



Independent Watchdog Committee Meeting Agenda Monday, July 9, 2018, 5:30 p.m.

Chair: Murphy McCalley
Vice Chair: Herb Hastings

Staff Liaison: [Patricia Reavey](#)
Public Meeting Coordinator: [Angie Ayers](#)

1. Call to Order

2. Roll Call

3. Public Comment

4. IWC Photo for Annual Report

5. Presentation of IWC Annual Report Page/Action

- | | | |
|--|---|---|
| 5.1. Open Public Hearing and Receive Public Comment on the IWC Annual Report | 1 | I |
| 5.2. Close Public Hearing on the IWC Annual Report | | I |

6. Meeting Minutes

- | | | |
|---|----|---|
| 6.1. Approve March 12, 2018 IWC Meeting Minutes | 13 | A |
|---|----|---|

7. Election of Officers

- | | | |
|---|--|---|
| 7.1. Approve the Election of the IWC Chair and Vice Chair for FY2018-19 | | A |
|---|--|---|

8. IWC Annual Report, Publication Methods and Costs, and Press Release

- | | | |
|--|----|---|
| 8.1. Direct Local Distribution Recipient Responses to IWC Comments | 17 | I |
| 8.2. Approve the IWC Annual Report | | A |
| 8.3. Approve the Proposed Publication Costs and Distribution (Handout at Meeting) | | A |
| 8.4. Draft IWC Annual Report Press Release Review | 35 | I |

9. IWC Calendar/Work Plan

- | | | |
|---|----|---|
| 9.1. Approve the IWC Calendar/Work Plan for FY2018-19 | 37 | A |
|---|----|---|

10. Direct Local Distribution Program Compliance Summary

- | | | |
|--|----|---|
| 10.1. Measure B and Measure BB Program Compliance Report Summary | 39 | I |
|--|----|---|

11. Independent Auditor Work Plan

- | | | |
|--|--|---|
| 11.1. Independent Auditor Work Plan Overview | | I |
|--|--|---|

12. IWC Member Reports/Issues Identification

12.1. Chairs Report		
A. Paratransit Compliance Review		
B. Performance Measures		
12.2. IWC Issues Identification Process and Form	49	

13. Staff Reports

13.1. FY2018-19 IWC Budget	53	
13.2. IWC Projects and Programs Watchlist Next Steps		
13.3. Alameda CTC 2014 Transportation Expenditure Plan (TEP) List of Measure BB TEP Numbers	55	
13.4. East West Connector March Staff Report and Presentation https://www.alamedactc.org/files/managed/Document/22727/9.2_EWC_Memo_20180305_Finalv.pdf (hyperlinked to the staff report on the website) https://www.alamedactc.org/files/managed/Document/22776/9.2_EWC%20Project_Presentation.pdf (hyperlinked to the Presentation on the website)		
13.5. Alameda CTC Annual Reports (hyperlinked to the website)		
13.6. IWC Roster	57	

14. Adjournment

Next Meeting: Monday, November 19, 2018

Notes:

- All items on the agenda are subject to action and/or change by the committee.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

City of Alameda

Mayor Trish Spencer

City of Albany

Councilmember Peter Maass

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Mayor John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont

Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	September 6, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	September 10, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	July 26, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	September 24, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	September 20, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

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16th Annual Independent Watchdog Committee Report to the Public FY2016-17

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Measure B and Measure BB Sales Tax Activities

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

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

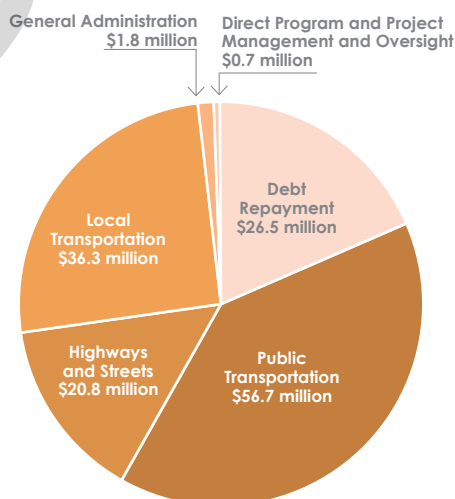
essential transportation improvements in every city throughout the County.

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 Measure B expenditures and Measure BB expenditures and performance measures. The IWC does not opine on other funds Alameda CTC manages and/or programs. The IWC replaced and assumed responsibility for CWC activities in July 2015. This 16th annual report covers expenditures and IWC activities during the fiscal year ended June 30, 2017 (FY2016-17).

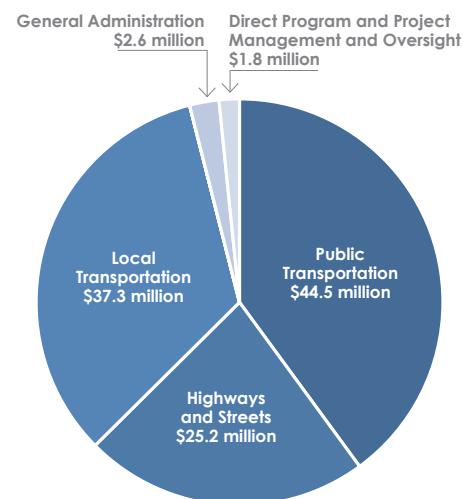
The IWC concludes that 2000 Measure B and 2014 Measure BB tax dollars were spent in accordance with the intent of the two measures during FY2016-2017, except as noted on the last page. However, opportunities for improvement remain.

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 FY2016-17, Measure B revenues for Alameda CTC totaled \$142.9 million, and audited expenditures totaled \$142.8 million. Measure BB revenues totaled \$141.9 million, and audited expenditures totaled \$111.4 million in FY2016-17.



**FY2016-17 Measure B
Project and Program Expenditures**



**FY2016-17 Measure BB
Project and Program Expenditures**

Financials At-a-Glance

The IWC reviews Alameda CTC 2000 Measure B and 2014 Measure BB expenditures, which are primarily for transportation projects and programs. These include direct local distributions (DLDs) and discretionary grants to jurisdictions that fund four main programs: local streets and roads, mass transit, paratransit, and bicycle and pedestrian safety. These expenditures also include general administration, and all must be audited.

Alameda CTC's Comprehensive Annual Financial Report for the year ended June 30, 2017 is available here: https://www.alamedactc.org/files/managed/Document/22103/Alameda_CTC_2016-17_CAFR.pdf.



Note:

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

Measure B Revenues and Expenditures



In FY2016-17, audited expenditures on Measure B programs, projects and administration totaled \$142.8 million. Alameda CTC expended \$36.6 million on capital projects, \$75.0 million on DLDs, \$26.5 million on debt repayment, \$2.2 million on discretionary grants, \$1.8 million on general administration and \$0.7 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).

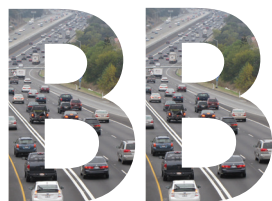
Alameda CTC issued \$137.1 million of Measure B Sales Tax Revenue Bonds in March 2014 to bridge a short-term funding gap that existed while many large capital projects in the Expenditure Plan were being closed out. The issuance of debt to fund capital projects in advance is common practice in transportation. Repayment of the debt was deferred until March 2017 when the first principal payment was made. In FY2016-17 the bonds incurred \$26.5 million of costs related to annual debt repayment and will continue to incur this same amount each fiscal year until the last bond matures in March 2022. More details related to the debt are in the official statement: https://www.alamedactc.org/files/managed/Document/23108/Series2014_SalesTaxRevenueBonds_Official_Statement.pdf

Alameda CTC FY2016-17 Audited Measure B Expenditures

(\$ in millions rounded)

Public Transit	\$56.7
Direct Local Distributions - Transit Service	\$28.2
Direct Local Distributions - Paratransit	12.0
Express Bus Grants	0.2
Paratransit Grants	1.2
Public Transit Capital Projects	15.1
Highways and Streets Capital Projects	20.8
Local Transportation	36.3
Direct Local Distributions - Local Streets and Roads	29.7
Direct Local Distributions - Bicycle and Pedestrian	5.0
Bicycle and Pedestrian Grants	0.8
Transit Center Development Grants	0.1
Local Transportation Capital Projects	0.7
General Administration	1.8
Direct Program and Project Management and Oversight	0.7
Debt Repayment	26.5
Total:	\$142.8

Measure BB Revenues and Expenditures



In FY2016-17, audited expenditures on Measure BB programs, projects, and administration totaled \$111.4 million. Alameda CTC expended \$33.6 million on capital projects, \$72.2 million on DLDs, \$1.1 million on discretionary grants, \$2.6 million on general administration and \$1.8 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 FY2016-17 Audited Measure BB Expenditures

(\$ in millions rounded)

Public Transit	\$44.5
Direct Local Distributions - Transit Service	\$29.1
Direct Local Distributions - Paratransit	12.1
Transit Operations, Maintenance, and Safety	1.1
Paratransit Grants	-
Public Transit Capital Projects	2.2
Highways and Streets Capital Projects	25.2
Local Transportation	37.3
Direct Local Distributions - Local Streets and Roads	27.0
Direct Local Distributions - Bicycle and Pedestrian	4.0
Bicycle and Pedestrian Grants	-
Local Transportation Capital Projects	6.3
Freight and Economic Development Grants	-
Community Development Grants	-
Technology Grants	-
General Administration	2.6
Direct Program and Project Management and Oversight	1.8
Total:	\$111.4



Note:

In accordance with the 2014 Measure BB Expenditure Plan, Alameda CTC allocates funds for specific capital projects, such as highway improvements or bus purchases, and other transportation grants (paid on a reimbursement basis), and distributes funds for local streets and roads maintenance, mass transit, paratransit, and bicycle and pedestrian safety programs on a monthly, formula basis to the cities, the County and transit operators. Some Measure BB grants were allocated in FY2016-17; however, no significant reimbursements were made under these grants due to the timing of the allocations. Refer to note 2 on page 8 for the program allocation percentage split.

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 \$71.5 million in expenditures during FY2016-17. (See table below for details by recipient.)

FY2016-17 Measure B Direct Local Distributions (DLDs) for All Programs

FY2016-17 Measure B Summary of Revenues, Expenditures and Fund Balances¹

Agency/Jurisdiction	FY16-17 Starting MB Balance	FY16-17 MB Revenue	FY16-17 MB Interest	FY16-17 MB Expended	FY16-17 Ending MB Balance
AC Transit	\$4,307,532	\$28,521,744	\$0	\$28,422,353	\$4,406,923
BART	\$0	\$1,983,080	\$0	\$1,983,080	\$0
LAVTA	\$0	\$1,092,152	\$0	\$1,092,152	\$0
WETA	\$1,777,126	\$1,038,122	\$1,735	\$1,874,287	\$942,696
ACPWA	\$2,025,682	\$3,329,474	\$13,156	\$3,718,697	\$1,649,615
ACE	\$2,336,460	\$2,821,563	\$6,269	\$4,004,649	\$1,159,643
City of Alameda	\$4,220,309	\$2,279,106	\$10,360	\$2,734,883	\$3,774,892
City of Albany ²	\$275,118	\$503,207	\$0	\$56,948	\$721,377
City of Berkeley	\$2,289,359	\$3,636,037	\$8,329	\$3,437,374	\$2,496,351
City of Dublin	\$826,958	\$634,052	\$6,986	\$625,733	\$842,263
City of Emeryville	\$962,237	\$350,162	\$7,384	\$294,817	\$1,024,966
City of Fremont	\$2,488,555	\$3,976,985	\$39,043	\$3,349,745	\$3,154,838
City of Hayward	\$3,815,761	\$3,727,417	\$78,656	\$2,847,985	\$4,773,849
City of Livermore	\$2,112,181	\$1,299,060	\$6,863	\$711,960	\$2,706,144
City of Newark	\$789,539	\$824,971	\$4,559	\$786,385	\$832,684
City of Oakland	\$10,214,483	\$13,559,970	\$48,414	\$11,329,544	\$12,493,323
City of Piedmont	\$82,292	\$461,264	\$141	\$470,515	\$73,181
City of Pleasanton	\$696,163	\$1,175,390	\$4,441	\$451,361	\$1,424,633
City of San Leandro	\$2,340,457	\$2,005,614	\$8,321	\$2,040,660	\$2,313,732
City of Union City	\$306,691	\$1,751,689	\$5,082	\$1,241,615	\$821,847
Total	\$41,866,903	\$74,975,942	\$249,739	\$71,474,744	\$45,617,840

Notes:

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

² The City of Albany has not submitted the required audited financial statements. These figures are estimates.



