



Independent Watchdog Committee Meeting Agenda Monday, July 8, 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. IWC Photo for Annual Report

5. Presentation of IWC Annual Report Page/Action

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

6. Meeting Minutes

- | | | |
|---|----|---|
| 6.1. Approve March 11, 2019 IWC Meeting Minutes | 13 | A |
|---|----|---|

7. Election of Officers

- | | | |
|---|--|---|
| 7.1. Approve the Election of the IWC Chair and Vice Chair for FY2019-20 | | A |
|---|--|---|

8. Direct Local Distribution Program Compliance Summary

- | | | |
|---|----|---|
| 8.1. Measure B and Measure BB Program Compliance Report Summary | 17 | I |
|---|----|---|

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

- | | | |
|--|----|---|
| 9.1. Approve the Draft IWC Annual Report | | A |
| 9.2. Approve the Proposed Publication Costs and Distribution | 35 | A |
| 9.3. Review Draft IWC Annual Report Press Release | 39 | I |

10. IWC Calendar/Work Plan

- | | | |
|--|----|---|
| 10.1. Approve the IWC Calendar/Work Plan for FY2019-20 | 41 | I |
|--|----|---|

11. Independent Auditor Work Plan

- | | | |
|---|----|---|
| 11.1. Overview of Independent Auditor's Work Plan | 43 | I |
|---|----|---|

12. IWC Member Reports/Issues Identification

12.1. Chair's Report		I
12.2. IWC Issues Identification Process and Form	45	I
12.3. Issues form received – Potential Request for “Re-Allocation” of Measure BB Funds – Bart to Livermore	49	I
12.4. Issues form received - City of Oakland Local Streets and Roads Performance	53	I/A
12.5. Issues form received – Performance Measure Information for the Public	69	I/A

13. Staff Reports

13.1. FY2019-20 IWC Budget	83	I
13.2. Staff Response to Request for Information	85	I
13.3. IWC Projects and Programs Watchlist Next Steps		I
13.4. IWC Roster	91	I

14. Adjournment

Next Meeting: Monday, November 18, 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 for July 2019 through December 2019

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board Vice President Elsa Ortiz

Alameda CountySupervisor 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 OaklandCouncilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao**City of Piedmont**

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	July 25, 2019 September 26, 2019 October 24, 2019 December 5, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	September 9, 2019 October 14, 2019 November 18, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	

