



Independent Watchdog Committee Meeting Agenda Monday, January 14, 2019, 5:30 p.m.

Chair: Steve Jones
Vice Chair: Murphy McCalley

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

1. Call to Order

2. Roll Call

3. Public Comment

4. Meeting Minutes

- | | | |
|--|---|---|
| 4.1. Approve November 19, 2018 IWC Meeting Minutes | 1 | A |
|--|---|---|

5. Measure B/Measure BB Projects and Programs

- | | | |
|---|----|---|
| 5.1. Measure B and Measure BB Programs Update | 5 | I |
| 5.2. Measure B and Measure BB Capital Projects Update | 17 | I |

6. Measure B/Measure BB Compliance and Audited Financial Reports

- | | | |
|--|----|---|
| 6.1. Fiscal Year 2017-18 Measure B/BB Compliance Review Process Update | 29 | I |
|--|----|---|
- Note: Audit Reports Available on Alameda CTC Website:
<https://www.alamedactc.org/funding/reporting-and-grant-forms/>

7. IWC Member Reports/Issues Identification

- | | | |
|---|----|---|
| 7.1. Chairs Report | | I |
| 7.2. IWC Issues Identification Process and Form | 31 | I |

8. Staff Reports

- | | | |
|--|----|---|
| 8.1. Staff Responses to Concerns Related to Measure BB Implementing Guidelines | 35 | I |
| 8.2. IWC Calendar | 39 | I |
| 8.3. IWC Roster | 41 | I |

9. Adjournment

Next Meeting: Monday, March 11, 2019

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

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

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember 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
Paratransit Advisory and Planning Committee (PAPCO)	January 28, 2019	1:30 p.m.
Alameda CTC Commission Meeting	January 31, 2019	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	February 7, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	February 11, 2019	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.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	February 21, 2019	5:30 p.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 25, 2019	1:30 p.m.
Independent Watchdog Committee (IWC)	March 11, 2019	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	March 12, 2019	9:30 a.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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Independent Watchdog Committee Meeting Minutes Monday, November 19, 2018, 5:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order. Chair Jones welcomed new member Carl Tilchen. Mr. Tilchen gave a brief introduction.

2. Roll Call

A roll call was conducted and all members were present with the exception of Curtis Buckley, Cary Knoop, Glenn Nate, Madeleine Nelson and Harriette Saunders.

3. Public Comment

There were no public comments.

4. Meeting Minutes

4.1 Approval of July 9, 2018 IWC Meeting Minutes

Pat Piras noted a correction needed to page 4 of the minutes to remove the word "board" from "Sierra Club board". Staff noted and will edit.

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

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

No: None

Abstain: Tilchen

Absent: Buckley, Knoop, Naté, Nelson, Saunders

5. Independent Auditor Financial Report

5.1. Presentation of Alameda CTC Draft Audit Comprehensive Annual Financial Report for the year ended June 30, 2018

Patricia Reavey gave an introduction to this report. She gave some highlights of the audit, including the fact that the agency is working pretty lean which has increased the fund balance in the General Fund and will help to support our AAA rating, sales tax revenue has increased over the last fiscal year, and GASB 75 was implemented in this CAFR. Ahmad Gharaibeh, independent auditor from Vavrinek, Trine, and Day, LLP presented the audit report. The audit team reviewed the financial statements provided by Alameda CTC and found no weaknesses in internal controls, required no adjustments to the financial statements, and experienced no difficulties in the performance of the audit. He then gave a presentation on the findings and financial standings of the agency. He stated that

the scope of the audit is to opine on these financial statements as to whether they are fairly stated in all material respects, and a clean, or unmodified, opinion was provided on these financial statements. He also noted that a new GASB, GASB 87, will be effective for FY2020-21 in the upcoming year which will require that leases be reported as assets and liabilities in the financial statements.

Murphy McCalley asked for clarification on the leases being identified. Mr. Gharaibeh explained that leases, such as the building lease, will need to be clearly displayed on the face of the balance sheet since it's usually a large liability.

Pat Piras asked about the salaries verses special services contract plans, asking for identification on how that decision gets made between hiring staff verses adding contracts. Tess Lengyel clarified that there are two major work plans that projects are working towards, and contracts are developed for specialized aspects of those projects. Mr. McCalley asked if admin services were being contracted for and if they were included in the limitation calculations on the report. Ms. Reavey explained that there are contracted admin services to handle specialty administrative tasks, and they are not included in the limitation calculations. Ms. Piras clarified with staff that the memo to the FAC regarding professional services contracts helps to explain the approved contracts plan for coming fiscal year.

This item is for information only.

6. Measure BB Implementing Guidelines Discussion

6.1. Discussion of Measure BB Implementing Guidelines and Performance Measures IWC Members Discussion)

Patricia Reavey stated that this item was put on the agenda due to the request for an IWC discussion related to Measure BB guidelines made by Pat Piras during the last meeting and agreed to by the IWC. Ms. Piras stated that there are many guidelines in the Measure BB expenditure plan, but its unclear how they're being used by the Commission and if they're able to be changed for any reason. Tess Lengyel briefly explained each of the 23 guidelines in the Measure BB Transportation Expenditure Plan and how Alameda CTC currently adheres to these guideline, giving specific project examples. Ms. Piras stated that there is a lot of wiggle room in the phrasing that leads to concern. She specified that amendments can happen any time; the term "Jurisdictions" isn't defined as to whether it includes transit agencies instead of just cities; the Committee was never asked for their input on Performance Metrics. Ms. Piras would like to see clarifications in these guidelines that better shows accountability. Ms. Lengyel stated that more refined examples and explanations of the Implementation Guidelines can be found on a case-by-case bases in the Comprehensive Investment Plan and she invites the Committee to review those. Ms. Piras also stated that it would be good if the IWC can be updated on when a review of geographic equity is expected to be made available as well.

Murphy McCalley stated Direct Local Distribution (DLD) recipients are unable to replace existing local funding with Measure B or Measure BB funds. There is a

maintenance of effort requirement that states this, and the compliance reporting documents don't include certification or proof that the requirement is being met. He feels there should be something added to those reports that shows to those reviewing the documents whether all requirements have been met. Staff said they'll look into getting that added to the Compliance Report.

Ms. Piras asked if there were any plans to change the Performance Measures going into the third year since questions and concerns have arisen about the current measures. Ms. Lengyel said the performance measures were in each ten-year funding agreement and development was based on industry best practice. There are annual performance reviews where they look at newer technology and data, and then it's determined if the performance measure should vary from the industry standards, but they need time to see those changes and trends. Mr. McCalley pointed out Paratransit specifically, that those measures need to change to better reflect whether or not they're meeting the requirements. Staff said they'd follow up on this regarding how information is provided in the Compliance Reports.

This item is for information only.

7. IWC Annual Report Outreach Summary

7.1. IWC Annual Report Outreach Summary and Publication Cost Update

Patricia Reavey presented this report. The Committee released its 16th Annual Report to the Public in August 2018. Extensive outreach through multiple activities including publication distribution, advertisement placement, and targeted outreach were done to make the public aware of the report. This item is to provide the committee with an update on outreach activities and costs for the *16th Annual IWC Report to the Public*.

Hale Zukas asked what the criteria is for picking BART stations in which to advertise. Ms. Reavey said they tried for the most trafficked transfer stations, but it started with what was available from BART.