Measure BB DLD fund recipients reported \$66.9 million in expenditures during FY2016-17. (See table below for details by recipient.)

FY2016-17 Measure BB Direct Local Distributions (DLDs) for All Programs

FY2016-17 Measure BB Summary of Revenues, Expenditures and Fund Balances¹

Agency/Jurisdiction	FY16-17 Starting MBB Balance	FY16-17 MBB Revenue	FY16-17 MBB Interest	FY16-17 MBB Expended	FY16-17 Ending MBB Balance
AC Transit	\$4,686,801	\$31,412,566	\$0	\$31,239,951	\$4,859,416
BART	\$0	\$2,696,357	\$0	\$2,696,357	\$0
LAVTA	\$0	\$963,191	\$0	\$963,191	\$0
WETA	\$100,575	\$674,089	\$1,127	\$671,512	\$104,279
ACPWA	\$3,111,405	\$2,662,454	\$21,044	\$436,083	\$5,358,820
ACE	\$1,452	\$1,348,179	\$377	\$1,347,179	\$2,829
City of Alameda	\$2,007,504	\$2,114,837	\$8,742	\$2,422,001	\$1,709,082
City of Albany ²	\$350,879	\$465,797	\$0	\$27,297	\$789,379
City of Berkeley	\$3,521,419	\$3,375,448	\$12,875	\$2,986,997	\$3,922,745
City of Dublin	\$626,195	\$550,901	\$8,012	\$430,000	\$755,108
City of Emeryville	\$320,052	\$325,301	\$3,139	\$296,593	\$351,899
City of Fremont	\$2,416,806	\$3,233,845	\$26,184	\$4,386,212	\$1,290,623
City of Hayward	\$3,191,770	\$3,277,369	\$39,915	\$2,407,451	\$4,101,603
City of Livermore	\$993,560	\$1,135,983	\$3,616	\$353,090	\$1,780,069
City of Newark	\$612,076	\$669,540	\$5,516	\$568,563	\$718,569
City of Oakland	\$9,276,907	\$12,603,618	\$37,807	\$12,408,292	\$9,510,040
City of Piedmont	\$23,751	\$426,574	\$500	\$212,509	\$238,316
City of Pleasanton	\$1,100,578	\$1,110,605	\$9,735	\$460,362	\$1,760,556
City of San Leandro	\$1,706,819	\$1,764,025	\$7,561	\$2,068,183	\$1,410,222
City of Union City	\$257,566	\$1,384,295	\$7,166	\$536,252	\$1,112,775
Total	\$34,306,115	\$72,194,974	\$193,316	\$66,918,074	\$39,776,331

Notes:

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

² The City of Albany has not submitted the required audited financial statements. These figures are estimates.

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 accomplishments made with the DLD investment. For the expenditure of Measure BB funds, recipients also are required to report how specific

performance measures were met. According to the Measure BB expenditure plan, "... the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC."

The IWC began monitoring performance measures during its review of FY2016-17 DLD expenditures and will consider making recommendations to the Commission for future years.

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 activities from July 1, 2016, through June 30, 2017.

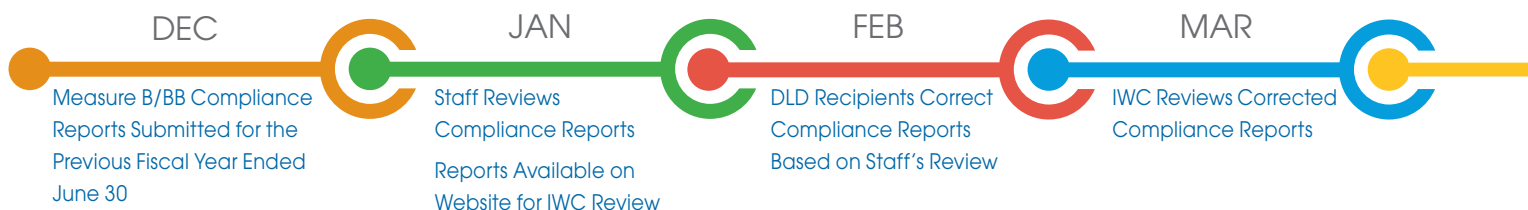
- **Ongoing Programs and Capital Projects Monitoring:** The IWC monitors specific programs, capital projects and issues of concern.
- **Independent Audit of Alameda CTC:** The IWC reviews the independent auditor's plan for the audit before it begins and reviews the draft audited Comprehensive Annual 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, including performance measures, received from Measure B and Measure BB direct local distribution (DLD) recipients to ensure expenditures comply with the requirements in the applicable Expenditure Plan. DLD recipients' audited financial statements and compliance reports are available at <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 July 2016, an IWC member expressed a concern through the Issues Identification Process that the Commission expanded the Affordable Youth/Student Transit Pass Program (ASTPP) in the 2014 Transportation Expenditure Plan to include "crossing guards." This action was in response to the Commission's approval of the ASTPP Site Selection and Model Program Evaluation Framework in March 2016, which allowed crossing guards as an eligible expense. In response, Alameda CTC staff reported



IWC Annual Report to the Public Timeline:



that although crossing guards have been approved by the Commission as an eligible cost in this program, no funds have actually been spent or allocated to crossing guards in the ASTPP.

- During November 2016, an IWC member requested information through the Issues Identification Process regarding how the cities of Fremont, Newark, Union City and Oakland are able to receive discretionary Paratransit Grant funds ("Gap Grants") when the cities have high program reserves. Alameda CTC staff addressed this request through the Annual Program Compliance Reports review process in which the cities are required to demonstrate how they have utilized their paratransit funds and how they plan to utilize program balances. The reports were posted to the Alameda CTC website and available for IWC review.

- 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 the annual report. See the timeline below.



IWC Members

Name

Murphy McCalley, Chair
Herb Hastings, Vice Chair
Keith Brown*
Curtis Buckley*
Oscar Dominguez
Cynthia Dorsey*
Steven Jones
Brian Lester*
Jo Ann Lew*
Glenn Naté
Madeleine Nelson+
Patrisha Piras
Barbara Price*
Harriette Saunders
Robert A. Tucknott
Hale Zukas

Appointer

Supervisor Nate Miley, District 4
Paratransit Advisory and Planning Committee
Alameda Labor Council, AFL-CIO
Bike East Bay
East Bay Economic Development Alliance
Alameda County Mayors' Conference, District 5
Alameda County Mayors' Conference, District 1
Supervisor Scott Haggerty, District 1
Alameda County Mayors' Conference, District 2
Supervisor Richard Valle, District 2
League of Women Voters
Sierra Club
Alameda County Taxpayers Association
Alameda County Mayors' Conference, District 3
Alameda County Mayors' Conference, District 4
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 to
Develop Annual Report

JUN

Summary of
Compliance Reports
and Findings
Released

JUL

IWC Annual Report
Public Hearing and
Approval

AUG

IWC Annual Report
Published and
Available to the Public

Measure B and Measure BB Funded Programs

In FY2016-17, Alameda CTC expended \$77.2 million in Measure B funds and \$73.3 million in Measure BB funds on programs as defined below.

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 - \$29.7 million
Measure BB - \$27.0 million

Mass Transit: Transit systems ACE, AC Transit, BART, LAVTA, Union City Transit and WETA receive allocations for operations and/or maintenance.¹

- Payments to local transit operators:
Measure B - \$28.2 million
Measure BB - \$29.1 million
- Grants: Measure B - \$0.2 million
Measure BB - \$1.1 million
- **Total: Measure B - \$28.4 million
Measure BB - \$30.2 million**

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

- Payments to local jurisdictions:
Measure B - \$12.0 million
Measure BB - \$12.1 million
- Grants: Measure B - \$1.2 million
- **Total: Measure B - \$13.2 million
Measure BB - \$12.1 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 - \$5.0 million
Measure BB - \$4.0 million
- Grants: Measure B - \$0.8 million
- **Total: Measure B - \$5.8 million
Measure BB - \$4.0 million**

Other Measure BB Grants:

Funds are allocated for transit center 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 FY2016-17 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 are intended to expand access and improve mobility to foster a vibrant and livable environment for people in Alameda County.



Programs: Alameda CTC allocates approximately 60 percent of Measure B and 65 percent of Measure BB funds on a monthly basis by formula² to local jurisdictions and transit operators for ongoing maintenance, operations and small infrastructure or capital projects, and through competitive grants paid on a reimbursement basis.

Projects: Alameda CTC allocates approximately 40 percent of Measure B and 35 percent of Measure BB funds to specific capital projects (see pages 9-11).

Measure B and Measure BB Funded Projects

In FY2016-17, Alameda CTC expended \$36.6 million of 2000 Measure B funds and \$33.6 million of 2014 Measure BB funds on capital projects for transportation infrastructure improvements, such as 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

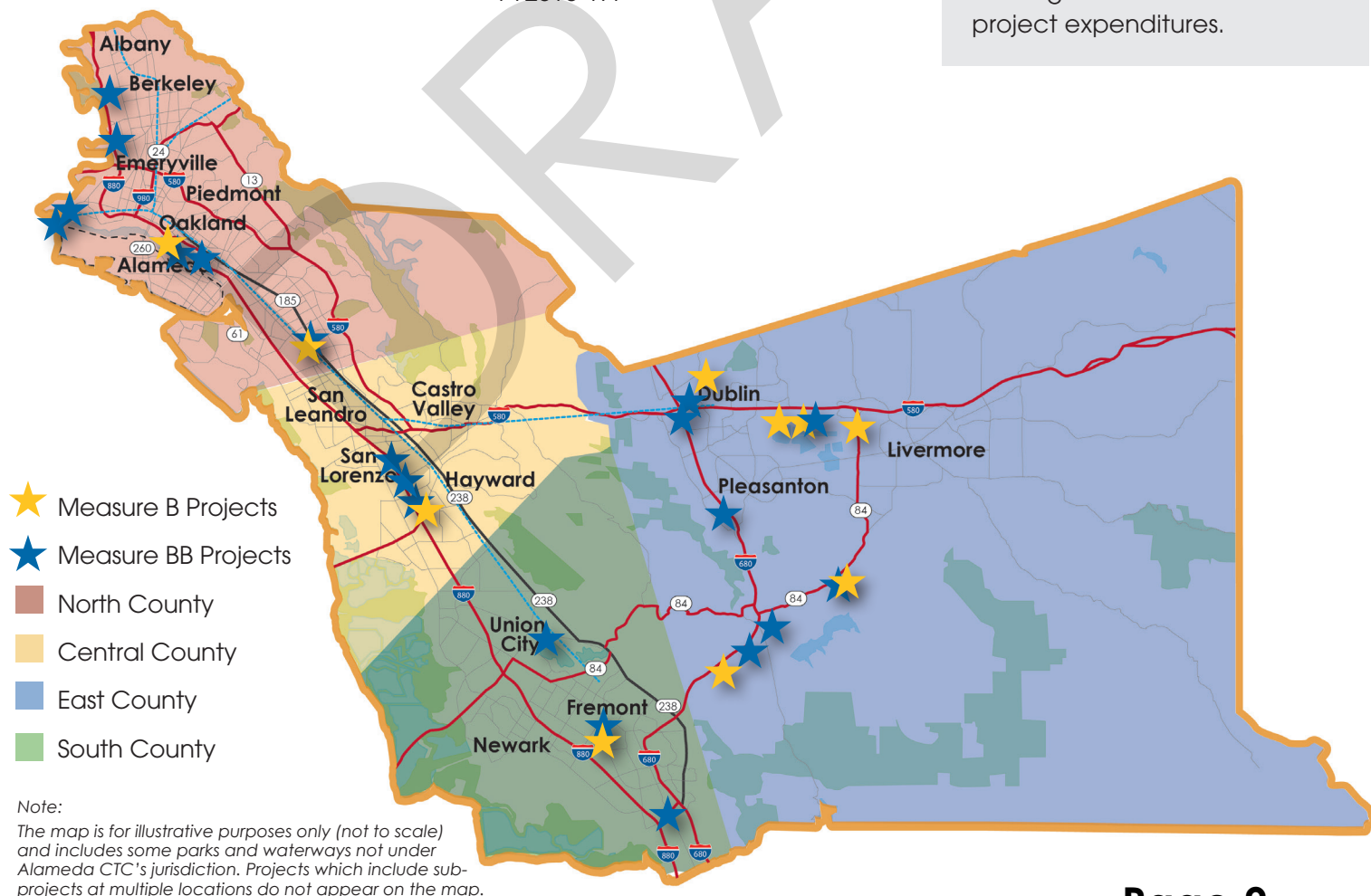
Safety Improvement Project from the Measure B Congestion Relief Emergency Fund in 2003, the I-80 Integrated Corridor Management Project in 2008, the I-880/23rd and 29th Avenues Interchanges and the Countywide Transportation Plan/Transportation Expenditure Plan in 2010, and the Studies for Congested Segments/Locations on the Congestion Management Program Network in 2011.