Advisory Committee Meetings

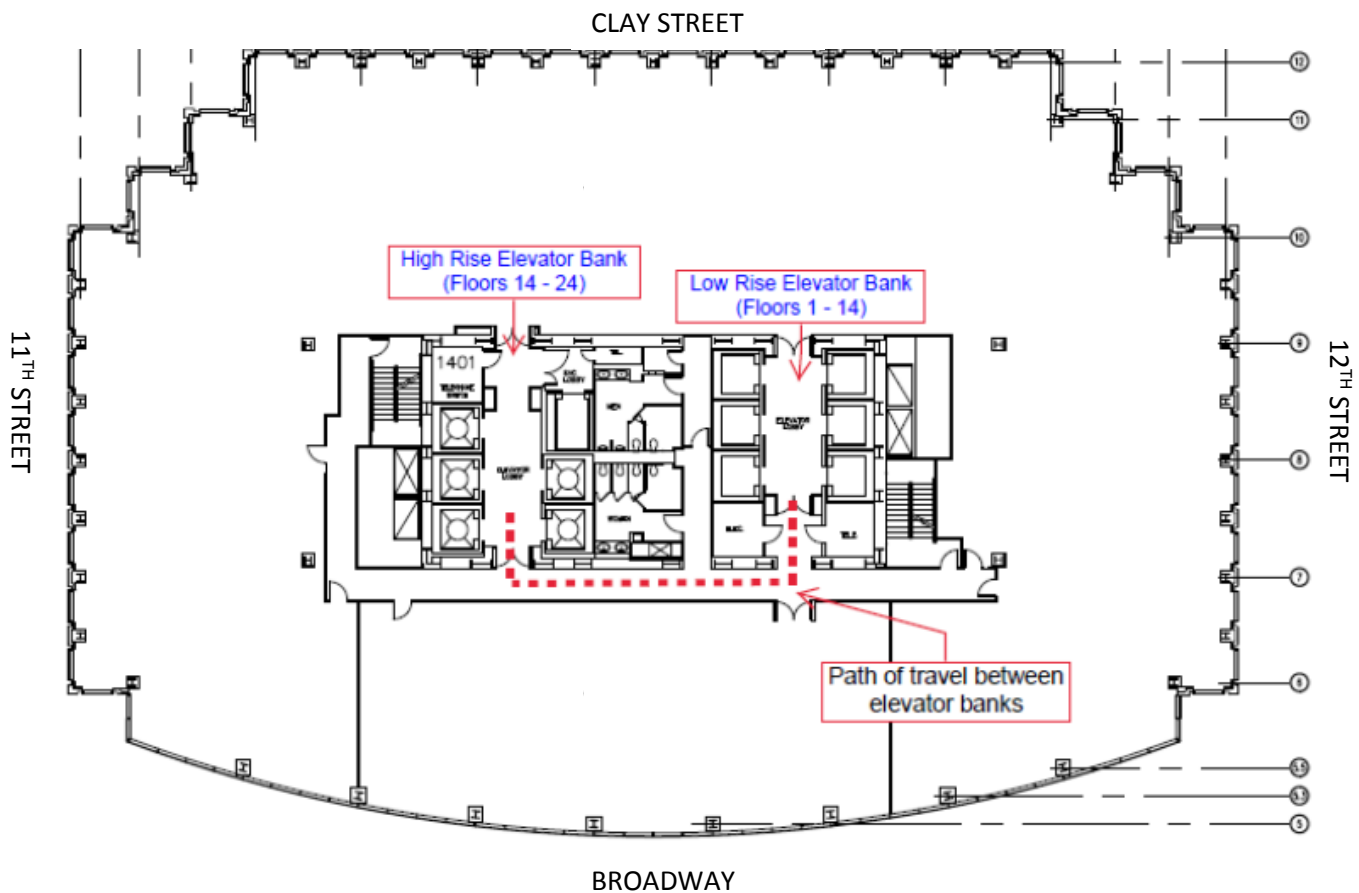
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 5, 2019 October 10, 2019 November 7, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	September 5, 2019 November 21, 2019
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 10, 2019
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 23, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019

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).

1111 Broadway: Construction Notice - Building Access Changes

Alameda CTC's building offices at 1111 Broadway is undergoing significant construction work. In order to ensure smooth operations and access to the building for our public meetings, please be aware of the following changes:

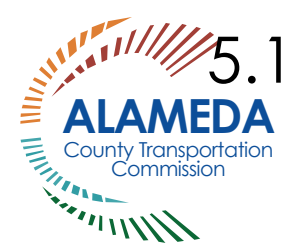
- The **Broadway Street entrance is now CLOSED.** No access will be permitted from the Broadway entrances. Access to the building will only be available through the rear lobby (Clay St. / Zen Garden side).
- ADA access from 12th St. will remain open. The accessibility ramp on Broadway plaza will also remain in place through the duration of construction.
- Alameda CTC's offices on the 8th floor will continue to have open elevator access to any member of the public. Please follow the path of travel to the low rise elevator bank. If you require assistance accessing the floor, building security will be happy to escort any tenant employees or guests as needed.



Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.





17th Annual Independent Watchdog Committee Report to the Public FY2017-18

Table of Contents

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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 FY2017-18, **except as noted on the last page.** However, opportunities for improvement remain.

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. 2000 Measure B also established a Citizens Watchdog Committee (CWC) to review all Measure B expenditures for compliance with the Expenditure Plan.

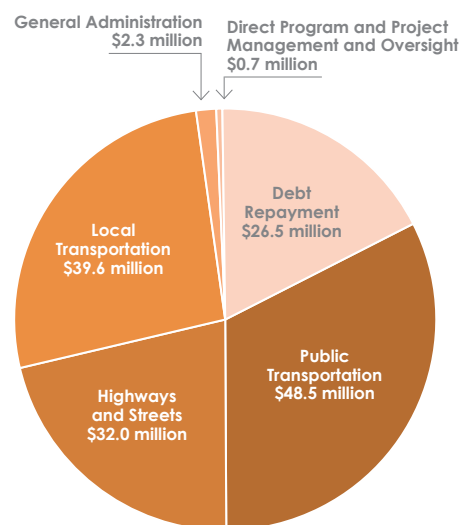
In November 2014, Alameda County voters approved Measure BB, which increased the County's half-cent transportation sales tax to one full cent, extended the tax through 2045 and set forth a 30-year Expenditure Plan for

essential transportation improvements in every city throughout the County.