Keith Brown asked if the social media option of paying for sponsored posts to project beyond the friend-followers was considered. He explained that when you post on Facebook, only your "Friends" can see it, but you can pay to have it pop up for other users also, and he believes it's inexpensive. Ms. Reavey stated that we can certainly look into it for next year.

Ms. Piras asked about the availability of Paratransit riders being able to see it, like if there is advertising on Paratransit options. Staff said they can ask the individual Paratransit committees to see if something like that can be done for next year.

This item is for information only.

8. IWC Member Reports/Issues Identification

8.1. Chair's Report

Mr. Jones had nothing additional to report.

8.2. IWC Chair Report Issues Identification Process and Form

Patricia Reavey gave a brief explanation that this form is used to bring issues to the IWC where, as a Committee, they can then decide if it's an issue the IWC would like to pursue.

9. Staff Reports

9.1. Staff Responses to IWC Member Requests for Information

Patricia Reavey gave a brief report on the items requested by the IWC at the previous meeting which were subsequently distributed to IWC members. Included are the *Fraud Considerations Memo* that was provided to the Audit Committee during their October meeting, the Bart-to-Livermore Project Update presentation that went to the Commission, and the responses from the Bay Area News Group regarding advertising questions that were brought up concerning mobile site views at the previous IWC meeting.

9.2. IWC Calendar

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

9.3. IWC Roster

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

10. Adjournment

The meeting adjourned at 7:35 p.m. The next meeting is scheduled for January 14, 2019 at the Alameda CTC offices.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 7, 2019

TO: Independent Watchdog Committee

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

SUBJECT: Alameda CTC's Measure B and Measure BB Programs Update

Recommendation

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

Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs. The programs generate approximately \$304 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

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

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

Alameda CTC returns over half of Measure B/BB total revenues collected back to the twenty local jurisdictions and transit agencies as DLD funds. Recipients use DLD funds on locally prioritized transportation improvements that improve local access, safety, transit, infrastructure preservation and system reliability. Typical DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. For fiscal year (FY) 2018-19, DLD recipients are projected to receive approximately \$157 million in DLD funds - \$80 million in Measure B funds and \$77 million in Measure BB funds.

Each year, as part of the Annual Program Compliance Reporting process, Alameda CTC requires DLD recipients to complete Audited Financial Statements and Compliance Reports that summarizes the past fiscal year's financials, expenditures, and program achievements. The reports for the FY 2017-18 reporting period were due at the end of December 2018 and are currently under review. Compliance findings and program achievements will be presented to the Commission and IWC later in June 2019.

Additionally, Alameda CTC distributes discretionary Measure B/BB funds through competitive processes, and are subsequently monitored through separate funding agreements with project sponsors. Currently, there are approximately \$289 million encumbered in active project sponsor agreements.

Background

The Measure B and Measure BB sales tax programs provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are returned back to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements. From the start of the 2000 Measure B and 2014 Measure BB programs through the end of FY 2017-18, Alameda CTC projects distributed over \$1.2 billion in total DLD funds to local recipients, with an additional \$157 million in DLD distributions estimated for FY 2018-19 (Attachment A – Historical Direct Local Distributions by Fund Program).

The DLD funds are distributed to eligible jurisdictions per the transportation expenditure plan. Recipient jurisdictions receive DLD funds through a set distribution formula. These jurisdictions include the fourteen incorporated cities in Alameda County, County of Alameda, and five transit agencies (Alameda-Contra Costa Transportation Authority, Bay Area Rapid Transit District, Livermore Amador Valley Transportation Authority, San Francisco Water Emergency Transportation Authority, and the San Joaquin Regional Rail Commission) serving Alameda County. The distribution formula will be revisited prior to April 2020 as required in the transportation expenditure plan to provide an equity assessment on Measure BB distribution.

Measure B/BB DLDs are flexible funding sources that allow Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects.

For FY 2018-19, Alameda CTC's projections for DLD funding distribution by program category is depicted in Table 1 below.

Table 1: Direct Local Distribution Projections (FY 2018-19)				
DLD Programs <i>(dollars in millions)</i>	MB	MBB	VRF	Total
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$31.6	\$28.9	\$6.8	\$67.3
Mass Transit	\$30.0	\$31.1		\$61.1
Special Transportation for Senior and People with Disabilities (<i>Paratransit</i>)	\$12.8	\$13.0		\$25.8
Bicycle and Pedestrian Safety	\$5.3	\$4.3		\$9.6
TOTAL	\$79.7	\$77.3	\$6.8	\$163.8

Annually on average, DLD recipients expend less than the amount of DLD funds received for a fiscal year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds identified for future and/or larger capital improvements. Per the most recent recipients' financial statements, as of June 30, 2017, there is a collective fund balance of approximately \$85.4 million in DLD funds across all DLD recipients \$45.6 million in Measure B and \$39.8 million in Measure BB funds (Attachment B). Alameda CTC is monitoring the fund balances starting with fiscal Year 2016-17 ending fund balances under the DLD Timely Use of Funds Policies (approved December 2015). This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. DLD recipients have until the end of fiscal year 2019-20 to draw down fund balances to the 40 percent allowable limit. Alameda CTC provides DLD recipients regular updates on existing DLD fund balances, timely use of funds requirements, and reporting requirements to keep recipients informed and compliant with program requirements and policies.

To facilitate DLD program compliance monitoring, Alameda CTC requires DLD recipients to complete separate annual Audited Financial Statements and Program Compliance Reports that summarizes the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements. A program compliance workshop was held in September 2018 with the DLD recipients to guide them through the reporting requirements. The Audited Financial Statements and Program Compliance Reports for FY 2017-18 are due at the end of December. Alameda CTC staff, in conjunction with the Independent Watchdog Committee (IWC), will review the reports and provide an update on the DLD fund balances, DLD accomplishments, and overall compliance determination as part of the Annual Program Compliance Summary Reports to the Commission in June 2019.

Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. To streamline the programming and allocation of these funds, Alameda CTC consolidated the programming into one single process and document known as the Comprehensive Investment Plan (CIP), which covers a

five-year programming horizon. In July 2018, the Commission approved the 2018 CIP Update with the latest programming and allocation for FY 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP. The 2018 CIP includes the coordination of local Measure B/BB/VRF funds with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs for selected improvements ranging from capital infrastructure, planning studies, transit operations, and program implementation. Funds programmed and allocated through the Alameda CTC consider project sponsor's readiness, leveraging of external funds, project needs, performance, and funding equity across Alameda's CTC administered funds.

Alameda CTC currently has over \$300 million in Measure B/BB discretionary programs funds in active agreements with various project sponsors. All discretionary grants are paid on a reimbursement basis upon successful completion of the scope of work contained in funding agreements with the project sponsors. As of June 30, 2018, project sponsors have requested \$106 million in reimbursements against the active agreements. A current list of active Measure B/BB discretionary funded projects and programs is included in Attachment C. The next programming of discretionary funds is expected to occur in spring 2019 for the 2020 CIP.