The map below highlights the location of Measure B (in yellow) and Measure BB (in blue) capital projects that were active during FY2016-17.

FY2016-17 Active Projects

(Project status as of May 2018)

Alameda CTC's capital projects include 14 active 2000 Measure B and 35 active 2014 Measure BB capital projects in FY2016-17. Approximately 97 percent of the programmed funding for Measure B capital projects has been allocated. Details for the capital projects active during FY2016-17 are provided in the charts on pages 10-11, including phase, schedule, funding commitments and project expenditures.



FY2016-17 Measure B Active Projects

Current Phase ¹	2000 Measure B Project Name	County Area ²	Construction Schedule ³ Begin End		Project Funding Sources ⁴ (\$ million)						Total Project Funding	FY16-17 Measure B Expenditures
					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	0.1
Project Closeout	BART Warm Springs Extension	S	Sep-09	Mar-17	224.5	0.0	236.4	297.0	19.1	0.0	777.0	2.6
Project Closeout	I-580 Auxilliary Lanes	E	Various	Various	16.6	6.7	140.8	20.3	2.6	6.9	193.8	0.5
Project Closeout	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	3.8
Project Closeout	I-580 Corridor/BART to Livermore Studies	E	TBD	TBD	39.7	8.5	5.8	123.7	11.0	1.7	190.3	5.8
Various	Altamont Commuter Express Rail ^{5,6}	S/E	Various	Various	13.2	123.1	155.3	0.0	182.6	0.0	474.2	0.2
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	2.9
Various	Emerging Projects (Congestion Relief Emergency Fund) ^{5,6}	N/E	Various	Various	11.0	18.0	240.9	13.5	37.0	0.0	320.3	1.0
Construction	Downtown Oakland Streetscape Improvement	N	Sep-07	Dec-18	6.4	0.0	0.4	0.0	2.4	0.3	9.5	0.7
Construction	Route 84 Expressway	E	Various	Various	96.5	0.0	26.1	0.0	20.0	3.5	146.1	12.6
Construction	Iron Horse Transit Route	E	Jul-16	Jun-18	6.3	0.0	0.0	0.0	12.8	0.0	19.1	5.7
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
Design	Dumbarton Corridor Improvements ⁶	S	Aug-18	Aug-19	19.4	0.0	0.0	0.0	0.6	3.6	23.6	1.4
Environmental	I-880/Broadway-Jackson Interchange Improvements (Study Only)	N	2021	2024	8.1	0.0	0.0	0.0	2.5	0.0	10.6	0.8

Measure B Notes:
(this page)¹ The funding status is as of May 2018. 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.⁵ Includes projects at multiple locations.⁶ Not shown on the map on page 9.More information about complete projects is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/4681**Measure BB Notes:**
(next page)¹ The funding status is as of May 2018.² 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 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.⁵ Funding for discretionary projects reflects only the phase funded by Measure BB. Matching funds are as reported by sponsor at time of authorization and are subject to change.⁶ Not shown on the map on page 9.⁷ Includes projects at multiple locations.More information about complete projects is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/4681

FY2016-17 Measure BB Active Projects

Current Phase ¹	Project Name	County Area ²	Construction Schedule ³		Project Funding Sources ⁴ (\$ million)						Total Project Funding	FY16-17 Measure BB Expenditures
			Begin	End	2014 Measure BB	Federal	State	Regional	Local	Other		
Construct	Route 84 Expressway - S Seg	E	Oct-15	Dec-18	10.0	0.0	47.0	0.0	48.4	0.0	105.4	1.0
Construct	I-880 North at 23rd and 29th	N	Jul-14	Dec-18	8.0	1.8	79.9	12.3	11.5	0.0	113.5	3.3
Construct	I-680 Sunol Express Lanes NB	S	Mar-18	Dec-20	40.0	32.6	20.9	0.0	137.5	0.0	231.0	2.7
Construct	Oakland Army Base Roadway Infrastructure Improvements ⁵	N	Oct-13	Oct-18	41.0	0.0	0.0	0.0	0.0	137.6	178.6	16.5
Construct	Iron Horse Transit Route ⁵	E	Jul-16	Aug-18	11.2	0.0	0.0	0.0	7.9	0.0	19.1	2.0
Design	East Bay Greenway - Lake Merritt BART to S Hayward ⁶	N/C	TBD	TBD	3.5	2.6	0.0	0.0	0.0	0.0	6.1	1.3
Environ	I-80 Gilman Interchange	N	Jan-21	Jan-23	8.1	1.1	12.0	0.0	0.3	8.4	29.9	1.1
Environ	I-80 Ashby Interchange	N	Jun-21	Jan-24	9.2	0.0	0.0	0.0	0.0	0.0	9.2	0.0
Environ	SR 84 Widening/I-680 I/C	E	Apr-21	Dec-23	30.5	0.0	0.0	0.0	15.9	82.1	128.5	0.6
Environ	Oakland/Alameda Access	N	Jan-21	Dec-24	0.0	0.0	0.0	0.0	8.1	0.0	8.1	0.0
Environ	7th St Grade Sep/Port Arterials	N	TBD	TBD	53.0	11.6	8.0	0.0	0.0	0.0	72.6	4.7
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	0.0
Scoping	Alameda County Rail Strategy ⁶	N/C/E/S	N/A	N/A	0.3	0.0	0.0	0.0	0.0	0.0	0.3	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	7.5	0.0	0.0	0.0	0.0	0.0	7.5	0.0
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 I/C (Whipple/Industrial)	C	TBD	TBD	11.3	0.0	0.0	0.0	0.0	0.0	11.3	0.0
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 ⁶	N	TBD	TBD	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Scoping	E 14th/Mission and Fremont Blvd Corridor ⁶	S	TBD	TBD	1.8	0.0	0.0	0.0	0.3	0.0	2.1	0.0
Scoping	Telegraph Ave Corridor ⁶	N	TBD	TBD	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Scoping	Ashby Ave Corridor ⁶	N	TBD	TBD	0.8	0.0	0.0	0.0	0.0	0.0	0.8	0.0
Scoping	University Ave Corridor ⁶	N	TBD	TBD	1.5	0.0	0.0	0.0	0.0	0.0	1.5	0.0
Scoping	I-580 Corridor Management ⁶	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	5.3	0.0	0.0	0.0	0.0	0.0	5.3	0.0
Scoping	Grand/MacArthur BRT ⁶	N	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Scoping	College/Broadway Corridor Transit ⁶	N	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Scoping	Union City Intermodal Station	S	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Scoping	Oakland Broadway Corridor Transit ⁶	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 ⁶	N	TBD	TBD	1.4	0.0	0.0	0.0	0.8	0.0	2.2	0.0
Scoping	Bay Fair Connector/ BART METRO	C	TBD	TBD	5.6	0.0	0.0	0.0	0.0	0.0	5.6	0.0
Scoping	East Bay Bus Rapid Transit ⁶	N/C	TBD	TBD	10.0	81.4	13.6	60.6	17.0	0.0	182.5	0.0
Scoping	Countywide Freight Corridors Scoping Program ^{5, 6, 7}	N	N/A	N/A	0.1	0.0	0.0	0.0	0.1	0.0	0.3	0.1
Scoping	Congestion Relief, Local Bridge Seismic Safety Scoping Program ^{5, 6, 7}	N	N/A	N/A	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0

IWC Findings for FY2016 -17

The Independent Watchdog Committee's role is to review Measure B expenditures and Measure BB expenditures and performance measures to 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 Alameda CTC manages and/or programs.

The IWC concludes that during FY2016-17, 2000 Measure B and 2014 Measure BB tax dollars were spent in accordance with the intent of the two measures, except as noted:

- The City of Albany is non-compliant

for not having submitted the required audited financial statements.

- Performance measures for Measure BB should be improved to provide more relevant data for monitoring.

The IWC believes 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 this page.

Further Information

The 2000 Measure B Expenditure Plan, the 2014 Measure BB Expenditure Plan, this annual 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 upon 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 12, 2018, 5:30 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Special Annual Compliance Review

1.1. Overview an update on Measure B and Measure BB Audit Report and 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 Monday, March 26, 2018.

1.2. Measure B and Measure BB FY2016-17 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 AGENDA

1. Call to Order/Roll Call

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 Brian Lester, Glenn Nate, Harriette Saunders, and Robert Tucknott

2. Public Comment

There were no public comments.

3. Approval of January 8, 2018 IWC Meeting Minutes

The committee corrected the next meeting date to "March 12, 2018" on page 17 of the packet.

Herb Hastings made a motion to approve this item with the above correction. Pat Piras seconded the motion. The motion passed with the following votes:

Yes: Brown, Buckley, Dominguez, Hastings, Jones, McCalley, Nelson, Piras, Zukas

No: None

Abstain: None

Absent: Lester, Nate, Saunders, Tucknott

4. Establishment of IWC Annual Report Ad Hoc Subcommittee

4.1. Schedule first Ad Hoc Subcommittee meeting for March or early April

Murphy McCalley asked for volunteers to serve on the Annual Report Ad Hoc Subcommittee. Murphy McCalley, Madeleine Nelson, 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, April 4, 2018 from 3 to 5 p.m.

5. Projects and Programs Watchlist

5.1. Projects and Programs Watchlist

Patricia Reavey informed the committee that the watchlist 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.

Pat Piras stated that it seems that there are projects, like East West Connector (EWC), not on the projects watchlist for Measure B or Measure BB. Tess Lengyel stated that projects from the 1986 Measure B are not on the watchlist. She also noted that the 1986 Measure did not have a Watchdog Committee. Ms. Lengyel explained that the projects that are on the Measure B Capital Projects Monitoring list are from the 2000 Measure B and the items in "white" are not completed. She stated that the EWC project doesn't have any money that is under the purview of the IWC.

Pat Piras stated that she saw a document that referred to the EWC under Measure BB as Transportation Expenditure Plan (TEP) number 21 and it is not shown on the Measure BB Capital Projects Monitoring list. Ms. Lengyel stated that EWC is listed as an eligible project under the Major Commute Corridors program, but the Agency hasn't programmed any Measure BB money to the EWC project.

Pat Piras asked for a list of all Measure BB TEP numbers with project or program name and the type of fund. Patricia Reavey said that staff will send this information to the Committee.

6. IWC Member Reports/Issues Identification

6.1. Chair's Report

Murphy McCalley stated that the item on Page 25 is a request made from the public via the IWC email address, and he noted that it was worth sharing with the committee. Patricia Reavey stated that her reply to the member is also shown.

6.2. IWC Issues Identification Process and Form

Murphy McCalley informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the committee.

6.3. Issues Discussion: Issues form submitted to IWC to discuss the East West Connector Project

Pat Piras stated that she asked the status of the East West Connector (EWC) project at the January meeting and staff directed her to a fact sheet that showed zero dollars in Measure BB funding for the project. She reviewed the content of the issues document on Page 35 of the packet. Ms. Piras noted that she submitted the Issues Form to inform the Committee and to let the Commission know that the Watchdogs are watching. She stated that the EWC item was heard at the Projects and Programs Committee (PPC) on March 12, 2018 along with various comments from the public regarding this project.

Trinity Nguyen stated that staff will revisit this project once it's at a level where the cost may be assessed accurately. Ms. Lengyel reiterated that the Commission did not make a programming action at the PPC. Ms. Reavey stated that the staff report from the PPC meeting is on the website.

A public comment was heard from Dave Campbell with Bike East Bay. He said several recommendations are on the table. He noted that the IWC may be interested in watching this project if the Commission approves to move forward or it's decided to divert funds from other categories. Mr. Campbell stated that a Transportation Analysis for this project should be updated before committing to spend Measure BB funds on the project, and if there is a diversion of Measure BB funds, wanted to know what the public process would be like.