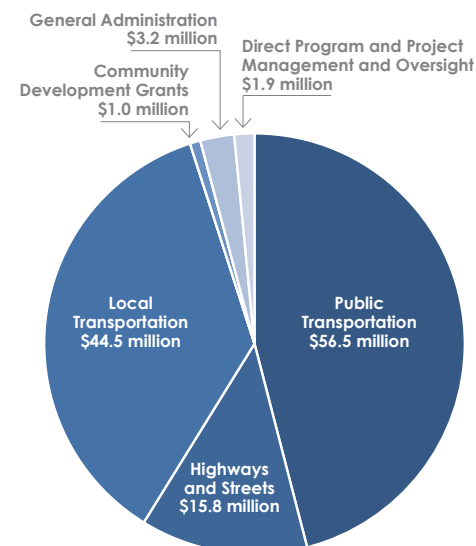
2014 Measure BB established an Independent Watchdog Committee (IWC) that reports its findings annually to the public to ensure appropriate use of sales tax funds and provides oversight by reviewing Measure B expenditures and Measure BB expenditures and performance measures. The IWC does not opine on other funds the Alameda CTC manages and/or programs. The IWC replaced and assumed responsibility for CWC activities in July 2015. This 17th annual report covers expenditures and IWC activities during the fiscal year ended June 30, 2018 (FY2017-18).

SUMMARY OF Revenues and Expenditures

The Alameda County Transportation Commission (Alameda CTC) is responsible for administering the Measure B and Measure BB transportation sales tax measures. In FY2017-18, Measure B revenues for Alameda CTC totaled \$154.5 million, and audited expenditures totaled \$149.6 million. Measure BB revenues totaled \$153.5 million, and audited expenditures totaled \$122.9 million in FY2017-18.



FY2017-18 Measure B Project and Program Expenditures



FY2017-18 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, 2018 is available here: https://www.alamedactc.org/wp-content/uploads/2018/12/Alameda_CTC_2017-18_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 transit projects, 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 Expenditures

In FY2017-18, audited expenditures on Measure B programs, projects and administration totaled \$149.6 million. Alameda CTC expended \$36.5 million on capital projects, \$81.0 million on DLDs, \$26.5 million on debt repayment, \$2.6 million on discretionary grants, \$2.3 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 capital projects. The revenues will be allocated over the life of the program to ultimately achieve the percentage split indicated in the Measure B Expenditure Plan (see note below).

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. Repayment of the debt was deferred until March 2017, when the first principal payment was made. In FY2017-18 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/wp-content/uploads/2018/11/Series2014_SalesTaxRevenueBonds_Official_Statement.pdf.

Alameda CTC FY2017-18 Audited Measure B Expenditures

(\$ in millions rounded)

Public Transit	\$48.5
Direct Local Distributions - Transit Service	\$30.5
Direct Local Distributions - Paratransit	13.0
Express Bus Grants	-
Paratransit Grants	0.6
Public Transit Capital Projects	4.4
Highways and Streets Capital Projects	32.0
Local Transportation	39.6
Direct Local Distributions - Local Streets and Roads	32.1
Direct Local Distributions - Bicycle and Pedestrian	5.4
Bicycle and Pedestrian Grants	2.0
Transit Center Development Grants	-
Local Transportation Capital Projects	0.1
General Administration	2.3
Direct Program and Project Management and Oversight	0.7
Debt Repayment	26.5
Total:	\$149.6

Measure BB Expenditures

In FY2017-18, audited expenditures on Measure BB programs, projects, and administration totaled \$122.9 million. Alameda CTC expended \$36.0 million on capital projects, \$78.1 million on DLDs, \$3.7 million on discretionary grants, \$3.2 million on general administration and \$1.9 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 capital projects. The revenues will be allocated over the life of the program to ultimately achieve the percentage split indicated in the Measure B Expenditure Plan (see note below table).

