135 for this comparison.</p>
	<p>4. New format of reports are easier to review but it is unclear how agencies will use fund balances in the future.</p>	
	<p>5. The Paratransit Compliance report, col H provides a dropdown menu description for "Units for Quantity" that says "Other (describe in Column J)." However, Col J shows Measure B DLD Expenditures. Should the "Other" selection refer to Col I?</p>	
	<p>6. Referring to the alpha designation of a column is not helpful unless the column letter is shown in the .pdf file.</p>	
	<p>7. There seems to be less detail or explanations this year than last — is this just a change in format of the forms, or is there supposed to be a different emphasis than before?</p>	
	<p>8. It would be helpful to show how much was spent for each program from each fund in the previous year, for comparison. I acknowledge that this is less important</p>	

Independent Watchdog Committee Program Compliance Review
Fiscal Year 2015-16

Agency	IWC Comments	Response
	<p>for the beginning year of BB, but will be more informative in future years.</p> <p>9. I reviewed the Financial Statements and Compliance Reports for the City of Oakland and San Leandro and have no questions.</p> <p>10. Does the "Hayward" Paratransit program still serve residents of nearby unincorporated areas?</p> <p>11. Is Piedmont's "share" of Paratransit funds still coordinated with Oakland? What do they get for their money? Where/how is it reported?</p> <p>12. Why does Pleasanton get paratransit funds separate from LAVTA while Dublin & Livermore do not?</p> <p>13. Why is service provided to San Ramon (CoCo County)?</p>	<p>9. Comments noted.</p> <p>10. Yes, the Hayward Paratransit program still provides services for the unincorporated areas in central Alameda County, including Castro Valley, Ashland, Cherryland, and San Lorenzo. There is more information on the Access Alameda website here: http://accessalameda.org/</p> <p>11. Yes, the City of Oakland Paratransit program receives paratransit Direct Local Distribution (DLD) funding to administer services to all qualified Oakland and Piedmont residents. The City of Piedmont does not administer a separate paratransit program. Oakland provides senior and disabled paratransit transportation services to the Piedmont area through their overall base program. The benefits to Piedmont are not separately identified on Table 2: Detailed Summary of Expenditures. Oakland reports the delivery of transportation services inclusively with the reported program benefits data on Table 2.</p> <p>12. The Cities of Dublin and Livermore do not have their own City-based paratransit programs; Dublin and Livermore's "share" of paratransit funding is given directly to LAVTA to provide a range of service for seniors and people with disabilities in Livermore and Dublin including ADA-mandated service (Wheels Dial-A-Ride), subsidized taxi services, mobility management, and a scholarship/subsidized fare program for seniors and people with disabilities. The City of Pleasanton has its own paratransit service, it provides the ADA-mandated service to Pleasanton and Sunol residents for trips within Pleasanton city limits from 8-5 p.m., Monday-Friday. When the Pleasanton program is not operating, LAVTA provides the ADA mandated services to those residents managed through an MOU between the two agencies. The City of Pleasanton uses their "share" of Paratransit funding for their share of the ADA service and a variety of other services for Pleasanton seniors and people with disabilities.</p> <p>13. Alameda CTC funded door-to-door services are intended for Alameda County residents traveling within the County. Registered users traveling beyond Alameda County, including to/within Contra Costa County, are usually required to make separate arrangements with the ADA and/or other local providers in those areas. However, for medical trips, which are a primary trip purpose for Pleasanton seniors and people with disabilities, San Ramon Regional Medical Center is a major destination and some services that used to be available at Kaiser facilities in Alameda County are now available only at Kaiser San Ramon (e.g. foot care). Therefore, the Pleasanton service makes trips to San Ramon on Tuesdays and Thursdays from 9-2 p.m. to serve these critical medical trips for Pleasanton residents.</p>

Independent Watchdog Committee Program Compliance Review
(City of Oakland Responses Fiscal Year 2015-16)