Pat Piras asked, what is the process for Implementing Guidelines #4 and #22, also, what is Alameda CTC's definition of "jurisdiction" as used in the Implementing Guidelines. Murphy McCalley wanted to clarify direction to staff. It was clarified that there was no Measure BB money currently programmed to the project. Ms. Nguyen stated that any plan amendment would only be made as part of a public process as was done for the 1986 Measure B and reviewed the Agency's programming process. She also reviewed the three project delivery and funding options as presented to the PPC: Build Option, No-Build Option and Deferred Option. She provided an overview of the project, the current project status, project complexities, and the details of the three options.

Murphy McCalley suggested the Committee read the PPC staff report to become acquainted with the project and formulate questions for staff. He requested staff to put a place holder for the EWC project on the July 9, 2018 agenda.

A suggestion was made that the IWC hold a workshop or discussion on implementing guidelines.

7. Staff Report

7.1. Staff to IWC Requests

Patricia Reavey stated that the IWC Bylaws were approved by the Commission as requested by the Committee.

Ms. Reavey stated that Pat Piras requested a fact sheet for the EWC and staff sent the link via email after the January 2018 meeting.

7.2. IWC Calendar

The committee calendar was provided in the agenda packet for review purposes.

7.3. IWC Roster

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

8. Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for July 9, 2018 at the Alameda CTC offices.

Agency	IWC Comments	Response
AC Transit	<p>1. Transit- How is the breakout between Measure B and MBB determined for each of the 3 geographic regions shown on Table 2?</p> <p>2. Why is the combined expenditure per passenger trip so much higher for Central County (\$1.26) than for North or South (\$0.98 and \$0.96 respectively)? On-time "performance," both goal and "accomplishment," is pitiful.</p> <p>3. Are numbers of people/passengers for AC Transit's paratransit services total for Alameda County service or for proportions attributable to Measure B/BB?</p>	<p>1. Geographic areas are defined as follows:</p> <ul style="list-style-type: none"> • Western Contra Costa County consists of all those municipalities north of Alameda County that are part of Special Transit Service District 1. They include the cities of El Cerrito, Richmond, San Pablo, and unincorporated portions of Contra Costa County therein (e.g. El Sobrante and North Richmond). • Northern Alameda County consists of the cities of Albany, Berkeley, Emeryville, Oakland, Piedmont, and Alameda. • Central Alameda County consists of the cities of San Leandro and Hayward, and the unincorporated portions of Alameda County therein (e.g. San Lorenzo, Castro Valley, Ashland, and Cherryland). • Southern Alameda County consists of the cities of Fremont and Newark. <p>Service—specifically miles and hours—is apportioned to geographic areas as follows. In most cases, routes operate entirely within one geographic area, so all of the hours and miles for that route are assigned to that geographic area. For routes that cross geographic areas, the hours are split according to the proportion of time the route operates in each geographic area. Similarly, the miles are split according to the proportion of the distance the route operates in each geographic area.</p> <p>2. <u>Measure B:</u> The source document for calculation is the amount reported on Financial Statement for Schedule of Revenues and Expenses. The Operating expenses are reported and listed by Region (North - Central - South).</p> <p><u>Measure BB:</u> The Financial Statement for Schedule of Revenues and Expenses is not reported by region. Here the quantity completed (table 2) is used to get the ratio for each Region by dividing the quantity for each region with the total.</p> <p>Calculation for Expenditure for Each region is obtained by multiplying the total reported expenditures of \$25,206,484 by Ratio for North is 69% - Central is 20% - South is 11%.</p> <p>3. The 515,417 Total Passengers in FY 16-17 represent AC Transit's share (69%) of passengers and covers all of Alameda County and portions of western Contra Costa County. It should be noted that 88% of all passengers transported reside/are within the Measure B/BB apportionment area. The funds received from ACTC covers approximately 40 percent of the operating costs with the balance of revenues provided through fares, federal and state funds and the District's General Fund.</p>

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2016-17

Agency	IWC Comments	Response
BART	<p>1. Why is the paratransit expenditure per trip (\$17.73, Table 2) so different from AC Transit's when it's supposed to be the same service?</p> <p>2. Alameda CTC: Why does the cover sheet and Table 1 only include Paratransit, and not Transit?</p> <p>3. Alameda CTC: is the TEP item is listed as BART "Maintenance," rather than "Rail Operations", why are expenditures going towards Rail Operations?</p>	<p>1. Yes we look at how much East Bay Paratransit costs as compared to other agencies. We track cost per trip on a monthly basis and also track productivity and many other indicators to make sure our service is meeting the FTA requirements and is cost effective.</p> <p>East Bay Paratransit costs/trips are higher than some of the smaller more localized paratransit providers. Our costs are driven up by the large number of trips we provide and the great distances our riders are traveling across our very large spread out service area. Our trips must navigate high traffic and geographical constraints (bridges, hills and tunnels) which increases travel time and drives up the cost per trip. The costs of doing business in the bay area is also high. EBP serves as the regional connector, providing the paratransit link to other operators in adjacent counties and these are some of the most expensive trips.</p> <p>Regarding the difference between AC Transit and BART cost per trip you provided – what was used in the calculation was the Measure B & BB funding that BART and AC Transit receive. EBP is run as a single unified program but for the funding reports we divide the ridership between BART (31%) and AC Transit (69%) which is how the agencies split the majority of the costs. The B & BB funding BART receives is a lower percentage (25.8 %) of the combined funding that both agencies receive and is not based on the percent share of riders.</p> <p>2. Under Measure B, BART receives only Measure B Paratransit DLDs. Under Measure BB, BART receives DLD for the both the paratransit and Transit Programs.</p> <p>3. BART DLD for "BART Maintenance" is under the 2014 Transportation Expenditure Plan investment category "Transit: Operations, Maintenance, and Safety Program" affording the eligible expenditures for both BART's operations and maintenance services.</p>
LAVTA	<p>1. Mass Transit- On-time goal is relatively low, even if they ever achieve it.</p> <p>2. Paratransit- This is another case where the number of passengers seems to have no relationship to the sales tax dollars spent.</p>	<p>1. The industry standard for OTP goal/threshold for ADA paratransit is 92%-95%. LAVTA always strives for higher, ideally 100%, but the 95% is the minimum that LAVTA requires from the operations contractor. In our contract we have monetary incentives built in to the contractor if they perform better than 95%, and penalties, if they perform below 95%.</p> <p>2. These are the total trips not just Measure B and Measure BB funded. For transit the B/BB funded would be 178,186, for paratransit 12,608.</p>
WETA	<p>1. Mass Transit- A commendable OTP goal, thank you.</p> <p>2. What kind of "program administration" are they getting for "Bank Fees" of \$260 monthly?</p>	<p>1. Thank you for the comments regarding our on-time performance – great to hear.</p> <p>2. Per the Master Program Funding Agreement, Measure B and Measure BB funds received are deposited into a separate Bank of America (BOA) account. Bank fees are monthly service charges imposed by Bank of America to maintain the bank account and for account related services provided during the month.</p>

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2016-17

Agency	IWC Comments	Response
ACE	<ol style="list-style-type: none"> 1. Mass Transit- Why is "clearing the tracks of brush & vegetation" considered "capitalized" maintenance, rather than operations? 2. How is this item measured (e.g., what was accomplished for this expenditure?) 3. What percentage of "clearing" is attributable to ACE service rather than UP freight? 4. Why is the Fremont station not included in Item #5 (Table 2) Maintenance? 	<ol style="list-style-type: none"> 1. Clearing the tracks of impediments and/or track repair is out of the scope of our ability and staff expertise, and is expressly contained as a responsibility of UP. Essentially, the contract for UP is to lease the track, and to pay them to maintain it. They would not allow us to actually complete any work on their assets for liability and quality control purposes. We are required to pay the costs that they identify as necessary under the agreement, which is the purpose of a separate agreement. It would also be inappropriate and would adversely create a situation where we are over reporting the true costs of running ACE; we have followed this approach in securing the other funding required to pay for this in the Capital Federal Grants that we have written. 2. The directional miles of track that is maintained for the ACE corridor use is 172 directional miles from end to end, and annual passenger revenue miles of 1,145,560. This is the activity that warrants the need for the capitalized track maintenance. It should be noted that all parties using rail are assessed costs, depending on a variety of factors such as frequency of use, load capacity and freight/passenger and/or slots for service. 3. Please see answers above. Union Pacific has a variety of metrics that are used in determining which rail users are assessed a proportion of the corridor costs on which they operate. Unfortunately there is little (no) ability to negotiate these rates, UP owns the track, computes the assessments, and in order to maintain your slots (track availability for your schedule) you are required to sign the agreements and remit the full payments as they are incurred. 4. ACE and the Alameda CTC contain a cooperative service agreement to maintain the stations within the East County (Pleasanton, Livermore, Vasco) using Measure B funds.
ACPWA	<ol style="list-style-type: none"> 1. Bike/Ped- Item #3 (Ped Ramps) -- is this really "safety" only? Should not ADA improvements be listed also? And the 6 "Properties" for "Sidewalk Repair" may have been in my neighborhood, where the County forced local homeowners to pay part of the costs! 2. Local Streets & Roads- Admittedly, "Operation of the Bridges" is not technically a function normally listed as "Administrative"; should there be another category? 	<ol style="list-style-type: none"> 1. Yes, new or upgrade ramps to meet ADA. The sidewalk repair program also requires property owner participation; generally, County program pays 50% of sidewalk repairs up to maximum of \$750. 2. Bridge operations should be classified under capital operations i.e. capital costs. Revision noted/corrected.
Alameda	<ol style="list-style-type: none"> 1. Bike/Ped- How can they have a "negative" expenditure for Admin? 2. Paratransit- Some large "capital" projects seem to be planned that are questionable as "Paratransit". 	* Detailed Response attached.
Albany	<ol style="list-style-type: none"> 1. Albany has growing end of year fund balances, specifically for LSR funds. Why and how will the City be expending down the fund balances in the current and future fiscal years (i.e. is the program expanding services)? 	<ol style="list-style-type: none"> 1. Albany is currently implementing sidewalk repair and road repair programs using existing DLD fund balances. Albany's annual allocation is relatively small, and the city may at times require funds to accumulate to implement a meaningful improvement. Also, Albany's final audited statements are still outstanding due to staffing and system issues but is anticipated to be provided to Alameda CTC in the next month. We are informing Alameda CTC along the way.

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2016-17

Agency	IWC Comments	Response
Berkeley	<ol style="list-style-type: none"> 1. Bike/ped- Pretty high fund balances, and why are they planning to spend some of these for "Completed" projects? 2. LSR- Pretty high fund balances. Item #14 (Maintenance/Staffing) seems to include a number of functions that are outside "Streets & Roads" (eg, Sewers, TV). 3. Paratransit- Pretty high fund balances. "Planned" projects seem to be looking for ways to spend unneeded public funds. FY 16-17 expenses seem to be looking for justification. 	<ol style="list-style-type: none"> 1. Berkeley indicated the following planned/on-going expenditures: For Bike and Ped: The remaining fund balance has planned expenditures in FY18-19 on the Ashby Corridor project, The Alameda/Hopkins intersection, 9th Street Bike Pathway, the LeConte Safe Routes to School, the Ashby/San Pablo Improvement, and misc. Bike and Ped program related cost including update of the BEST Plan, Bike and Ped events, and local match for a Bikeway project. The BP report has been updated to reflect these planned expenditures. - For LSR program: The remaining fund balance has planned expenditures in FY18-19 on the Shattuck Complete Streets and Decouplet project, street rehabilitation, and misc. street maintenance including curb painting and pothole repair. The LSR report has been updated to reflect these planned expenditures. - For Paratransit Program: Berkeley Paratransit Program anticipates carrying a fund balance, but is planning strategies in the FY17-18 program year and in FY18-19 to expend additional fund balance. 2. The 100% quantity completed indicates the plan event, or projects will be completed by the end of the year. The quantity delivered is shown in the additional information section as the information is available/quantifiable. 3. These expenses reflect "default" labor distribution charges for street maintenance staff for activity listed in the description (Row 14, column K) that did not have a dedicated project fund source. These are staff that have street improvement work as their core function. In many cases we were able to track the activity by the setting up a project code, but in some situations these activities were not funded or the department was not reimbursed for the activity so were weren't able adjust journal entries to shift the costs to other fund sources. Example 1: some street maintenance workers who normally work on road repair each have XX% of their FTE distribution default charged to Measure B. For every hour that they work NOT coding their time to a project with dedicated fund sources, this default distribution pays for their time. Much of the activity reflected in our report for this item was for homeless encampment cleanup and set up and clean-up of the Winter Emergency Shelter. For what it is worth, this amount represents only 2% of Measure B expenditures, and we have worked very hard to allocate B & BB funding directly to local streets and roads activities. Berkeley also recently (April 2018) hired a Transportation Services Coordinator who will be responsible for overseeing our paratransit program. He will be responsible for the implementation of travel training for our older adult population, as well as the implementation of mobility management services. Berkeley will also explore fare payment options for our taxi scrip program.
Dublin	<ol style="list-style-type: none"> 1. Bike/Ped- Pretty high fund balances. 	<ol style="list-style-type: none"> 1. The City is working under the ACTC approved Policy on Timely Use of Funds that allows us to work towards projects and to draw down the funding over a 4 year rolling schedule. I am hoping that this was shared with the Watchdog Committee. Also please note that the construction cycle does not follow the FY timelines and this also needs to be discussed at the Watchdog Committee. For example the Tassajara Rd Overlay project was completed in 15/16 but the expenditures were captured in 16/17. We are planning to work towards Bicycle and Pedestrian projects and programs that are in our current CIP and are confident that we will meet the 4 year Policy timeline. See below for a few projects, for reference