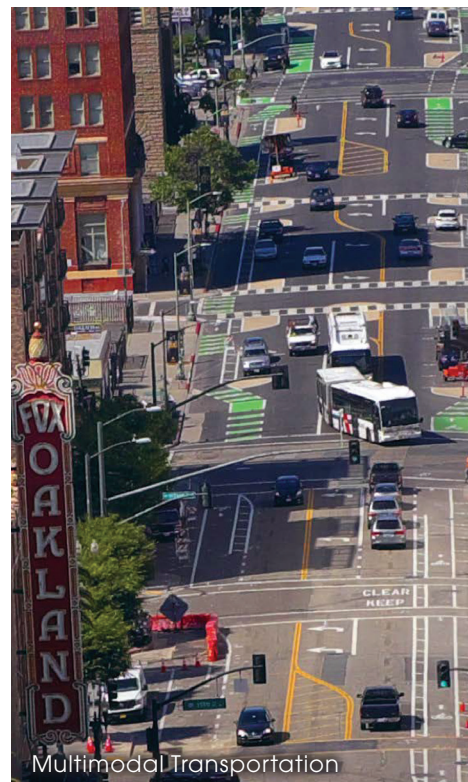
Alameda CTC FY2017-18 Audited Measure BB Expenditures

(\$ in millions rounded)

Public Transit	\$56.5
Direct Local Distributions - Transit Service	\$31.4
Direct Local Distributions - Paratransit	13.1
Transit Operations, Maintenance, and Safety	2.2
Paratransit Grants	0.5
Public Transit Capital Projects	9.3
Highways and Streets Capital Projects	15.8
Local Transportation	44.5
Direct Local Distributions - Local Streets and Roads	29.2
Direct Local Distributions - Bicycle and Pedestrian	4.4
Bicycle and Pedestrian Grants	-
Local Transportation Capital Projects	10.9
Freight and Economic Development Grants	-
Community Development Grants	1.0
Technology Grants	-
General Administration	3.2
Direct Program and Project Management and Oversight	1.9
Total:	\$122.9

Note:

In accordance with the 2014 Measure BB Expenditure Plan, Alameda CTC allocates funds for specific capital projects, such as highway improvements or transit projects, 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 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.

FY2017-18 Measure B Direct Local Distributions (DLDs) for All Programs

Program compliance reports submitted by Measure B DLD fund recipients reported \$81.2 million in expenditures during FY2017-18. (See table below for details by recipient.) For more information about DLD Program expenditures and fund balances, see: [placeholder link to compliance summary report](#).

FY2017-18 Measure B Summary of Revenues, Expenditures and Fund Balances¹

Agency/Jurisdiction	FY17-18 Starting MB Balance	FY17-18 MB Revenue	FY17-18 MB Interest	FY17-18 MB Expended	FY17-18 Ending MB Balance
AC Transit	\$4,406,923	\$30,826,788	\$0	\$30,369,028	\$4,864,683
BART	\$0	\$2,143,346	\$0	\$2,143,346	\$0
LAVTA	\$0	\$1,179,303	\$0	\$1,179,303	\$0
WETA	\$942,696	\$1,122,020	\$8,048	\$586,075	\$1,486,689
ACPWA	\$1,649,615	\$3,789,636	\$24,026	\$2,550,748	\$2,912,529
ACE	\$1,159,643	\$3,049,594	\$12,276	\$3,843,656	\$377,857
City of Alameda	\$3,774,895	\$2,554,432	\$25,064	\$3,992,211	\$2,362,180
City of Albany ²	\$713,926	\$579,136	\$0	\$388,468	\$904,594
City of Berkeley	\$2,498,331	\$3,947,490	\$25,353	\$3,613,134	\$2,858,040
City of Dublin	\$842,263	\$754,008	\$15,569	\$538,401	\$1,073,439
City of Emeryville	\$1,024,967	\$382,046	\$14,065	\$105,685	\$1,315,393
City of Fremont	\$3,154,839	\$4,346,234	\$10,545	\$3,704,610	\$3,807,008
City of Hayward	\$4,773,849	\$3,993,283	\$38,735	\$5,289,028	\$3,516,839
City of Livermore	\$2,706,144	\$1,353,375	\$20,397	\$1,108,294	\$2,971,622
City of Newark	\$832,684	\$874,793	\$9,554	\$741,750	\$975,281
City of Oakland	\$12,493,322	\$14,521,576	\$171,853	\$15,042,357	\$12,144,394
City of Piedmont	\$73,181	\$454,197	\$1,332	\$523,607	\$5,103
City of Pleasanton	\$1,424,633	\$1,225,646	\$8,113	\$2,189,008	\$469,383
City of San Leandro	\$2,313,732	\$2,071,488	-\$1,558	\$1,843,602	\$2,540,060
City of Union City	\$821,847	\$1,861,610	\$13,079	\$1,374,462	\$1,322,073
Total	\$45,607,490	\$81,030,001	\$396,451	\$81,126,773	\$45,907,169

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 submitted its audited financial and compliance reports; however, they are not compliant with reporting requirements. The figures included in this table for Albany are considered estimates.