- 1. Large fund balance. Staffing cost is over 30 percent of capital expenditures.**
- 2. How will agency use remaining fund balance?**
- 3. Reserves seem large, esp. for LSR, and given condition of Oakland PCI, and Mayor’s representations to press regarding funds available for staffing.**

Yes, there are large expenditures anticipated in the Measure B and BB programs. In Measure B LSR Oakland succeeded in spending more than came in as revenue, but still has a sizeable balance. In Measure BB, 15/16 was the first full year of funding, and there was some delay in spending down due to the infusion of new cash and the need to budget and expend it. Particularly for capital projects, there is a delay between when projects are initially budgeted and when the largest capital expenses will be incurred. In the case of Measure BB in particular, expenditures are accelerating as staffing is augmented and new projects are initiated. In Measure BB LSR, the majority of funding in the first year was devoted to augmenting the City’s pavement resurfacing program. These street re projects are awarded, and the costs will be realized in FY 16/17.

Staffing costs are a necessary component of planning, designing and constructing projects as well as for implementing programs. All Measure B charging staff are devoted to delivering transportation projects and programs for the City of Oakland. For instance, as our compliance report explains, Measure B LSR funded partial staff costs for 4 FTE in transportation planning, 1 FTE in ADA programs and Measure BB funded 17 FTE in transportation engineering, 1 FTE for the Mayor’s Transportation Advisor and 26 FTE in street maintenance. Similarly our bike and ped staff are funded by Measure B bike and ped funds. With the exception of maintenance, which consists of direct staff costs charged by the City’s maintenance crews, the cost are generally for portions of FTEs for costs not assigned directly to an individual capital projects with a job number in Oakland’s time recording system. Activities of these positions are summarized below:

Staff Costs	FTE	Activities
Planning	4	Planning studies, community outreach, funding and grant writing, inter-agency collaboration, project tracking and reporting, training
Bike and Pedestrian	2	Implementing the City’s bike plan and ped plan, staffing the bike and pedestrian advisory commission, reviewing development plans, inter-agency coordination, training
Engineering	17	Feasibility studies and concept designs completed prior to formal project status, response to citizen complaints and emergencies, post-project follow-up, reviewing development plans, inter-agency coordination, training
ADA Programs	1	Implementing the City’s ADA curb ramp program
Mayor’s Transportation Advisor	1	Policy guidance, inter-agency collaboration and initiation of the City’s new Transportation Department (in FY 15/16)
Street Maintenance	26	Direct costs for employing staff to maintain city streets, including pot-hole crews and other routing street maintenance tasks

- 4. Why is MB LSR funding used for “MTC Car Share Grant” match (LSR Project #35, \$56,953)?**

The Oakland Car Share and Outreach Program is primarily funded by an MTC grant of federal STP/CMAQ funds; Measure B is being used to provide the required local match of 11.47%. Specifically, the grant is intending to modernize car sharing regulations in the City by devising a program to permit in-street permits for both fixed location services (like zip car) and for point to

Independent Watchdog Committee Program Compliance Review

(City of Oakland Responses Fiscal Year 2015-16)

point services (like Car2Go) that may park at any location in the City. In addition, the program has an outreach component to increase awareness and participation in car sharing in lower income neighborhoods in Oakland, and an evaluation component (with UC Berkeley) to evaluate car sharing services for their environmental, economic and social benefits. Oakland feels very strongly that this is an eligible use of Measure B LSR funds, which are fairly broadly allowed for any transportation purposes. This grant is primarily about deciding how streets are used in Oakland, with the objective of encouraging uses that are environmentally and socially responsible.

5. Need better explanation for failure to meet 15% MBB LSR expenditures for Bike/Ped.

On a very basic level, Oakland did not meet the 15% MBB LSR expenditure requirement due to a simple budgeting mistake when Measure B and BB were initially integrated into the FY 15-17 budget. In Measure B LSR, 29% of expenditures were for Bike/Ped, but it has no bike/ped requirement. By contrast, on 5.1% of Measure BB was spent on Bike/Ped. Obviously, Oakland cumulatively spent much more on bike/ped than required; the city simply budgeted activities into the wrong pots. We recognized this in our mid-cycle budget, and moved some of these activities (such as sidewalk repair) from Measure B to Measure BB, and we will not have an issue in the next compliance report.