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2016-17

Agency	IWC Comments	Response
	<p>2. LSR- Pretty high fund balances. Why are they overlaying Tassajara Rd, if it's going to be widened -- is this the proper order?</p>	<p>a) Bike and Ped Plan update is going to start in the FY 18/19.</p> <p>b) San Ramon Road will be overlaid this summer season of construction and will wipe out most of the DLD balance in Bike and ped funding as well as Measure B/BB LSR, but it will not show up until the FY 18/19 report. It would be good to let the Committee know now.</p> <p>c) Several pedestrian crossing improvements are under design and or construction. For example one project that provides Rectangular Rapid Flashing Beacons at Dublin Blvd and Donlon Way was awarded at the last night's City Council Meeting. It will probably show up in FY 18/19 report, even though it will be constructed this summer.</p> <p>2. As indicated above Tassajara Road Overlay Project is complete. There are two segments that are in need of widening to the north of the overlay project, one between North Dublin Ranch Road and Quarry Lane (Planned for 19/20 and 20/21 FYs) The other project is near the northerly city limit with Contra Costa County. That project is planned for FY 20/21 and 21/22 FYs.</p>
Emeryville	<p>1. Bike/Ped- So how do you deal with their "negative capital" reclassified funds?</p> <p>2. LSR- Pretty high fund balances.</p> <p>3. Paratransit- Very generous extra services available.</p>	<p>1. Reclassed funds are expenditures that did not go forwarded against the DLD programs, and instead were charged against another fund source. This negative capital reclass appears to be related to Safe Route to School reimbursements, and thus, no expenditures out of Measure B occurred, and money originally charged against the program were returned.</p> <p>2. There will be a considerable spend down of the Measure B/BB LSR fund balance in the very near future. With two large street rehabilitation projects occurring this summer, the Public Works Department projects that nearly all LSR funding will be expended by the middle of the 2018-2019 fiscal year. Bids for the first of the two rehabilitation projects were opened on May 4, 2018, with the apparent low bid being \$1,634,568. Emeryville City Council is expected to award this project on June 5, 2018 and construction is expected to commence in early July. Once bids are received for the second project, for which the Engineer's Estimate is \$750,000, it is anticipated that Emeryville City Council will award on July 17, 2018. As expected these projects will deplete the \$1,239,544 existing 2016-2017 fund balance and \$606,000 in estimated 2017-2018 LSR revenue.</p> <p>3. The City works extensively with the Alameda CTC and PAPCO to determine which paratransit services are needed/proposed for the city to meet the needs of our community. The services provided are in-line with the Paratransit Implementation guidelines.</p>
Fremont	<p>1. Bike/ped- Pretty high fund balances.</p>	<p>1. The City identifies the following planned/on-going expenditures:</p> <p>Bike/Ped projects underway:</p> <ul style="list-style-type: none"> - Bikeway Improvements: Install buffered bike lanes, separated bike lanes, green bike lane, etc. - Pedestrian Improvements: Install Ped Hybrid Beacons/Flashing Beacons, sidewalks, curb ramps, striping, delineators, signing. - ADA Upgrades Project: ADA Transition Plan Update, Install and Upgrade curb ramps and sidewalks.

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Agency	IWC Comments	Response
	2. LSR-Pretty high fund balances. Admin costs look high.	2. Within the LSR program, Fremont classified administrative expenses for the Traffic Signal Coordination Program, and BART Extension amounts to \$80k of \$2M in total LSR expenditures for fiscal year 2016-17. This is relatively low admin costs. The costs identified are associated with program management, operations, and delivery of these two projects.
Hayward	<p>1. LSR- Pretty high fund balances.</p> <p>2. Paratransit- Pretty high fund balances. Admin costs look high.</p>	<p>1. The City identifies the following planned/on-going expenditures: LSR projects underway: - 05207 Pavement Rehab FY17 MBB: Rehabilitation for various city streets. - 05209 Pavement Rehab FY17 MB: Rehabilitation for various city streets. - 05209 Pavement Rehab FY17 MB: Rehabilitation for various city streets.</p> <p>2. Hayward notes that the costs associated with FY 16-17 Program Overhead is as follows:</p> <p>Salaries - Community Services Manager - Paratransit Program Coordinator - Clerical Support</p> <p>Fringe Benefits -Supplies and Services -Cost allocation (City of Hayward)</p>
Livermore	<p>1. Bike/Ped- Pretty high fund balances. Admin and "capitalized" staffing expenses look more realistic than most others.</p> <p>2. LSR- Pretty high fund balances. Admin and "capitalized" staffing expenses look more realistic than most others.</p>	<p>1. The City identifies the following projects planned/on-going expenditures: Bike/Ped projects:</p> <ul style="list-style-type: none"> - Trails, Bikeways, and Access to Transit - Trail Segment L19 Under Portola - Active Transportation Plan - Project 2010-24 - W. Jack London Widening - Project 2015-28 - Arroyo Road Path - Project 2017-23 - Iron Horse Trail from Isabel to Murrieta - Annual Street Lighting - Project 2018-39 - Downtown Street Lighting Enhancement - Project 2018-41 <p>2. LSR projects:</p> <ul style="list-style-type: none"> - Street Resurfacing 2017 - Project 2016-01 - Sidewalk Repair Program 2016-17 - Project 2017-02 - Street Resurfacing 2018 - Project 2018-01 - Preston Road Reconstruction - Project 2017-14 - 2018 Arterial Street Rehab - Project 2018-46 - Street Resurfacing 2019 - Project 2019-01 - Downtown Street Lighting Enhancement - Project 2018-41

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Agency	IWC Comments	Response
		- Slurry Seal 2018 - Project 2018-04
Newark	<ol style="list-style-type: none"> NOTE: Good explanations on Table 1. Bike/Ped- No Comment. LSR- Fund balance may be high. Is 96% Bike/Ped for LSR realistic or believable? Paratransit- Fund balance may be high.? NO MBB expenditures in FY2016-17, yet they have a fairly high fund balance? Equity??? 	<ol style="list-style-type: none"> We are glad the comments were useful and informative! No response required. Of the \$359,997 in Measure BB LSR Expenditures, \$345,000 (95.8%) was expended for curb, gutter, and sidewalk replacement work. This work included: upgrading curb ramps to current ADA requirements (changing the sloping, adding yellow pads with truncated domes), removing and replacing damaged, deteriorating, and uneven curbs, gutters, and sidewalks (including tripping hazards and damage caused by tree roots), and re-marking bike lanes, crosswalks, and crossings. Regarding fiscal year 16-17 Paratransit expenditures, due to an internal Finance accounting error, funds for paratransit services were not budgeted to Measure BB. This has been corrected for current fiscal year 17-18 whereby 50% of paratransit service costs will be charged to Measure B and 50% to Measure BB.
Oakland	<ol style="list-style-type: none"> Bike/Ped- Admin percentage fairly high compared to other cities. Bike/Ped- Very little spent from MBB this year. LSR- Pretty high fund balance. "Staffing" & Admin still high. LSR- "Staff costs" listed as Capital, rather than Admin, may skew reality. "Mayor's Advisor" (Item #5, 1 FTE) is very generous, esp compared to 2 FTE for ADA (Item #4). Paratransit- How do these programs coordinate with EBPC? Do you really believe ZERO expenses for Admin/Staffing???? 	*Detailed Response attached.
Piedmont	<ol style="list-style-type: none"> Audited Financial Statements- FAILED PUBLICITY REQUIREMENTS, with no apparent supervision! 	<ol style="list-style-type: none"> We have instituted a new practice of requiring the paving contractor to record photos of their work with the appropriate ACTC signage in view. After the Pre-Construction Meeting, when Item (a) above is discussed and the Start Date is agreed upon, the City will publish this information on the City's website with appropriate reference to funding sources. When construction begins, the City will coordinate with the local newspapers to take photos of the work in progress and run a story about the current paving project with appropriate reference to funding sources.

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2016-17

Agency	IWC Comments	Response
	<p>2. Bike/Ped- "Staffing" functions are shown as "Scoping, Feasibility, Planning" rather than Admin -- is this appropriate?</p> <p>3. LSR- PCI is barely at "Fair" range.</p> <p>4. PCI is barely at "Fair" range. Required 15% minimum for Bike/Ped under LSR is reported as barely at precisely 15% -- is this credible?</p>	<p>2. The detail of expenditures/performance as shown in Bike/Ped Table 2: items 4, 7, and 9, indicate that work completed contributed to the scoping, feasibility, and planning phases of projects.</p> <p>3. Increased funding from additional sources, such as the General Fund, to be considered for future paving projects. New paving agreements and shared costs established with PGE and EBMUD to fully repave street segments (or one full travel lane) affected by their construction instead of just trench paving.</p> <p>4. The following are for the 2017/18 and 2018/19 projects that we know are planned. Beyond these two years, we will strive to identify sufficient amount of bike/ped items in each of the projects that can be funded through MB-LSR monies. Also, as the City implements the Ped/Bike Master Plan, additional projects are anticipated.. <u>FY 17-18</u> <ul style="list-style-type: none"> • 2017 Paving Project- \$129,220 in MBB • Grand Ave Paving- \$70,831 in MBB • Ped Ramps at Various Locations along Linda Ave- \$60,234 in MBB • Bulbouts- \$68,104 in MBB • Curb & Gutter replacement- \$100,000 in MBB <u>FY 18-19</u> <ul style="list-style-type: none"> • 2018 Paving Project- \$242,102 in MBB • Oakland Ave. Bridge Pedestrian Railing - \$51,845 in MBB • Oakland Ave. paving/bulbouts project - \$138,930 in MBB • Curb & Gutter replacement- \$100,000 in MBB </p>
Pleasanton	<p>1. Bike/Ped- Several studies are shown as "Capital," rather than Admin -- is this appropriate?</p> <p>2. Bike/Ped- Pretty high fund balance. Extremely low expenditures shown from MBB.</p> <p>3. LSR- Pretty high fund balance. LSR- Pretty high fund balance. Why no expenditures from MB for LSR?</p>	<p>1. Per the MPFA, Capital projects include investments to the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion. The detail of expenditures/performance as shown in Bike/Ped Table 2 indicate that work completed is considered a Capital investment.</p> <p>2. The City of Pleasanton is currently preparing an RFQ for bike and pedestrian improvements along the West Las Positas Blvd corridor. This project includes design and construction of the corridor. In addition, Pleasanton will continue to use Measure B/BB funds to complete additional corridors as laid out in the City's Bicycle Pedestrian Master Plan.</p> <p>3. The City of Pleasanton delayed the 2016 Annual Resurfacing project programed with the FY 16/17 measure funding and has since completed the scheduled work by combining the 2016 and 2017 projects and funding.</p>