Bicycle Safety



Mass Transit

FY2017-18 Measure BB Direct Local Distributions (DLDs) for All Programs

Measure BB DLD fund recipients reported \$77.1 million in expenditures during FY2017-18. (See table below for details by recipient.) For more information about DLD Program expenditures and fund balances, see: [placeholder link to compliance summary report](#).

FY2017-18 Measure BB Summary of Revenues, Expenditures and Fund Balances¹

Agency/Jurisdiction	FY17-18 Starting MBB Balance	FY17-18 MBB Revenue	FY17-18 MBB Interest	FY17-18 MBB Expended	FY17-18 Ending MBB Balance
AC Transit	\$4,859,416	\$33,990,097	\$0	\$33,449,570	\$5,399,943
BART	\$0	\$2,917,605	\$0	\$2,917,605	\$0
LAVTA	\$0	\$1,040,370	\$0	\$1,040,370	\$0
WETA	\$104,279	\$729,401	\$2,578	\$0	\$836,258
ACPWA	\$5,358,820	\$3,052,666	\$50,346	\$2,585,921	\$5,875,911
ACE	\$2,829	\$1,458,802	\$308	\$1,456,939	\$5,000
City of Alameda	\$1,709,082	\$2,373,216	\$12,437	\$2,452,109	\$1,642,626
City of Albany ²	\$794,651	\$536,866	\$0	\$161,878	\$1,169,639
City of Berkeley	\$3,922,746	\$3,669,242	\$55,690	\$1,963,277	\$5,684,401
City of Dublin	\$755,108	\$656,963	\$5,751	\$925,105	\$492,717
City of Emeryville	\$351,899	\$355,308	\$5,732	\$114,188	\$598,751
City of Fremont	\$1,290,622	\$3,542,737	-\$4,874	\$2,283,370	\$2,545,115
City of Hayward	\$4,101,603	\$3,514,613	\$16,844	\$4,370,255	\$3,262,805
City of Livermore	\$1,780,069	\$1,183,831	\$14,709	\$321,022	\$2,657,587
City of Newark	\$718,569	\$707,385	\$6,952	\$810,423	\$622,483
City of Oakland	\$9,510,040	\$13,513,057	\$71,846	\$17,278,994	\$5,815,949
City of Piedmont	\$238,317	\$420,134	\$5,653	\$661,734	\$2,370
City of Pleasanton	\$1,760,556	\$1,162,642	\$12,413	\$1,655,491	\$1,280,120
City of San Leandro	\$1,410,222	\$1,823,037	\$4,090	\$1,336,656	\$1,900,693
City of Union City	\$1,112,774	\$1,470,902	\$12,601	\$1,533,892	\$1,062,384
Total	\$39,781,602	\$78,118,874	\$273,076	\$77,318,800	\$40,854,751

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 submitted its audited financial and compliance reports; however, they are not compliant with reporting requirements. The figures included in this table for Albany are considered 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. 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 Measure BB performance measures during its review of FY2016-17 DLD expenditures and will continue to make 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 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, 2017 through June 30, 2018.

- **Ongoing Programs and Capital Projects Monitoring:** The IWC monitors specific programs, capital projects and issues of concern.
- **Review of 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 Report 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 <https://www.alamedactc.org/funding/compliance-reports/>.

During the IWC's review of compliance reports, an IWC member suggested that DLD recipients be required to certify that Measure B and Measure BB funds received were not used to replace local revenues historically used for transportation purposes, as required in the Expenditure Plans for both measures. In response, for FY2018-19, Alameda CTC staff incorporated an additional certification form into the compliance report required from DLD recipients. The form confirms that DLD funds received in FY2018-19 were used to supplement, and not replace, existing local revenues used for transportation purposes.