6. Paratransit “staffing/admin” costs (#1 and 2) look high compared to services delivered.

In Fiscal Year 2015-16, the City of Oakland actively expended DLD funds on program initiation of new start-up accessible van and group trip services, as well as existing services. The City is strategically implementing certain paratransit program transportation services and related program expansion to create long-term service stabilization infrastructure prior to customer growth efforts. The additional effort to setup the program will support future service provisions, as currently evident in the FY 2016-2017 reporting as service provision has increased.

However, to elaborate on the types of services/activities of program administration and customer service/outreach that promote the implementation of the overall program, staff directly contacted previous accessible van clients that lost services due to the dissolution of a long-time productive vendor in 2014-2015 to inform them that a new vendor had been recruited should they like to resume services through Oakland’s program. Staff also supported all efforts of self-promotion of the actual vendor by creating a special, highly identifiable application for referral purposes as well as expediting program enrollment processes.

In relation to the promotion of the group trip service, the same start-up principles applied in relation to implementation and stabilization with the addition of a dedicated staff person to coordinate and build the service through contacting all potential community service hubs and the development of a colorful outreach flier that was disseminated by postal mail, email and hand-outs during various community meetings, senior fairs and Oakland’s Annual Art & Soul Event.

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**Alameda County Transportation Commission
Independent Watchdog Committee Proposed Budget
Fiscal Year 2017-18**

		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><u>\$ 56,500</u></u>	

This IWC Proposed budget was approved by the Commission on May 25, 2017.

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The Alameda County Transportation Commission (Alameda CTC) staff's written response to the IWC Issues Form submitted by Pat Piras for the July 11, 2016 IWC meeting, regarding the Measure BB-funded (\$15 million) Affordable Youth/Student Transit Pass Program (ASTPP), appears below (*in italics*) following the stated issues excerpted from the Issues Identification Form. Verbal responses were provided to the full IWC at several meetings throughout the year.

Issue Excerpt: 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.

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.

Response: *On March 24, 2016, the Commission approved the ASTPP Site Selection and Model Program Evaluation Frameworks, which allowed crossing guards to be an eligible expense.*

The \$15 million in Measure BB for the three-year pilot program has been fully programmed. While the Commission acted to allow crossing guards as an eligible expense, no recommendations from staff nor actions by the Commission have programmed any money to crossing guards. Funding approved for the pilot program is being used only for student passes, payments to transit operators, and educational, evaluation, and administrative costs.

Alameda CTC addresses crossing guards as part of our school site assessments under the Safe Routes to Schools program.

Issue Excerpt: "Workshop" meetings to discuss development of the pilot project are not posted on the ACTC website or calendar.

Response: *Alameda CTC staff has reported several times to IWC about the progress of the pilot program, and brings updates to the full Alameda CTC periodically. Workshops are not required to be noticed under the Brown Act and were not included on the Alameda CTC website due to their infrequent nature. When ASTPP updates are brought to the Commission, they are included on the website as part of the agenda packets.*

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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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**Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2017-2018**

11.5

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '17
1	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19	0
2	Mr.	Hastings, Vice Chair	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A	0
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A	0
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A	0
6	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14	Jan-16	Jan-18	0
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-17	Jan-19	0
8	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13	Jan-16	Jan-18	0
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Dec-15	Dec-17	0
10	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	Mar-19	0
11	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A	0
12	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	Jul-18	0
13	Mr.	Tucknott	Robert A.	Livermore	Alameda County Mayors' Conference, D-4	Jun-14	Jul-16	Jul-18	0
14	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	Jun-18	0
15		Vacancy			Alameda County Supervisor Wilma Chan, D-3				

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2017-2018

16		Vacancy			Alameda County Taxpayers Association				
17		Vacancy			League of Women Voters				