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Agency	IWC Comments	Response
	<p>4. Paratransit- Pretty high fund balance. "76% of Scholarship rides" are discounted 100% - Why?</p>	<p>The City has expended to date \$1,213,490 of Measure B, \$1,007,765 of Measure BB and \$550,000 of Measure F funds on the 2017 Annual Resurfacing project. The City is just breaking ground on 2018 Annual Resurfacing project that will utilize the FY 17/18 funding any remaining Measure funding.</p> <p>4. I'm not sure about the calculation of 75% of PPS rides are 100% discounted. The quantity listed in the table is 157 tickets sold (see breakdown below). There may be some confusion on tickets versus rides.</p> <p>Here is my response with details on ticket sales and level of discount and how we determine the level of discounts received. I've attached the guidelines in the event more detailed information if required.</p> <p>Total Paratransit Ticket Sales: 761</p> <p>Tickets sold at 50% discount: 8 (1% of total sales) Tickets sold at 75% discount: 29 (4% of total sales) Tickets sold at 100% discount: 120 (16% of total sales)</p> <p>A total of 20% of tickets sold were sold at a discounted rate.</p> <p>The level of discount is determined by level of income based on HUD Median Income Guidelines. There is an application process that requires proof of income and residency. All applications are approved individually and each transaction is documented and reconciled at the end of the fiscal year.</p>
San Leandro	<p>1. Bike/Ped- Relatively high fund balance, but most expenditures are from MBB. Why not spend down MB?</p> <p>2. Bike/Ped- Relatively high Admin costs -- why?</p> <p>3. Paratransit- A "fixed route shuttle" is NOT paratransit, no matter how it's called Flex, which it doesn't seem to do.</p>	<p>1. During FY 16-17, the City encumbered \$225,000 in Measure BB funds and \$72,000 in Measure B funds to implement improvements associated with the Annual Sidewalk Repair Program. Although the contractor completed all improvements, the invoicing for said work lagged far behind. As such, only \$215,000 in Measure BB funds and no funds from Measure B were paid even though work had been accomplished. In hindsight, the City could have paid proportional amounts from Measure BB and Measure B to assure a balance in expenditures. For simplicity, however, only Measure BB funds were utilized to pay the invoices received to date from the contractor. In the future, proportional amounts will be paid to balance the expenditures.</p> <p>2. Consistent with Alameda CTC policy, the City's Bicycle and Pedestrian Master Plan (originally adopted in 2010) required updating. Therefore, a significant amount of Measure BB funds were used to fund staff time and consultant support associated with this update. The update involved numerous public meetings with stakeholders as well as analysis, mapping, and document preparation. As of February 2018, the updated plan was adopted. The plan will now allow the City to shift resources to implementation of the various capital projects recommended by the plan.</p> <p>3. The San Leandro FLEX fixed-route shuttle program meets the needs/criteria for the paratransit program by meeting the guidelines of service type eligible for funding. The FLEX shuttle program is designed to enhance the quality of life for seniors and people with disabilities by offering accessible, affordable, and convenient</p>

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2016-17

Agency	IWC Comments	Response
		<p>transportation options to reach major medical facilities, grocery stores and other travel destinations to meet life needs. The City of San Leandro's eligible service type is -</p> <p>Accessible Shuttle Service: Shuttles are accessible vehicles that operate on a fixed, deviated, or flex-fixed route and schedule. They serve common trip origins and destinations visited by eligible consumers, e.g. senior centers, medical facilities, grocery stores, BART and other transit stations, community centers, commercial districts, and post offices. Shuttles should be designed to supplement existing fixed route transit services. Routes should not necessarily be designed for fast travel, but to get as close as possible to destinations of interest, such as going into parking lots or up to the front entrance of a senior living facility. Shuttles are often designed to serve active seniors who do not drive but are not ADA paratransit registrants.</p> <p>The FLEX Shuttle Schedule indicates the various stops (North and South Route) that members/riders have access to throughout the day. It is considered a fixed-route shuttle since it operates on a fixed route throughout the day (9am-5pm) and week (Monday-Friday); a designated public transportation on which the shuttle is operated along a prescribed route according to a fixed schedule. Based on recent member/rider surveys, the most common destinations and/or usage of the FLEX Shuttle are for medical appointments (Kaiser San Leandro, San Leandro Hospital), shopping destinations, senior housing facilities, and community centers.</p>
Union City/ Union City Transit	<ol style="list-style-type: none"> 1. Bike/Ped- Admin costs a bit high. 2. LSR- Partial spend-down of MB leads to failure of 15% requirement for MBB-- why? Explanation doesn't make much sense. 3. Mass Transit- "Assuming" that the definition and measurement for OTP are valid-- Yay! 4. Paratransit- Same comment as others are "expenditure" per passenger. 	<ol style="list-style-type: none"> 1. 1209 consisted of installing a new 900 ft. long sidewalk at a cost of \$161,000. The \$700 in administrative costs represents a small portion of the construction cost incurred by staff as part of construction management to close out the project, as noted under the 'additional description' column. Item 3 – Project 1210 consisted of hiring a consultant to conduct surveys and to prepare a bid-ready design package, including PS&E, for the contractors to bid on. The project included installing City's only HAWK (High-Intensity Activated crosswalk) beacon system to allow pedestrian in safety where fatalities had occurred. The project included installing median railings to prevent jay walking. The construction cost, which were incurred after the reporting period, totaled \$306,245. 2. Total Administrative costs for both Measure B and BB totaled \$8,967 and were used to either close out older projects or to prepare PS&E for upcoming project. In the future, we will allocate a % to the work associated with the B&P items. However, we don't think that Administrative costs were the reason that the 15% B&P requirement was not met. From the \$242,859 spent on Street Resurfacing, a certain amount of funds were used to replace the B&P items, such as bike lanes and striping, etc. However, they were lumped within the cost of the overall project. In future reporting, these costs will be extracted and reported as a separate item for the same project to demonstrate that the 15% goal is being met. 3. Thanks! 4. The passengers is the total for Union City's paratransit service. It is not the proportion attributed to Measure B/BB.

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Agency	IWC Comments	Response
General IWC Comments <i>(regarding agency's program implementation and reporting form fields)</i>	<ol style="list-style-type: none"> Now that Measure BB is becoming a more regular part of agency budgets, it would be helpful to have a comparison of expenditures and accomplishments for the subject year to the prior year to understand better what is being accomplished. Where is the "Timely Use of Funds" documented? When and how is the "Annual Performance Report" available regarding transit recipients? Why are metrics for Paratransit so limited, and frankly, relatively meaningless? MB/MBB cost per passenger does not measure cost effectiveness, but rather by default, how much else in subsidies and/or fares the system has put together. And this is a place where on-time performance can be crucial. Number of trips/units served is largely based on externalities, and the "desirability" of having this number increase or decrease varies by many factors, including demographics, types of service, and how accessible the fixed route service is improving. Why is Alameda CTC using a "LOS Monitoring Report" as part of the transit performance measures? How does this relate to the SB 843 implementation process? For Bike/Ped and LSR, the "measurement" of "Total Percentage of Capital vs Administration Costs" is phrased awkwardly — it seems to be really Capital Expenditures charged divided by Sum of (Capital & Admin Costs Charged). And again, it's not a holistic or realistic overall picture, just how these sources are attributed. 	<ol style="list-style-type: none"> Every year, Alameda CTC publishes its Annual DLD Program Compliance Summary Report. In it, are details of expenditures and accomplishments by: transportation mode, project phase, project type, and Measure BB LSR expenditure requirements. The report also details a revenue and expenditure comparison by Fiscal Year. The report is anticipated to be released June, 2018. Comparing accomplishments from year to year may not be the best analytics due to the varying nature of annual investments by a DLD recipient and their priorities at that time. This Timely Use of Funds policy is in the first year of implementation and is documented through reports to the Commission and the Program Summary Report. Alameda CTC will continue to document this information and provide greater detail on the status of jurisdiction compliance to the policy every year of implementation, to jurisdictions, the IWC, and Commission. The Alameda CTC Annual Performance Report and DLD Program Compliance Summary reports are expected to go forward to the Commission in June/July 2018. Alameda CTC will periodically reevaluate the performance measures upon Commission direction and need. The LOS monitoring report provides a levels of services of Alameda County's roadway infrastructure. Investments of Measure B/BB and other fund sources are intended to improve levels of service in the county (congestion relief, safety, circulation). This is outside of the SB 843 implementation, and outside the scope of the compliance/LOS monitoring. Thus, no known correlation at this time. See response No. 4.

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Agency	IWC Comments	Response
	<p>7. For the 15% calculation for LSR, there doesn't seem to be any way to verify where the alleged expenditure shows up or physically occurred — am I missing something?</p> <p>8. There seem to be a lot of Planning activities, esp Bike/ Ped, scheduled for this year — how is all this progress being monitored?</p> <p>9. The wide variety of "Paratransit"-funded services around the County raises serious questions about Equity — entitlements vary significantly, depending on where one lives. Is this appropriate, or even legal, based on discrimination law?</p> <p>10. This may be a bit silly, but why is ACE out of alphabetical order on the "Comment Review Form," esp when their report is first in order in the binder?</p>	<p>7. Alameda CTC relies on jurisdictions to submit accurate information on bike/pedestrian expenditures. Subsequent follow-up details may be asked of jurisdictions to determine the validity of the reported expenditures from time to time.</p> <p>8. Planning activities are eligible expenditures of the Measure B/BB program. These activities are necessary for future construction phases, and it is expected that the jurisdictions have a wide variety of projects in different phases (pre-construction to construction) from year to year.</p> <p>9. The transportation expenditure plans identifies specific formula allocations for paratransit services throughout the county based on discussions/agreements at the time of the TEP development. Recipients are expected to provide access to services funded through Measure B/BB. Alameda CTC publishes an annual "Access Alameda Guide" that identifies recipient's programs and services available to county residents each year.</p> <p>10. Alameda CTC will revise the comment review form to be sure all jurisdictions are in the correct order, alphabetically.</p>

City of Alameda Responses to Citizen Watchdog Committee Questions May 3, 2018

1. Paratransit General Compliance Report table: It appears the planned projects are not related to Paratransit and are listed as an error. Please provide updated information on planned Paratransit expenditures.

City of Alameda Expenditures

Benches (\$90,000)

Benches will be placed throughout the City of Alameda with preference given to bus stops for both the Alameda Loop Shuttle, which is a service that targets seniors and people with disabilities, and AC Transit. These benches will provide a place to sit for all Alamedans, shuttle and bus passengers, and will be especially helpful for seniors and people with disabilities who may be more apt to need a bench to sit and rest as they are traveling around the city by foot or by bus.

Cross Alameda Trail (\$490,000)

The grant-funded portion of the Cross Alameda Trail between Main Street and Sherman Street will cost over \$12 million to complete, and includes separated facilities for people bicycling and walking, which is particularly important for older individuals and people with disabilities who are our more vulnerable path users. The original project only called for a multi-use path that users would share for the majority of this section. The community outreach effort resulted in City staff better understanding the desire of community members to have separate paths since the speeds of people bicycling and walking can vary causing potential conflicts, especially for our more vulnerable community members - people who are disabled or older. The separate walking and bicycling paths caused a cost increase to the Cross Alameda Trail project, and staff is requesting that a portion of these extra costs be covered by Measure B and BB paratransit monies. Seniors aged 65 and over represent over 13 percent of the City's population, whereas the paratransit monies only cover 4 percent of the Cross Alameda Trail project costs between Main Street and Sherman Street, which is a 1.5 mile long section.