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

Attachments:

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB Direct Local Distribution Fund Balances
- C. Measure B/BB Discretionary Program Summary

Measure B/Measure BB/Vehicle Registration Fee

5.1A

Historical Direct Local Distributions¹

Fiscal Year	Measure B	Measure BB	Total
FY 01/02	\$12,006,000		\$12,006,000
FY 02/03	\$49,455,451		\$49,455,451
FY 03/04	\$53,086,000		\$53,086,000
FY 04/05	\$54,404,793		\$54,404,793
FY 05/06	\$59,357,051		\$59,357,051
FY 06/07	\$61,176,456		\$61,176,456
FY 07/08	\$62,543,374		\$62,543,374
FY 08/09	\$54,501,184		\$54,501,184
FY 09/10	\$50,808,873		\$50,808,873
FY 10/11	\$56,693,936		\$56,693,936
FY 11/12	\$60,556,173		\$60,556,173
FY 12/13	\$64,812,051		\$64,812,051
FY 13/14	\$66,662,145		\$66,662,145
FY 14/15	\$69,516,036	\$13,429,323	\$82,945,359
FY 15/16	\$72,008,976	\$69,875,475	\$141,884,451
FY 16/17	\$74,971,061	\$72,194,974	\$147,166,035
FY 17/18	\$81,030,004	\$78,118,871	\$159,148,875
FY 18/19 ²	\$79,724,412	\$77,358,758	\$157,083,171
Total	\$1,083,313,976	\$310,977,402	\$1,394,291,378

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2018-2019.

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**Measure B/Measure BB
Direct Local Distribution Fund Balance**

5.1B

Jurisdiction:	Measure B Starting (FY 17/18 Starting Balance)	Measure BB (FY 17/18 Starting Balance)	Total Combined
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	\$1,649,615	\$5,358,820	\$7,008,435
Alameda County	\$1,159,643	\$2,829	\$1,162,472
City of Alameda	\$3,774,892	\$1,709,082	\$5,483,974
City of Albany	\$724,275	\$792,306	\$1,516,581
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	\$45,615,857	\$39,779,258	\$85,395,115

Notes:

1. Measure B/BB DLD balances are from recipients' FY 2016-17 Audited Financial Statements.
2. The FY 2017-18 Starting Balance is the FY 2016-17 Ending Balance from the recipients Audited Financial Statements.

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**Alameda County Transportation Commission
Measure B Discretionary Program
Active Project Sponsor Agreements**

5.1C

Index	Agreement Number	Sponsor	Project Name	Measure B Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0062	City of Alameda	Cross Alameda Trail (Ralph Appezzatto Memorial Parkway, Webster to Poggi)	\$ 793,000	6/27/2013	10/31/2019	In Progress
2	A13-0063	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	6/27/2013	10/31/2018	In Progress
3	A17-0083	City of Albany	Buchanan Bikeway Phase III	\$ 600,000	4/27/2017	12/31/2019	In Progress
4	A17-0087	City of Berkeley	Milvia Bikeway Project	\$ 350,000	4/27/2017	12/31/2018	In Progress
5	A17-0096	City of Emeryville	South Bayfront Bridge	\$ 1,895,000	4/27/2017	12/31/2019	In Progress
6	A17-0114	City of Oakland	E. 12th Street Bikeway	\$ 1,500,000	4/27/2017	12/31/2020	In Progress
7	A17-0126	City of Union City	Bicycle and Pedestrian Master Plan Update	\$ 150,000	4/27/2017	12/31/2019	In Progress
8	D17-0001	Alameda CTC	Countywide Bicycle and Pedestrian Planning and Promotion	\$ 357,000	4/27/2017	TBD	In Progress
9	D17-0050	Alameda CTC	Alameda County Safe Routes to School Program (match)	\$ 1,090,000	4/27/2017	12/31/2022	In Progress
Bike/Pedestrian Projects				\$ 7,271,000			
EXPRESS BUS PROGRAM							
1	A14-0026	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	6/27/2013	12/31/2019	In Progress
2	A17-0067	LAVTA	Pilot Transit Program for Last Mile Connections (Go Dublin! Demo Project)	\$ 100,000	7/28/2016	10/31/2018	In Progress
3	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 983,000	4/27/2017	12/31/2020	In Progress
4	A17-0107	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	\$ 1,414,000	4/27/2017	12/31/2019	In Progress
Express Bus Projects				\$ 2,818,000			
PARATRANSIT PROGRAM							
1	A17-0089	Center for Independent Living, Inc	Community Connections: Mobility Management Partnership (FY 17/18 & FY 18/19)	\$ 500,000	4/27/2017	12/31/2019	In Progress
2	A17-0094	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	\$ 296,000	4/27/2017	12/31/2019	In Progress
3	A17-0100	City of Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	\$ 298,000	4/27/2017	12/31/2019	In Progress
4	D17-0002	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	\$ 400,000	4/27/2017	TBD	In Progress
Paratransit Projects				\$ 1,494,000			
TRANSIT CENTER DEVELOPMENT PROGRAM							
1	I13-0011	Alameda CTC	Sustainable Communities Technical Assistance Program	\$ 1,200,000	4/27/2017	6/30/2019	In Progress
2	A17-0082	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$ 88,000	4/27/2017	12/31/2020	In Progress
3	A17-0099	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	\$ 930,000	4/27/2017	12/31/2019	In Progress
TCD Projects				\$ 1,018,000			
ALL ACTIVE PROJECTS SUMMATION							
				Measure B Active Projects \$ 12,601,000			

**Alameda County Transportation Commission
Measure BB Discretionary Program
Active Project Sponsor Agreements**

Index	Agreement Number	Sponsor	Project Name	Measure BB Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
TEP 08: AFFORDABLE STUDENT TRANSIT PASS PROGRAM							
1	Various	Alameda CTC	Affordable Student Transit Pass Programs	\$ 15,000,000	5/25/2016	12/31/2019	In Progress
Student Transit Pass Projects				\$ 15,000,000			
TEP 12: COORDINATION AND SERVICE GRANTS (PARATRANSIT)							
1	A17-0088	Bay Area Outreach Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	\$ 318,000	4/27/2017	12/31/2019	In Progress
2	A17-0092	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	\$ 220,000	4/27/2017	12/31/2019	In Progress
3	A17-0095	City of Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	\$ 70,000	4/27/2017	12/31/2019	In Progress
4	A17-0108	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	\$ 40,000	4/27/2017	12/31/2019	In Progress
5	A17-0110	LIFE Elder Care	VIP Rides Program (FY 17/18 and FY 18/19)	\$ 275,000	4/27/2017	12/31/2019	In Progress
6	A17-0124	Senior Support Program of the Tri-Valley	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	\$ 212,000	4/27/2017	12/31/2019	In Progress
7	D17-0005	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	\$ 500,000	4/27/2017	6/30/2022	In Progress
Paratransit Projects				\$ 1,635,000			
TEP 21: DUMBARTON CORRIDOR AREA TRANSPORTATION IMPROVEMENTS							
1	A16-0087	City of Fremont	Warm Springs BART Station- West Side Access	\$ 5,000,000	12/7/2017	12/31/2020	In Progress
Dumbarton Corridor Area Projects				\$ 5,000,000			
TEP 26 : CONGESTION RELIEF, LOCAL BRIDGE, SEISMIC SAFETY							
1	A16-0079	City of San Leandro	San Leandro Streets Rehabilitation Project	\$ 3,000,000	3/26/2015	10/31/2019	In Progress
2	A17-0127	City of San Leandro	San Leandro Local Street Rehabilitation	\$ 13,000,000	4/27/2017	12/31/2020	In Progress
3	A17-0043	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements	\$ 41,000,000	7/28/2016	6/30/2019	In Progress
4	A17-0043	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements - Truck Parking	\$ 5,000,000	4/27/2017	12/31/2020	In Progress
5	A16-0081	City of Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	\$ 11,200,000	3/24/2016	12/31/2018	In Progress
6	TBD	City of Dublin	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	\$ 3,000,000	3/24/2016	TBD	In Progress
7	TBD	City of Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	\$ 6,600,000	4/27/2017	TBD	In Progress
8	D17-0026	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	\$ 5,000,000	3/24/2016	6/30/2020	In Progress
9	TBD	City of Hayward	Mission Blvd. Phase 2 & 3 (Complete Streets)	\$ 21,500,000	4/27/2017	TBD	In Progress
10	TBD	ACPWA	Hesperian Blvd Corridor Improvement (A St - I880)	\$ 7,000,000	3/24/2016	TBD	In Progress
11	D17-0027	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	\$ 4,000,000	4/27/2017	6/30/2017	In Progress
12	D17-0049	Alameda CTC	Corridor Studies Implementation	\$ 6,000,000	4/27/2017	TBD	In Progress
13	D17-0037	Alameda CTC	Modal Plans Implementation E. 14th and Mission Blvd Corridors	\$ 1,500,000	7/28/2016	6/30/2019	In Progress
14	A18-0058	City of Alameda	Clement Avenue East Extension and Tilden Way	\$ 2,019,000	4/27/2017	12/31/2019	In Progress
15	A18-0018	City of Dublin	Dublin Blvd - North Canyons Parkway Extension	\$ 7,748,000	4/27/2017	3/31/2019	In Progress
16	A17-0101	City of Fremont	Safe and Smart Corridors Along Fremont Boulevard	\$ 1,771,000	4/27/2017	12/31/2019	In Progress
17	TBD	City of Hayward	SR-92 Clawiter Whitesell Interchange	\$ 440,000	4/27/2017	TBD	In Progress
18	D17-0053	Alameda CTC	I-880 Davis Street Interchange	\$ 539,940	9/28/2017	6/30/2022	In Progress
Congestion Relief Projects				\$ 140,317,940			
TEP 27: Countywide Freight Corridors							
1	D17-0035	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	\$ 53,020,000	2/1/2018	6/30/2022	In Progress
2	D17-0025	Alameda CTC	Alameda County Rail Strategy Study	\$ 250,000	7/28/2016	6/30/2019	In Progress
3	D17-0051	Alameda CTC	Goods Movement Reduction Program	\$ 3,000,000	4/28/2017	TBD	In Progress
4	A18-0045	City of Berkeley	Railroad Crossing Safety Improvement Project	\$ 500,000	4/28/2017	12/31/2020	In Progress
Countywide Freight Corridors				\$ 56,770,000			
TEP 41: FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM							
1	D17-0041	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	\$ 300,000	7/28/2016	6/30/2019	In Progress
2	A18-0045	City of Berkeley	Railroad Crossing Safety Improvement Project	\$ 500,000	4/28/2017	12/31/2020	In Progress
Freight and Economic Projects				\$ 300,000			

**Alameda County Transportation Commission
Measure BB Discretionary Program
Active Project Sponsor Agreements**

TEP 42: GAP CLOSURE ON THREE MAJOR TRAILS								
1	D17-0021	Alameda CTC	Eastbay Greenway - Lake Merritt to South Hayward	\$	3,500,000	3/26/2015	9/30/2018	In Progress
2	A17-0091	City of Dublin	Iron Horse Trail Corssing at Dublin Boulevard	\$	1,770,000	4/28/2017	12/31/2020	In Progress
3	A17-0093	East Bay Regional Parks District	San Francisco Bay Trail - Albany Beach to Buchanan	\$	642,000	4/28/2017	12/31/2019	In Progress
4	A18-0059	City of Fremont	Eastbay Greenway Trail Reach 6 (Innovation District to Bay Trail)	\$	5,454,000	4/28/2017	12/31/2020	In Progress
5	A17-0109	City of Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	\$	1,617,000	4/28/2017	12/31/2020	In Progress
				Three Major Trails	\$	12,983,000		
TEP 44: BICYCLE AND PEDESTRIAN PROGRAM								
1	A17-0125	City of Union City	Union City Boulevard Bike Lanes Phase 2	\$	6,564,000	4/27/2017	12/31/2020	In Progress
				Bicycle and Pedestrian Projects	\$	6,564,000		
TEP 45: COMMUNITY DEVELOPMENT AND INVESTMENT PROGRAM								
1	A17-0098	City of Emeryville	Emery Go Round General Benefit Operations	\$	1,000,000	4/27/2017	12/31/2019	In Progress
2	A16-0087	City of Fremont	Warm Springs BART Station- West Side Access	\$	25,000,000	4/27/2017	13/31/2020	In Progress
3	A17-0104	City of Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	\$	5,000,000	4/27/2017	12/31/2021	In Progress
4	A17-0113	City of Oakland	27th Street Complete Streets	\$	1,950,000	4/27/2017	12/31/2019	In Progress
5	A17-0115	City of Oakland	East Oakland Community Streets Plan	\$	100,000	4/27/2017	12/31/2019	In Progress
6	A17-0118	City of Oakland	OakMob Transportation Demand Management (TDM)	\$	215,000	4/27/2017	12/31/2020	In Progress
7	A17-0061	City of Oakland	Broadway Shuttle Operations	\$	660,000	4/27/2017	12/31/2019	In Progress
8	A17-0123	City of San Leandro	LINKS Shuttle Operations	\$	420,000	4/27/2017	12/31/2019	In Progress
9	D17-0047	Alameda CTC	Transportation Demand Management (TDM) Program	\$	434,000	4/27/2017	6/30/2019	In Progress
				CDIP Projects	\$	34,779,000		
TEP 46: TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM								
1	D17-0048	Alameda CTC	Overall Planning/Monitoring Services	\$	100,000	7/28/2016	12/31/2019	In Progress
2	D17-0052	Alameda CTC	Matching Program For Last Mile Connections Technology Programs	\$	200,000	7/28/2016	12/31/2019	In Progress
3	A17-0117	City of Oakland	MacArthur Smart City Corridor Project, Phase I	\$	1,500,000	4/27/2017	12/31/2019	In Progress
4	D17-0052	Alameda CTC	NexGen Technology Pilot Initiative	\$	1,000,000	4/27/2017	6/30/2022	In Progress
				Technology Projects	\$	2,800,000		
ALL ACTIVE PROJECTS SUMMATION								
				Measure BB Active Projects	\$	276,148,940		

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Memorandum

5.2

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DATE: January 7, 2019

TO: Independent Watchdog Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Alameda CTC's Measure B and Measure BB Capital Projects Update

Recommendation

This item is to provide the Independent Watchdog Committee (IWC) with an update on the Measure B and Measure BB Capital Projects. This item is for information only.

Summary

This is an informational item on the status of Measure B and Measure BB Capital Projects. Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs.

In 2000, Alameda County voters approved a half-cent sales tax to fund transportation programs and projects throughout the County. Approximately 40 percent of the Measure B net sales tax revenues are earmarked for specific capital projects as set forth in the 2000 Transportation Expenditure Plan.

On November 4, 2014, Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP), Measure BB, authorizing the extension of the existing transportation sales tax and augmenting it by one-half percent to fund projects and programs. Approximately 35 percent of the Measure BB net sales tax revenues is identified for capital investments.