The below bulleted list summarizes all of the project components that are expected to benefit people who are older and with disabilities on this 1.5 mile separated facility grant-funded section. Altogether these improvements will cost approximately \$2 million. The proposed Measure B/BB paratransit funding would cover approximately 25 percent of the costs to fund the following bulleted list of project components that especially benefit people who are older or with disabilities:

- Separate walking and bicycling paths (two asphalt concrete paths);
- Midblock crossing with a flashing beacon on Atlantic Avenue in front of Independence Plaza, which is a 186-unit senior complex spread out over five buildings along Atlantic Avenue between Webster Street and Constitution Way, and an adjacent shopping

center thereby creating a more convenient access to medicines, groceries and other amenities. Seniors, including individuals with walkers, regularly jaywalk at this location, since it is the most direct route between the housing and the shopping center;

- Pedestrian, bicycle and ADA improvements as well as signage at the intersecting streets including separate crosswalks for people bicycling and walking at Webster/Atlantic and Constitution/Atlantic to enhance connections to the adjacent facilities including the Alameda Food Bank, Independence Plaza senior living facility, an adjacent shopping center and the College of Alameda. Also at these two intersections, the City will modify the traffic signal phasing to prohibit right turns during the pedestrian crossing phase at three corners with over one hundred right-turning cars during peak periods, which will significantly improve both the safety and comfort of pedestrian crossings;
 - Bus stop improvements at the Webster/Atlantic southbound bus stop, which is one of Alameda's busiest bus stops, that removes stairs and makes the bus stop flush for easier bus access;
 - New, wider bus stop platform at the Atlantic/Webster eastbound bus stop;
 - Connector trails to two intersecting streets: Fifth Street and West Campus Drive where two different Alameda Loop Shuttle stops are located enabling connections with Alameda's senior center, medical facilities and shopping destinations;
 - New plazas at either end - Main Street and Webster Street - with hardscape and landscape features, including seat walls; and
 - Trees, shrubs and bio-retention areas as landscaping and urban runoff control.
-
- The City of Alameda's Cross Alameda Trail is envisioned as a premiere cross-town, low-stress 4-mile walking and bicycling corridor that will serve users of all ages. It will connect the west side of the island to the east, from the former Naval Air Base to the Miller-Sweeney (Fruitvale) Bridge. For seniors and people with disabilities, this new trail in town will help expand mobility and travel opportunities by providing safe, convenient and pleasurable quality-of-life connections to the many essential destinations that are immediately adjacent to the CAT:
 - Alameda Loop Shuttle stops;
 - Several of the City's busiest bus transit stops at the Webster Street and Atlantic Avenue intersection, by the Posey/Webster Tubes;
 - A senior living establishment with 186 units including very low, low and moderate income occupants;
 - Adjacent shopping center with Walgreens, Starbucks and FedEx/Kinkos;
 - Alameda Food Bank (on Constitution Way at Atlantic Avenue);
 - College of Alameda;
 - Webster Street business district; and
 - Low-income housing on Eagle Avenue called Rosefield Village and Eagle Village.

The trails also provide a new opportunity to be physically active outdoors for the many seniors and people with disabilities living in this area. The Cross Alameda Trail represents a dream come true that began in the late 1990s and is coming to fruition as the City has been successful in obtaining various regional, state and federal grants for the section between Main Street and Sherman Street, which is 1.5 miles long.

City of Oakland Responses to
Citizen Watchdog Committee Questions
May 4, 2018

- 1. Bike/Ped staffing (item 1, the largest Bike/Ped expenditure) costs look high compared to services delivered. Elaborate on the types of services/activities from the "Bicycle and Pedestrian Program Staffing" expenditures that promote the implementation of Bike/Ped program.**

In Fiscal Year 2016-17 the Bicycle & Pedestrian Program staff costs included two FTEs and three part-time interns. This staff time is used to support an extensive amount of work funded by grants through TFCA, TDA Article 3, HSIP, ATP, and the City of Oakland's settlement agreement with Caltrans over the Caldecott Fourth Bore. This staff time is also used to fulfill programmatic obligations that do not have other funding sources: administration of the City's Bicyclist & Pedestrian Advisory Commission, data management of bicyclist and pedestrian assets, development of bicyclist/pedestrian design guidance, and communications including the biannual "I [bike] Oakland" newsletter, the annual "I [bike] Oakland" bikeways map, and extensive web content at www.oaklandbikes.info.

- 2. Please elaborate on why Oakland's MBB Bike/Ped expenditures were so low and how the City plans to expeditiously drawdown the funds.**

The Measure BB Bike/Ped balances reflect a delay between this new funding source coming on-line and organizational changes within the City of Oakland to make effective use of those funds. Organizational changes were made in the City's FY2017-19 Budget through the addition of bicycle/pedestrian staff positions to plan and design bicycle/pedestrian projects and to manage bicycle/pedestrian assets. The backlog of balances was programmed to and is being spent by major bicycle/pedestrian capital projects, namely Lakeside Green Streets and Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS), both of which are currently in construction.

- 3. LSR fund balance is high. Why is the balance growing, and what plans does Oakland have to draw down the balances? Are there plans to increase expenditures more so from the prior fiscal years to get the balances down?**

The LSR balance increased by \$1.3 million from 2015/16 to 2016/17, which is unfortunately the wrong direction. However, while Oakland's balance remains high, at 82% of annual revenue, is among the lowest for all jurisdictions in the County. As with The MBB Bike/Ped expenditures, in 16/17 the City was still catching up to the increased funding available in Measure BB, but changes in the FY 17-19 budget have helped address by increasing resources to street maintenance.

Oakland is on pace to draw down this balance substantially this year, as spending is now exceeding revenues and several very large capital projects are currently in the construction phase, including a street resurfacing contract for nearly \$5 million which was approved in November 2017, and grant funded projects such as Embarcadero Bridge reconstruction, LAMMPS and Lakeside Green Streets that are relying on Measure B/BB for local match.

4. LSR there are large "staffing" related expenditures to transportation engineering and planning. Elaborate on these expenditures and how they are resulting in the delivery and implementation of the Measure B/BB programs, and how they are "capital" delivery related.

Staffing costs are a necessary component of planning, designing and constructing projects as well as for implementing programs. All Measure B/BB charging staff are devoted to delivering transportation projects and programs for the City of Oakland, not only those funded by Measures B & BB, but also by discretionary grants from federal and state sources and local KK bond funds. Measures B & BB are the most flexible funds available to support the planning and implementation of all of these projects.

As our compliance report explains, Measure B/BB LSR funded partial staff costs in transportation planning, in ADA programs and in transportation engineering, Mayor's Transportation Advisor, and in street maintenance. With the exception of maintenance, which consists of direct staff costs charged by the City's maintenance crews, the costs are generally for portions of FTEs for costs not assigned directly to an individual capital project with a job number in Oakland's time recording system. In the past year, in particular, a notably large share of planning and engineering staff time has been devoted to mandatory review of private development proposals that have doubled over previous years, not all of which is recoverable through fees. Activities of the positions funded by B/BB LSR are summarized below:

Staff Costs	Activities
Planning	Planning studies, community outreach, funding and grant writing, inter-agency collaboration, project tracking and reporting, training
Engineering	Feasibility studies and concept designs completed prior to formal project status, response to citizen complaints and emergencies, post-project follow-up, reviewing private and public development plans, inter-agency coordination, training.
ADA Programs	Implementing the City's ADA curb ramp program
Mayor's Transportation Advisor	Policy guidance, inter-agency collaboration and initiation of the City's new Transportation Department (in FY 15/16)
Street Maintenance	Direct costs for employing staff to maintain city streets, including pot-hole crews and other routine street maintenance tasks

5. How does Oakland coordinate the Paratransit program with EBPC?

The City of Oakland does not formally coordinate the Paratransit program with EBPC. City staff is aware of the services provided by EBPC and attempts to fill service gaps such as offering same-day service options and supplemental services that may relieve EBPC's demand such as daily dialysis trips. It is important to note EBPC requires advanced scheduling of its transportation services for trips/appointments. Oakland complements these services with same-day services that provide additional and more immediate travel options for seniors and people with disabilities. Staff time/costs to implement these programs are incorporated with City's paratransit program(s) expenditures.

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Press Release

1111 Broadway, Suite 800

• Oakland, CA 94612 •

510.208.7400 •

www.AlamedaCTC.org



FOR IMMEDIATE RELEASE

August XX, 2018

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

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www.AlamedaCTC.org

Independent Watchdog Committee Reports Transportation Sales Tax Expenditures in Compliance with Voter-Approved Expenditure Plan for 16th 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 XX, 2018, the Independent Watchdog Committee (IWC) of the Alameda County Transportation Commission (Alameda CTC) released its [16th Annual Report to the Public](#), covering fiscal year 2016-2017 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 and that opportunities for improvement remain.

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 ensure that funds are spent in accordance with the voter-approved measures. For the 16th year in a row, Alameda CTC received a clean, unmodified opinion from the agency's independent auditors.

In fiscal year 2016-2017, Alameda CTC received \$142.9 million in Measure B revenue and expended \$142.8 million as follows:

- \$56.7 million for public transit, including operations, capital investments and special transportation for seniors and people with disabilities.
- \$20.8 million for highway and street capital projects.
- \$36.3 million for local transportation improvements, including local streets and roads and bicycle and pedestrian projects.
- \$26.5 million for debt repayment.
- \$1.8 million for general administration.
- \$0.7 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 \$26.5 million of costs related to annual debt repayment in FY2016-17 and will continue to incur this same amount each fiscal year until the last bond matures in March 2022.

In fiscal year 2016-2017, Alameda CTC received \$141.9 million in Measure BB revenue and expended \$111.4 million as follows:

- \$44.5 million for public transit, including operations, capital investments and special transportation for seniors and people with disabilities.
- \$25.2 million for highway and street capital projects.
- \$37.3 million for local transportation improvements, including local streets and roads and bicycle and pedestrian projects.
- \$2.6 million for general administration.
- \$1.8 million for direct program and project management and oversight.

In July 2015, the IWC replaced and assumed responsibility for the Citizens Watchdog Committee created in 2002 after reauthorization of the local sales tax measure in 2000. Each year, the IWC reports directly to the public on the agency's Measure B expenditures and Measure BB expenditures and performance measures.

The [16th Annual Report to the Public](#), the Executive Summary in English, Chinese and Spanish, and [audited financial statements and compliance reports of each agency receiving Measure B and Measure BB funds](#) through the direct local distribution program are available to the public on the Alameda CTC website. Hard copies of the Annual Report are available by request via e-mail to aayers@alamedactc.org, via mail to Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607, or via telephone, 510.208.7450.

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 at-large members are appointed for a two-year term, including:

- One per district, appointed by the Board of Supervisors.
- One per district, appointed by the Alameda County Mayor's Conference.

All other members may serve until a replacement is appointed, including:

- 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

IWC FY2018-19 Calendar/Work Plan
IWC FY2018-19 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 09, 2018	Monday, November 19, 2018*	Monday, January 14, 2019	Monday, March 11, 2019	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/Approve 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/Approve 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 FY2017-18 Comprehensive Annual Financial Report by Independent Auditor 	<ul style="list-style-type: none"> Measure B and Measure BB FY2017-18 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 FY2017-18 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 FY2018-19 Approve IWC FY2018-19 Annual Calendar/Work Plan IWC Member Reports Staff Responses to IWC Members Requests for Information IWC FY2018-19 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 FY2019-20 Approve IWC FY2019-20 Annual Calendar/Work Plan IWC Member Reports Staff Responses to IWC Members Requests for Information IWC FY2019-20 Budget

* This date has been adjusted due to an agency holiday or based on a pre-existing scheduling conflict.

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Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 2, 2018

TO: Independent Watchdog Committee

FROM: John Nguyen, Senior Transportation Planner
Andrea Gomez, Assistant Transportation Planner

SUBJECT: FY 2016-2017 Measure B and Measure BB Program Compliance Summary Report

Recommendation

This item is to provide the Independent Watchdog Committee (IWC) with an update on the Measure B and Measure BB Program Compliance for the Fiscal Year 2016-17 (FY16-17) reporting period. This item is for information only.

Summary

Each year, Alameda CTC requires recipients of Measure B and Measure BB Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee, 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 a Program Compliance Summary Report 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 FY16-17 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 FY16-17, Alameda CTC has distributed over \$1.1B in combined DLD funds

to eligible recipients (\$923M in Measure B and \$155M in Measure BB) for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY16-17, Alameda CTC distributed approximately \$147.1 million in total DLD funds for the respective programs identified in the table below.

DLD Program	Measure B	Measure BB	Total
Local Transportation (Local Streets)	\$ 29.7	\$ 27.0	\$ 56.7
Transit	\$ 28.2	\$ 29.1	\$ 57.3
Paratransit	\$ 12.0	\$ 12.1	\$ 24.1
Bicycle and Pedestrian	\$ 5.0	\$ 4.0	\$ 9.0
Total DLD Funds	\$ 74.9	\$ 72.2	\$147.1

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 FY16-17, which goes from July 1, 2016 to June 30, 2017. 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
- Performance Metrics including Pavement Condition Index, transit on-time performance, capital vs administrative investments, service effectiveness.
- 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 Policies

For the FY16-17 reporting year, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2017 deadline. Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance. The Program Compliance Report for the Measure B and Measure BB programs consolidates the recipients' FY16-17 DLD investments, expenditure performances, and financial data into a summary report for the DLD programs. The FY16-17 Program Compliance Summary Reports are on Alameda CTC's website: http://www.alamedactc.org/app_pages/view/4440. Alameda CTC finds all DLD recipients in compliance with the DLD financial reporting and program compliance requirements. It is noted that the City of Albany's reports are still under review,

however, tentative findings have determined the city to be compliant based on the initial data received.