An overview of the Measure B and Measure BB active capital projects is provided in Attachment A. As of January 1, 2019, the Measure B and BB capital portfolio consists of 25 active projects spanning various stages of delivery; including Scoping, Preliminary Engineering (PE)/ Environmental, Design, and Construction with an estimated value totaling approximately \$3 billion. The combined Measure B/BB funds currently programmed to these capital projects is \$750 million. This update focuses specifically on the delivery and status of capital projects directly managed

by Alameda CTC including the major milestones achieved in 2018 and the anticipated milestones for 2019.

Background

Measure B has provided a consistent source of vital transportation funding to numerous capital projects in Alameda County. In 2006, this local funding source was critical to securing over \$447 million in state Prop 1B Bond funding and created thousands of much needed construction jobs in Alameda County.

Alameda CTC continues its mission to expand access and improve mobility, and with the successful passage of Measure BB in November 2014, this new critical local funding stream will extend and augment the previous programs to provide an additional \$8 billion in transportation program and project investments over the next 30 years. Approximately 35 percent (\$2.8 billion) is identified for capital projects.

The Commission's actions since the passage of Measure BB have created a pipeline of projects that will not only achieve the benefits identified in the 2014 TEP, but will also create a steady stream of projects at various stages of project readiness to compete for future funding opportunities as they are made available. Most notably in 2017, as a result of Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, which was signed into law on April 28, 2017, \$54 billion in state funding is anticipated to be available over the next decade to fix roads, freeways and bridges in communities across California. Additionally, in June 2018, Regional Measure 3 (RM3) was approved and is estimated to generate \$4.45 billion for transportation capital investments over a 25-year period and \$60 million annually to support transit operations. Alameda CTC is working with the Metropolitan Transportation Commission and Caltrans to advocate for funding for projects in Alameda County.

As of January 1, 2019, the Measure B and BB capital portfolio consists of 25 active projects spanning various stages of delivery; including Scoping, Preliminary Engineering (PE)/ Environmental, Design, and Construction with an estimated value totaling approximately \$3 billion. For projects implemented by jurisdictions within Alameda County, Alameda CTC provides project management oversight (PMO). For Alameda CTC sponsored projects, which require multi-jurisdictional coordination and/or have significant regional impacts, Alameda CTC provides Project Management (PM) from initiation through project completion.

2000 Measure B: The 2000 Measure B (ACTIA) program of capital projects includes 27 original projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B program provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. The 2000 Measure B program has accomplished significant transportation improvements in Alameda County.

Significant 2000 Measure B achievements include:

- Implemented the first Rapid Bus Service and Bus Rapid Transit in the East Bay;
- Widened Interstate (I)-238 to six lanes;
- Widened I-680 and implemented the first Bay Area Express Lane;
- Built the new Isabel Ave Interchange and added carpool lanes along I-580;
- Widened State Route (SR) 84 to expressway standards;
- Provided for local street and road improvements in Oakland, Newark, San Leandro and Hayward;
- Extended BART to Warm Springs to connect to San Jose;
- Constructed the Oakland Airport Connector between BART and Oakland International Airport;
- Converted carpool lanes to express lanes along I-580;
- Implemented major innovative traffic relief technology on 22 miles of I-80; and
- Measure B funding programmed for emerging projects was successfully utilized to secure \$447 million in Prop 1B Bond funds towards the delivery of \$1.14 billion in highway projects in Alameda County collectively termed the I-Bond Highway Program (see Attachment B). Eight projects have been opened to the public. The final project is anticipated to be completed by June 2019.

Significant Prop 1B achievements include:

- 100 percent of Prop 1B bond funding committed to Alameda CTC projects has been allocated;
- Constructed the new Isabel Ave – SR 84/I-580 Interchange;
- Added carpool lanes along I-580 in both the eastbound and westbound directions and currently converting to a new express lane facility;
- Widened SR 84 to four and six lanes between Jack London and Concannon Boulevards;
- Constructed carpool lanes in the southbound direction along I-880 from Hegenberger Road to Marina Boulevard and reconstructed the Davis St. and Marina Blvd. interchange/overcrossings; and
- Implemented improvements at Marina Boulevard to facilitate increased demand generated by the new Kaiser Hospital development which opened in spring 2014.

2014 Measure BB: On November 6, 2014, Alameda County voters approved the reauthorization and augmentation of the local funding stream ensuring continued vital investments in transportation programs and capital improvements. The sales tax authorized by Measure BB is guided by the 2014 TEP and will remain in effect for a total of 30 years. It will generate an estimated \$8 billion to fund essential transportation investments throughout Alameda County. Approximately 35 percent (\$2.8 billion) is identified for capital projects.

Significant 2014 Measure BB achievements include:

- In June 2015, the Commission approved the first allocations of Measure BB funds which included scoping phase allocations for various 2014 TEP categories for a total of \$6.55 million. These funds allowed jurisdictions to refine project scope, cost and schedule for future applications and further project development.
- In March 2016, the Commission approved the Capital Projects Delivery Plan (CPDP), a portfolio of regionally significant, multi-jurisdictional projects to be implemented by Alameda CTC.
- In July 2016, the Commission approved a \$755 million two-year allocation plan, with \$173 million allocated specifically for 21 named capital projects and 5 discretionary capital programs.
- As of December 31, 2018, a total of \$415 million in capital allocations has allowed Alameda CTC to pursue and secure nearly \$370 million in external funding from various federal, state, and regional funds to support the delivery of Alameda CTC lead projects. Most notably, \$195 million was from SB1 for the 7th Street Grade Separation and Port Arterial Improvements. Work is underway to prepare for future cycles of SB1 funding and the requirements of the recently approved RM3.

Significant Alameda CTC Capital Project Milestones Achieved in 2018:

In addition to its oversight responsibilities for externally sponsored projects funded by Measure B and Measure BB, Alameda CTC performs direct Project Management and implementation of projects approved by the Commission. Projects lead by Alameda CTC generally require multi-jurisdictional coordination and/or have significant regional impact. Alameda CTC continues to focus on bringing projects to a state of readiness for competitive funding. The following highlights significant progress achieved in 2018 on Alameda CTC led projects.

Scoping Phase:

1. **SR-262 (Mission Blvd) Cross Connector (Project No. 1472.000):** Located in the City of Fremont, the project proposes to improve operations and safety along and in the vicinity of SR-262, a major east-west connector between I-880 and I-680. The scoping phase was initiated in May and is anticipated to take 24

months to complete. The completion of the scoping document is required for soliciting federal and state funding and will provide crucial information for future project phases. With the recent passage of Regional Measure 3, up to \$15 million of funding is available for the delivery of the project.

2. **I-880 Interchange Improvements (Winton Ave./A Street) (Project No. 1471.000):** Located in the City of Hayward, at the Winton Avenue and A Street interchanges on I-880, the proposed project improvements include reconfiguring the I-880 Interchange at Winton Avenue to provide direct access to the Southland Mall and implement Complete Streets features, and reconstructing the I-880/A Street interchange to widen A Street from five to six lanes and provide additional lane capacity for potential future freeway widening. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers. The scoping phase was initiated in October and is anticipated to take 12 months to complete.

Environmental Phase:

1. **I-680 Express Lanes from SR-84 to Alcosta Blvd. (Project Nos. 1490.000):** Located on I-680 through Sunol, Pleasanton, Dublin, and San Ramon, the project proposes to close the gap between existing and in-progress High Occupancy Vehicle (HOV)/express lane projects directly to the north and south. The project extends for approximately 9 miles on northbound and southbound I-680 through Sunol, Pleasanton, Dublin, and San Ramon. Three open house events were held to kick off the environmental phase of the project in October 2018. Environmental clearance for both state and federal requirements is anticipated to be achieved by May 2020.
2. **I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway) (Project No. 1453.000):** Located in the City of Hayward, at the Whipple Road/Industrial Parkway Southwest and Industrial Parkway interchanges on I-880, the proposed project will implement full interchange improvements at the Interstate 880 (I-880)/Whipple Road interchange, including a northbound off-ramp, a southbound high occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp, bridge reconstruction over I-880, and surface street improvements and realignment. Caltrans approved the scoping document in August thus allowing the environmental process to begin. Environmental clearance for both state and federal requirements is anticipated to be achieved by November 2019.
3. **East Bay Greenway - Lake Merritt BART to South Hayward BART (Project No. 1457.001):** The Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16 miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the

unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations. Environmental clearance for state requirements was achieved in March followed by federal requirements in October.

Design Phase:

4. **SR 84 Widening from South of Ruby Hill Drive to I-680 and SR 84 / I-680 Interchange Improvements (Project Nos. 1386.000):** Located in the City of Pleasanton and the community of Sunol, the project proposes to widen and conform SR-84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County. The project will also improve SR-84/I-680 interchange ramps and extend the existing southbound I-680 high-occupancy vehicle/express lane northward by approximately two (2) miles. The purpose of the proposed project is to alleviate traffic congestion, improve operations and safety, and improve bicycle access on SR-84 and at the SR-84/I-680 interchange. Design was initiated in June, and with the passage of Regional Measure 3, the project is fully funded and would be in a position to advertise by April 2020.
5. **GoPort- 7th Street Grade Separation and Port Arterials Improvements (Project No. 1201.000):** The GoPort Project which includes a program of projects to construct and reconstruct two railroad grade separations at 7th Street (7th Street Grade Separation East and 7th Grade Separation West) and to improve operations on major on-Port arterial roadways at the Port of Oakland. The proposed Project consists of three independent, inter-related, and synergistic project components, namely: the 7th Street Grade Separation East Segment (7SGSE), 7th Street Grade Separation West Segment (7SGSW), and Freight Intelligent Transportation Systems (FITS). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port while also generating benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system. Design was initiated on the 7SGSE in September. The FITS delivered the 100% design package in December and it is anticipated that the construction contracts will be advertised in May 2019.

Construction Phase:

6. **I-680 Sunol Express Lanes - (Phase 1 construction) (PN 1369.000):** Located in the Cities of Pleasanton and Fremont and the community of Sunol, the project will provide enhanced mobility for motorists in both the northbound and southbound directions as a combination of two projects. The I-680 Sunol

Express Lane project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and ultimately construct a 14-mile long northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. The project is being implemented with a phased approach focused on providing immediate operational benefits within current projected funding availability. The I-680 Sunol Express Lane - Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84. To minimize disruptions to the traveling public, conversion of the existing southbound I-680 Express lane from a controlled access tolling configuration to an open access configuration and Caltrans' rehabilitation project has been incorporated into the northbound Phase 1 project. Phase 1 construction project broke ground in March. Completion is anticipated in late 2020.

7. State Route 84 Expressway Widening – South Segment (Project No. 1210.002):

Located in the cities of Livermore and Pleasanton, the project involves widening a 2.4 mile section of SR 84 (Isabel Avenue) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes. Construction began October 2015 and was opened to traffic November 2018. The construction phase cost of \$59 million was funded primarily with state funding sources of approximately \$47 million, or 80%, of the \$59 million.

Anticipated Alameda CTC Capital Project Milestones in 2019:

Alameda CTC's successes with securing external funding to deliver projects has a consistent formula: stakeholder/local consensus on project objectives/scope and project readiness. These critical elements will continue to be the focus in 2019 as SB1, RM3, and any new federal funds that become available. The following list highlights the major delivery milestones targets for 2019.

Complete Scoping and Begin Environmental:

- San Pablo (SR 123) Multi-modal Corridor
- East 14th Street/Mission and Fremont Boulevard Multi-modal Corridor
- I-880 Interchanges (Winton Ave and A Street)

Complete Environmental and Begin Design:

- I-80 Gilman Interchange Improvements
- East Bay Greenway - Lake Merritt BART to S. Hayward BART
- 7th Street Grade Separation (West)

Complete Design and Begin Construction:

- GoPort- 7th Street Grade Separation and Port Arterials Improvements - Freight Intelligent Transportation System (FITS)

- I-880 SB HOV (Replacement Planting)

Complete construction:

- I-880 North Safety and Operational Improvements at 23rd and 29th

Additional project details are available on the Alameda CTC website:

(<https://www.alamedactc.org/projects/>).

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC Measure B and BB Capital Projects Portfolio
- B. Proposition 1B Bond Summary