FY16-17 Fund Balances and Performance Monitoring

DLD recipients are required to document expenditure activities to report on the general performance of DLD funds. Key performance metrics monitored through the Annual Program Compliance Reporting process include timely use of funds, Measure BB Local Street and Road (LSR) investments towards bicycle/pedestrian improvements, pavement condition index, transit on-time performance, and paratransit related service implementation.

For timely use of funds monitoring, the recipients' collective FY16-17 ending fund balance by funding program totals \$85.4 M (\$45.6M in Measure B and \$39.8M in Measure BB). The balance has increased from the past fiscal year by approximately \$9M. 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. Alameda CTC is currently monitoring the fund balance to revenue ratio to verify DLD recipients are in compliance with the policy by fiscal year 2019-20. The individual recipient's fund balances by program are included in the Program Compliance Summary Reports and attached herein for reference (Attachment A).

Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan's requirement that mandates 15 percent of LSR DLD funds be spent on bicycle/pedestrian related improvements. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 19 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment B). Measure BB recipients are committed to using LSR funds towards local transportation improvements benefiting all modes. Alameda CTC's performance metric for LSR DLD recipients also requires a minimum PCI of 60 (Fair Condition) for local roadways. Most DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. A summary of jurisdictions PCI is included in Attachment C.

Alameda CTC uses industry standards for transit evaluation metrics such as ridership (annual ridership, passenger trips per revenue vehicle hour/mile); cost effectiveness (operating cost per passenger/revenue vehicle mile/hour); transit fleet state of good repair (distance between breakdowns/service interruptions, missed trips, miles between

road calls). For on-time performance, each transit operator has distinct operating conditions, some have fixed guideways, some have dedicated right-of-way, and some operate in mixed flow traffic. These conditions heavily influence their on-time performance. Therefore, each operator establishes and adopts, through its board process, its own on-time performance metric that is reflective of their actual system conditions. For transit performance, Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Transit operators are within +/- 6 percent from their agency's goal. Transit operators with a below on-time performance are revisiting service routes, circulation patterns, and capital investments to improve the annual on-time performance. The transit on-time performance summary is included in Attachment C.

The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated paratransit services and city-based non-mandated paratransit programs that provide vital transportation options for seniors and people with disabilities. In general, the primary paratransit performance metrics monitored are the number of one-way trips, passenger ridership, and the cost effectiveness of those trips. The paratransit programs implemented by a jurisdiction may vary from another jurisdiction's services based on the particular local paratransit service needs. The recipient's programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. The Program Compliance Summary Report provides a synopsis of the individual DLD recipient paratransit programs and the performance accomplishments by service type.

Alameda CTC finds the DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY16-17 reporting period. Recipients have provided sufficient documentation to determine the eligible uses and accomplishments of DLD funds, and have met performance metrics or provided an explanation/action plan to improve performance. Alameda CTC will continue to monitor recipients' compliance with DLD requirements in the next Annual Program Compliance reports due in December 2018.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. DLD Program Summary of Fund balances
- B. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- C. Performance Summary - PCI and on-time performance

**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances**

(As of the end of Fiscal Year 2016-17)

Jurisdiction:	Measure B	Measure BB	Total
AC Transit	\$4,406,923	\$4,859,416	\$9,266,339
BART	\$0	\$0	\$0
LAVTA	\$0	\$0	\$0
WETA	\$942,696	\$104,279	\$1,046,975
ACE	\$1,159,643	\$2,829	\$1,162,472
Alameda County	\$1,649,615	\$5,358,820	\$7,008,435
City of Alameda	\$3,774,892	\$1,709,082	\$5,483,974
City of Albany	\$721,377	\$789,379	\$1,510,756
City of Berkeley	\$2,496,351	\$3,922,745	\$6,419,097
City of Dublin	\$842,263	\$755,108	\$1,597,371
City of Emeryville	\$1,024,966	\$351,899	\$1,376,865
City of Fremont	\$3,154,838	\$1,290,623	\$4,445,461
City of Hayward	\$4,773,849	\$4,101,603	\$8,875,452
City of Livermore	\$2,706,144	\$1,780,069	\$4,486,213
City of Newark	\$832,684	\$718,569	\$1,551,253
City of Oakland	\$12,493,323	\$9,510,040	\$22,003,363
City of Piedmont	\$73,181	\$238,316	\$311,498
City of Pleasanton	\$1,424,633	\$1,760,556	\$3,185,189
City of San Leandro	\$2,313,732	\$1,410,222	\$3,723,954
City of Union City	\$821,847	\$1,112,775	\$1,934,622
Total	\$45,612,959	\$39,776,331	\$85,389,290

Notes:

1. The table above reflects total fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2016-17 Audited Financial Statements. City of Albany reports are pending final submittal/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 to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$456,276	\$144,496	32%	Yes
City of Alameda	\$2,482,513	\$506,561	20%	Yes
City of Albany ²	\$175,875	\$163,325	93%	Yes
City of Berkeley	\$2,785,610	\$1,093,810	39%	Yes
City of Dublin	\$230,000	\$66,830	29%	Yes
City of Emeryville	\$270,859	\$45,130	17%	Yes
City of Fremont	\$4,444,139	\$842,788	19%	Yes
City of Hayward	\$2,133,222	\$330,525	15%	Yes
City of Livermore	\$644,467	\$143,349	22%	Yes
City of Newark	\$521,154	\$370,728	71%	Yes
City of Oakland	\$16,030,930	\$2,023,924	13%	No
City of Piedmont	\$648,414	\$135,024	21%	Yes
City of Pleasanton	\$539,183	\$110,554	21%	Yes
City of San Leandro	\$1,965,907	\$350,000	18%	Yes
City of Union City	\$733,359	\$220,600	30%	Yes
Total	\$34,061,908	\$6,547,643	19%	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 data submitted to Alameda CTC.
3. Revenue and expenditure figures may vary due to number rounding.

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DLD Performance Summary*Fiscal Year 2016-17 Performance Monitoring*

Pavement Condition Index (PCI): Alameda CTC's performance metric for DLD LSR recipients requires a minimum PCI of 60 (Fair Condition) for local roadways.

Jurisdiction:	PCI Score	PCI Score > 60?
Alameda County	71	Yes
City of Alameda	71	Yes
City of Albany	59	No
City of Berkeley	59	No
City of Dublin	85	Yes
City of Emeryville	79	Yes
City of Fremont	71	Yes
City of Hayward	70	Yes
City of Livermore	76	Yes
City of Newark	76	Yes
City of Oakland	56	No
City of Piedmont	64	Yes
City of Pleasanton	78	Yes
City of San Leandro	56	No
City of Union City	82	Yes

Transit On-Time Performance: Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved.

Jurisdiction:	On-Time Performance Goal	On-Time Performance Actual	Goal Achieved?
AC Transit	72%	69%	No
ACE	95%	94%	No
BART	95%	89%	No
LAVTA	85%	81%	No
Union City Transit	90%	94%	Yes
WETA	95%	89%	No

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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

IWC Issues Identification Process

include: 1) proper expenditure of Measure B and Measure BB funds; 2) the timely delivery of projects per contract agreements; and 3) compliance with the projects or programs as defined in the voter-approved 2000 and 2014 Transportation Expenditure Plans.

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

1. Issues raised on an IWC Issues Form regarding Measure B or Measure BB expenditures and/or contract compliance on a project or program may be eligible to be pursued through a request for the project or program sponsor to appear before the IWC. Issues raised by members of the public regarding Measure B and/or Measure BB expenditures must be submitted in writing either to the IWC chair, vice-chair or to the committee at an IWC meeting.
2. Before requesting that staff respond to an issue or calling on a project or program sponsor to appear before the IWC, an IWC member must submit an IWC Issues Form to 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.
6. If requested, staff shall respond in writing to the issue.

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

Resources for IWC (not all inclusive)

- Adopted 2000 and 2014 Transportation Expenditure Plans
- Up-to-date list of project/program sponsors contacts
- Alameda CTC staff responsible for oversight of the project/program or other expenditures
- Information about public hearings, recent discussions, or news clippings provided by Alameda CTC staff to the IWC by mail or at meetings
- Other Alameda CTC advisory committees (for example, Paratransit Advisory and Planning Committee or Bicycle and Pedestrian Advisory Committee 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).

**Alameda County Transportation Commission
Independent Watchdog Committee Budget
Fiscal Year 2018-19**

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

This IWC budget was approved by the Commission on May 24, 2018.

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**TRANSPORTATION EXPENDITURE PLAN
PROGRAM-WIDE LINE ITEM COMMITMENT SUMMARY**

Commitment #	Name	Fund Type
01	Transit: Operations, Maintenance and Safety Program - AC Transit	SRF - Direct Local Distribution
02	Transit: Operations, Maintenance and Safety Program -ACE	SRF - Direct Local Distribution
03	Transit: Operations, Maintenance and Safety Program -BART	SRF - Direct Local Distribution
04	Transit: Operations, Maintenance and Safety Program - WETA	SRF - Direct Local Distribution
05	Transit: Operations, Maintenance and Safety Program -LAVTA	SRF - Direct Local Distribution
06	Transit: Operations, Maintenance and Safety Program -UC Transit	SRF - Direct Local Distribution
07	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds	SRF - Discretionary Transit O&M & Safety
08	Affordable Student Transit Pass Programs	SRF - Transit O&M & Safety
09	City-based and Locally Mandated Direct Allocations	SRF - Direct Local Distribution
10	East Bay Paratransit Consortium - AC Transit	SRF - Direct Local Distribution
11	East Bay Paratransit Consortium - BART	SRF - Direct Local Distribution
12	Coordination and Service Grants	SRF - Discretionary Paratransit
13	Telegraph Ave/East 14th/International Blvd Project	Capital
14	Alameda to Fruitvale BART Rapid Bus	Capital
15	Grand/MacArthur BRT	Capital
16	College/Broadway Corridor Transit Priority	Capital
17	Irvington BART Station	Capital
18	Bay Fair Connector/BART METRO	Capital
19	BART Station Modernization and Capacity Program	Capital - Discretionary
20	BART to Livermore Extension, Phase 1	Capital
21	Dumbarton Corridor Area Transportation Improvements	Capital - Discretionary
22	Union City Intermodal Station	Capital
23	Railroad Corridor Right of Way Preservation and Track Improvements	Capital - Discretionary
24	Oakland Broadway Corridor Transit	Capital
25	Capitol Corridor Service Expansion	Capital - Discretionary
26	Congestion Relief, Local Bridge Seismic Safety	Capital - Discretionary
27	Countywide Freight Corridors	Capital - Discretionary
28	Local Streets Maintenance and Safety Program	SRF - Direct Local Distribution
29	I-80 Gilman Street Interchange Improvements	Capital
30	I-80 Ashby Interchange Improvements	Capital
31	SR-84/I-680 Interchange and SR-84 Widening	Capital
32	SR-84 Expressway Widening (Pigeon Pass to Jack London)	Capital
33	I-580/I-680 Interchange Improvements	Capital
34	I-580 Local Interchange Improvement Program	Capital - Discretionary
35	I-680 HOT/HOV Lane from SR-237 to Alcosta	Capital
36	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Capital
37	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	Capital
38	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Capital
39	I-880 Industrial Parkway Interchange Improvements	Capital
40	I-880 Local Access and Safety Improvements	Capital - Discretionary
41	Freight and Economic Development Program	SRF - Discretionary Freight & Econ Dev.
42	Gap Closure on Three Major Trails	Capital - Discretionary
43	Bicycle and Pedestrian Direct Allocations to Cities and County	SRF - Direct Local Distribution
44	Bicycle and Pedestrian Grant Program	SRF - Discretionary Bike & Ped
45	Community Investments That Improve Transit Connections to Jobs and Schools	SRF - Discretionary Community Development
46	Technology, Innovation & Development Program	SRF - Discretionary Technology

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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2018-2019

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	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
2	Mr.	Hastings, Vice Chair	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-17	Jan-19
7	Mr.	Knoop	Cary	Newark	Alameda County Mayors' Conference, D-2	May-18		May-20
8	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	Mar-19
9	Ms.	Nelson	Madeleine	Oakland	League of Women Voters	Dec-17		N/A
10	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
11	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	Jul-18
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	Jun-18
13		Vacancy			Alameda County Supervisor Scott Haggerty, D-1			
14		Vacancy			Alameda County Supervisor Wilma Chan, D-3			

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2018-2019

15		Vacancy			Alameda County Mayors' Conference, D-4			
16		Vacancy			Alameda County Mayors' Conference, D-5			
17		Vacancy			Alameda County Taxpayers Association			