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

Measure B and BB Active Capital Projects Portfolio																	
Index	AlaCTC Project No.	Project Name	Project Sponsor	Implementation Method ¹	Program ²	Program No. ²	Current Phase ³	Construction Schedule ⁴		Funding ⁵ (Millions)							
								Begin	End	Sales Tax Funds ⁷		Leveraged Funds					Total Funding (All Sources)
										2000 MB (ACTIA)	2014 MBB ⁸	Federal	State	Regional	Other/ Local	Unsecured Funds ⁹	
1	1433.000	Bay Fair Connector/BART METRO	BART	PMO	2014 MBB	TEP 18	Scoping	TBD	TBD	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6
2	1448.000	I-580/I-680 Interchange Improvements (Study)	Alameda CTC	PM	2014 MBB	TEP 33	Scoping	TBD	TBD	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
3	1471.000	I-880 Interchange Improvements (Winton Ave./A Street)	Alameda CTC	PM	2014 MBB	TEP 40.x	Scoping	TBD	TBD	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3
4	1472.000	SR-262 (Mission Blvd) Cross Connector	Alameda CTC	PM	2014 MBB	TEP 40.x	Scoping	TBD	TBD	0.0	9.0	0.0	0.0	15.0	0.0	0.0	24.0
5	1475.000	San Pablo (SR 123) Multi-modal Corridor	Alameda CTC	PM	2014 MBB	TEP 26.x	Scoping	TBD	TBD	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
6	1476.000	East 14th Street/Mission and Fremont Boulevard Multi-modal Corridor	Alameda CTC	PM	2014 MBB	TEP 26.x	Scoping	TBD	TBD	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
7	1457.001	East Bay Greenway - Lake Merritt BART to South Hayward BART	Alameda CTC	PM	2014 MBB	TEP 42.x	PE/Environmental	Various	Various	0.3	3.5	2.7	0.0	0.0	0.0	0.0	6.5
8	1490.000	I-680 Express Lanes from SR-84 to Alcosta Blvd.	Alameda CTC	PM	2014 MBB	TEP 35.x	PE/Environmental	2023	2026	0.0	20.0	0.0	0.0	0.0	0.0	460.0	480.0
9	1453.000	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)	Alameda CTC	PM	2014 MBB	TEP 38/39	PE/Environmental	2023	2025	0.0	11.3	0.0	0.0	0.0	0.0	162.7	174.0
10	1432.000	Irvington BART Station	Fremont	PMO	2014 MBB	TEP 17	PE/Environmental	2022	2025	0.0	120.0	0.0	0.0	0.0	0.0	45.0	165.0
11	1445.000	I-80 Ashby Interchange Improvements	Alameda CTC	PM	2014 MBB	TEP 30	PE/Environmental	2022	2024	0.0	23.0	0.0	0.0	0.0	0.0	29.0	52.0
12	1444.000	I-80 Gilman Interchange Improvements	Alameda CTC	PM	2014 MBB	TEP 29	PE/Environmental	2020	2023	0.0	12.0	1.1	25.8	4.2	0.3	12.0	55.3
13	1196.000	Oakland/Alameda Access (Formerly I-880/Broadway-Jackson)	Alameda CTC	PM	2000 MB	ACTIA 10/TEP 37	PE/Environmental	2022	2025	8.1	75.0	0.0	0.0	0.0	0.0	30.2	113.3
14	1442.002	GoPort: 7th Street Grade Separation (West)	Alameda CTC	PM	2014 MBB	TEP 27.x	PE/Environmental	2021	2023	0.0	27.4	0.0	0.0	0.0	0.0	205.1	232.5
15	1442.001	GoPort: 7th Street Grade Separation (East)	Alameda CTC	PM	2014 MBB	TEP 27.x	PS&E (Design)	Aug 2020	Dec 2022	0.0	19.0	0.0	183.0	0.0	0.0	50.0	252.0
16	1442.000	GoPort: Freight Intelligent Transportation System	Alameda CTC	PM	2014 MBB	TEP 27.x	PS&E (Design)	Aug 2019	Dec 2021	0.0	6.6	11.5	12.5	0.0	0.0	0.0	30.6
17	1386.000	SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements	Alameda CTC	PM	2000 MB	ACTIA 08B /TEP 31	PS&E (Design)	Feb 2021	Oct 2023	1.0	122.0	0.0	11.1	85.0	14.9	0.0	234.1
18	1211.001	Dumbarton Corridor Improvements (Central Ave Overpass)	Newark	PMO	2000 MB	ACTIA 25	PS&E (Design)	Aug 2019	Nov 2020	16.1	0.0	0.0	0.0	0.0	0.8	18.5	35.4
19	1205.000	East 14th St/Hesperian Blvd/150th St. Intersection Improvement	San Leandro	PMO	2000 MB	ACTIA 19	PS&E (Design)	Aug 2020	Feb 2021	3.2	0.0	0.0	0.0	0.0	1.3	2.6	7.1
20	1376.001	I-880 Southbound HOV (Replacement Planting)	Alameda CTC	PM	2000 MB	ACTIA 27C	PS&E (Design)	Nov 2019	Nov 2020	0.1	0.5	0.0	0.0	0.0	2.6	0.0	3.2
21	1190.000	Downtown Oakland Streetscape Improvement	Oakland	PMO	2000 MB	ACTIA 04	Construction	Sep 2007	Dec 2019	6.4	0.0	0.0	0.4	0.0	2.7	0.0	9.5
22	1193.001	Telegraph Avenue Corridor Transit Project (East Bay Bus Rapid Transit)	AC Transit	PMO	2000 MB	ACTIA 07A/TEP 13	Construction	Nov 2014	Oct 2019 ⁶	11.7	10.0	90.6	32.9	58.4	8.9	5.0	217.5
23	1187.000	Altamont Commuter Express Rail	SJRRRC	PMO	2000 MB	ACTIA 01	Construction	Various	Various	13.2	0.0	123.1	155.3	0.0	182.6	0.0	474.2
24	1369.000	I-680 Sunol Express Lanes - (Phase 1 construction)	Alameda CTC	PM	2000 MB	ACTIA 08/TEP 35.x	Construction	Mar 2018	Dec 2020	137.5	40.0	0.0	58.3	0.0	0.0	0.0	235.8
25	1367.000	I-880 North Safety and Operational Improvements at 23rd and 29th	Alameda CTC	PM	2000 MB*	ACTIA 27C	Construction	Jul 2014	Mar 2019	4.9	8.0	1.8	79.9	12.3	6.6	0.0	113.7
26	1210.002	Route 84 Expressway - South Segment	Alameda CTC	PM	2000 MB	ACTIA 24/TEP 32	Construction	Oct 2015	Dec 2018	39.4	10.0	0.0	47.0	0.0	13.5	0.0	109.9
27	1195.000	Iron Horse Transit Route (Dougherty Road Widening)	Dublin	PMO	2000 MB	ACTIA 09	Construction	Jul 2016	Sep 2018	6.3	11.2	0.0	0.0	0.0	5.4	0.0	22.9
TOTAL										248.2	545.9	230.8	606.2	174.9	239.6	1,020.1	3,065.7
Notes: 1. Project Management (PM), Project Management Oversight (PMO) 2. *Part of Prop 1B; "x" reflects a grouped capital subproject. 3. The current phase shown is based on available information as of the date of this update. 4. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date. End Construction dates reflect open to traffic/substantial work completion and does not include time for project closeout or plant establishment. Various denotes multiple construction packages anticipated. TBD: To be determined. 5. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC. 6. End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin. 7. Bolded amounts reflect fund exchange arrangement. 8. Funding shown for 2014 TEP named Capital Projects reflects allocated funds and/or funds committed as match for external grant awards. 9. Additional action required to secure estimated funds necessary to proceed to construction upon completion of design phase.																	

Updated through December 31, 2018.

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Alameda County Projects		Total Project Cost (x million)	Total Prop 1B Bond Funds Allocated (x million)	Total Other Fund Sources (x million)	Prop 1B Program Type	Construction Schedule
Highway						
1	I-580 Eastbound HOV Lane - Greenville to Hacienda Corridor	\$146.2	\$72.9	\$73.3	CMIA/STIP	07/2008 - 04/2016
2	I-580 Westbound HOV Lane - Greenville to Foothill Corridor	\$143.9	\$82.3	\$61.6	CMIA	11/2012 - 10/2016
3	I-580/Isabel Interchange	\$123.5	\$45.1	\$78.4	CMIA	06/2009 - 04/2012
4	I-580 Express Lanes	\$54.3	\$0.0	\$54.3	-	06/2014 - 02/2016*
5	I-680 Sunol SB HOV/HOT/ Lane and SI	\$231.0	\$8.0	\$223.0	STIP	10/2008 - 04/2012
6	Route 84 Expressway Widening Corridor	\$142.0	\$16.1	\$125.9	CMIA	03/2012 - 12/2018*
7	I-80 Integrated Corridor Mobility (include. San Pablo TLSP)	\$78.8	\$65.2	\$13.6	CMIA, TLSP	04/2011 - 03/2016
8	I-880 SB HOV Lane Extension - Hegenberger to Marina Corridor	\$114.9	\$82.6	\$32.3	CMIA	09/2012 - 03/2016
9	I-880 North Safety and Operational Improvements at 23rd and 29th Avenues	\$105.8	\$75.0	\$30.8	TCIF/STIP	04/2014 - 03/2019*
Sub-total		\$1,140.4	\$447.2	\$693.2		
Transit						
10	BART to Warm Springs	\$767.0	99.1	667.8	SLPP	06/2011 - 12/2015
11	BART Oakland Airport Connector	\$484.1	\$20.0	464.1	SLPP	11/2010 - 11/2014
Sub-total		\$1,251.1	\$119.1**	\$1,131.9		
Implemented by Others						
12	I-580 Truck Climbing Lane	\$44.9	\$44.9	\$0	TCIF	06/2012 - 06/2016
13	Outer Harbor Intermodal Terminal	\$499.2	\$242.1	\$257.1	TCIF	01/2010 - 12/2019
Sub-total		\$544.1	\$287.0	\$257.1		
Total		\$2,935.6	\$853.4	\$2,082.2		

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Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 7, 2019

TO: Independent Watchdog Committee

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

SUBJECT: Fiscal Year 2017-18 Measure B/BB Compliance Review Process Update

Recommendation

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

Summary

Each year, DLD recipients must submit to Alameda CTC Audited Financial Statements and compliance reports that summarize the DLD revenues received and expenditures during the fiscal year as part of the Annual Program Compliance Process. The Independent Watchdog Committee (IWC) reviews Measure B/BB expenditures of DLD funds by examining the recipients' submittals for compliance with the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans. This year's compliance reporting period covers activities in fiscal year 2017-18 (FY2017-18), from July 1, 2017 through June 30, 2018.

The reports are due by December 28, 2018, and subsequently posted on Alameda CTC's website <https://www.alamedactc.org/funding/reporting-and-grant-forms/>.

Alameda CTC, in conjunction with the IWC, will review the submitted materials to determine program compliance. The review process begins in January with Alameda CTC staff performing a cursory review of the submittals to verify completion and consistency of data between reports. In March, the IWC will receive a compliance review orientation to kick-off the IWC's official review of the submittals. The program compliance review schedule is included at the end of this report.

In June and July, a summary report will be provided to the Commission and IWC, respectively, to report on DLD recipients' program compliance.

Background

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

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

The audited financial statements and compliance reports for the FY2017-18 reporting period are due by December 28, 2018. The recipients' reports will be subsequently posted online on Alameda CTC's website:

<https://www.alamedactc.org/funding/reporting-and-grant-forms/>

The Annual Program Compliance review begins this month as Alameda CTC staff examine the financial statements and compliance reports for accurate completion of the forms. In March, the IWC will begin its official review of the expenditures and will note any questions for the recipients that will then be consolidated by the Alameda CTC and forwarded to the recipients. In April, recipients will respond to IWC comments, and their responses will be provided to the IWC in June.

In June and July, the Commission and IWC, respectively, will receive a program compliance summary report that includes the recipients' revenues, expenditures, and accomplishments for FY 2017-18.

The program compliance schedule is detailed below.

Dates	Action
Dec. 28, 2018	Audited Financial Statements & Program Compliance Reports Due
January 2019	Staff posts recipients reports to the Alameda CTC website
January 14, 2019	IWC receives update on the Program Compliance Process
Mid-January 2019	Alameda CTC reviews submissions for reporting compliance
February 2019	Alameda CTC staff verifies and finalizes recipients' submissions
March 2019	IWC receives Compliance Reporting orientation to assist members in their review of DLD expenditures.
April 2019	DLD recipients respond to comments
July 2019	IWC receives a summary Program Compliance Report and recipients' responses to comments.

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

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).

Date: _____

Time: _____

Location: _____

Project: _____

Program: _____

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



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 7, 2019

TO: Independent Watchdog Committee

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Staff responses to concerns related to Measure BB implementing guidelines

Summary

During the November 2018 Independent Watchdog Committee (IWC) meeting, IWC members raised questions related to Measure BB implementing guidelines in the transportation expenditure plan (TEP), and how some of these items are addressed in annual compliance reports received from Direct Local Distribution (DLD) recipients.

IWC expressed concerns related to Measure BB implementing guidelines:

- Number 4 and Number 9

Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

Timely Use of Funds: Jurisdictions receiving funds for transit operations, ongoing street maintenance, services for seniors and people with disabilities, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.

The IWC requested that the term "jurisdiction" be defined as it is intended to be interpreted in the Measure BB TEP implementing guidelines. The term jurisdiction, is used in both Measure BB implementing guidelines number 4 and number 9. In both guidelines, the term jurisdiction refers to the fee paying members of the Alameda CTC, including the 14 incorporated cities of Alameda County, Alameda County, AC Transit,

and the Bay Area Rapid Transit District. In implementing guideline number 4, jurisdictions will be notified of a proposed modification to the TEP in a public manner, which also will provide the public with a minimum of 45 days to comment on any proposed amendment. In implementing guideline number 9, while jurisdictions refers to the fee paying members of the Alameda CTC, the timely use of funds requirement in this guideline also applies to other agencies who are awarded Measure BB discretionary grant funding, which can include any eligible agency who submits an application during a call for projects.

- Number 5

Augment Transportation Funds: Pursuant to California Public Utilities Code 180001 (e), it is the intent of this Plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

The IWC concern was addressed by incorporating a "Confirmation of Use of Direct Local Distribution Funds" form into the required annual compliance reporting package for fiscal year 2017-18 and will be ongoing in future fiscal years. This form addresses the requirement for both 2000 Measure B and Measure BB. It states that the DLD agency confirms that DLD funds are supplementing and not replacing existing local revenues used for transportation purposes and requires a specific signature to this statement by the agency representative.

- Number 7

Performance and Cost-Effectiveness: To maximize transportation investments in the Plan, Alameda CTC will evaluate performance and cost-effectiveness of programs and projects, as they are being implemented.

Measure BB fund recipients are to document the performance and benefits of the projects and programs funded with Measure BB as required by funding agreements between Alameda CTC and the fund recipient. For the DLD transit and paratransit program funds, the IWC concern was addressed by incorporating an updated and expanded industry standard calculation of cost per passenger trip for transit and paratransit services into the annual compliance report for fiscal year 2017-18. Cost-effectiveness analysis will include all operational costs as reported by the jurisdictions, including those cost funded by Measure BB and other local sources. This calculation will be standard in subsequent DLD compliance reporting in future fiscal years.

- Number 13

Geographic Equity: Funding formulas for all programs will be revisited within the first five years of the Plan implementation to ensure overall geographic equity based on population and/or other equity factors. Funding for capital projects will be evaluated

through the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area.

Staff will review geographic equity related to Measure BB program direct local distribution formulas prior to April 2020 as required by the transportation expenditure plan. Staff will bring information related to geographic equity to the Commission and subsequently to the IWC upon completion of geographic equity analysis.

Background

The Measure BB TEP is guided by principles that ensure the revenue generated by the sales tax is spent only for the purposes outlined in the TEP, in the most efficient and effective manner possible, consistent with serving the transportation needs of Alameda County. Implementation guidelines for Measure BB were approved by the voters of Alameda County as part of the TEP which supports Measure BB in November 2014 and includes section for administration of the plan; taxpayer safeguards, audits and accountability; restrictions on funds; and project financing guidelines and managing revenue fluctuations.

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

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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 Discussion of Measure BB Implementing Guidelines and Performance Measures 	<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) Refined discussion Re: Implementing Guidelines and Performance Measures 	<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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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2018-2019

8.3

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Jones, Chair	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-17	Jan-19
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
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.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A
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.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
10	Mr.	Rubin	Tomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
11	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	Jul-18
12	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Oct-18		N/A
13	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	Jun-18

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

14		Vacancy			Alameda County Mayors' Conference, D-4			
15		Vacancy			Alameda County Mayors' Conference, D-5			
16		Vacancy			Alameda County Supervisor Wilma Chan, D-3			
17		Vacancy			League of Women Voters			