- **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.

March 2018 East-West Connector Project reallocation of Measure BB funds: An IWC member questioned the possible transfer of Measure BB funds from local streets and roads and bicycle and pedestrian programs to the East-West Connector project, which may set a precedent for future fund transfers. The inquiry pertained to several actions required to change the use of voter-approved Measure BB funds. Staff responded that the Commission did not make a programming action during the Projects and Programs Committee (PPC) meeting on March 12, 2018 at which the project was discussed. Funding decisions for this project were deferred to a later date. The staff report from the PPC meeting can be found on the Alameda CTC

IWC Annual Report to the Public Timeline:



website: https://www.alamedactc.org/wp-content/uploads/2018/12/PPC_Packet_20180312.pdf.

April 2018 Paratransit Program performance measures: An IWC member asked to see paratransit information provided to the Paratransit Advisory and Planning Committee (PAPCO) regarding the Paratransit DLD Program to better understand the work that PAPCO did to review submissions received from paratransit DLD fund recipients as part of the compliance review process. IWC members found that one paratransit performance measure calculation in the compliance reports was inconsistent with standard transportation operations metrics and recommended that it be updated to the standard format. The IWC commends staff's review of the paratransit performance measure calculation and efforts to update the compliance reports for FY2017-18 to incorporate the recommended change.

- **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 and outreach for the annual report (timeline below).



IWC Members

Name

Murphy McCalley, Chair¹
 Herb Hastings, Vice Chair
 Keith Brown
 Curtis Buckley
 Oscar Dominguez
 Cynthia Dorsey[♦]
 Steven Jones²
 Cary Knoop^{*♦}
 Jo Ann Lew[♦]
 Glenn Naté
 Madeleine Nelson[♦]
 Patrisha Piras
 Thomas Rubin⁺
 Karina Ryan⁺
 Harriette Saunders
 Carl Tilchen⁺
 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
 Alameda County Mayors' Conference, District 2
 Alameda County Mayors' Conference, District 2
 Supervisor Richard Valle, District 2
 League of Women Voters
 Sierra Club
 Alameda County Taxpayers Association
 League of Women Voters
 Alameda County Mayors' Conference, District 3
 Alameda County Supervisor Scott Haggerty, District 1
 Alameda County Mayors' Conference, District 4
 Supervisor Keith Carson, District 5

¹ Became Vice Chair in July 2018.

² Became Chair in July 2018.

[♦] 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 FY2017-18, Alameda CTC expended \$83.6 million in Measure B funds and \$81.8 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:
Total Measure B: \$32.1 million
Total Measure BB: \$29.2 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 - \$30.5 million
Measure BB - \$31.4 million
- Grants: Measure BB - \$2.2 million
Total Measure B: \$30.5 million
Total Measure BB: \$33.6 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 - \$13.0 million
Measure BB - \$13.1 million
- Grants: Measure B - \$0.6 million
Measure BB - \$0.5 million
Total Measure B: \$13.6 million
Total Measure BB: \$13.6 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 - \$5.4 million
Measure BB - \$4.4 million
- Grants: Measure B - \$2.0 million
Total Measure B: \$7.4 million
Total Measure BB: \$4.4 million

Other Measure BB Grants: Funds are allocated for community development.

Total Measure BB: \$1.0 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).

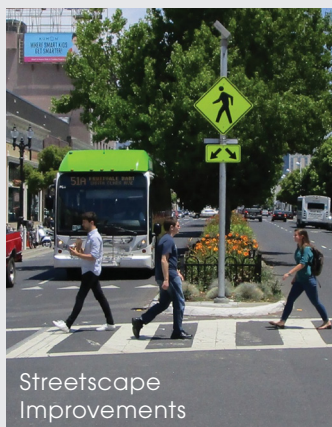
² The 2000 Measure B Expenditure Plan specifies the following program allocations: local streets and roads (22.34%), mass transit (21.92%), special transportation for seniors and people with disabilities (10.45%), bicycle and pedestrian safety (5.00%) and transit center development (0.19%).

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 FY2017-18 Program Compliance Report for data on expenditures by Measure B and Measure BB fund recipients: <https://www.alamedactc.org/news-publications/reports/>.

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 FY2017-18, Alameda CTC expended \$36.5 million of 2000 Measure B funds and \$36.0 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 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

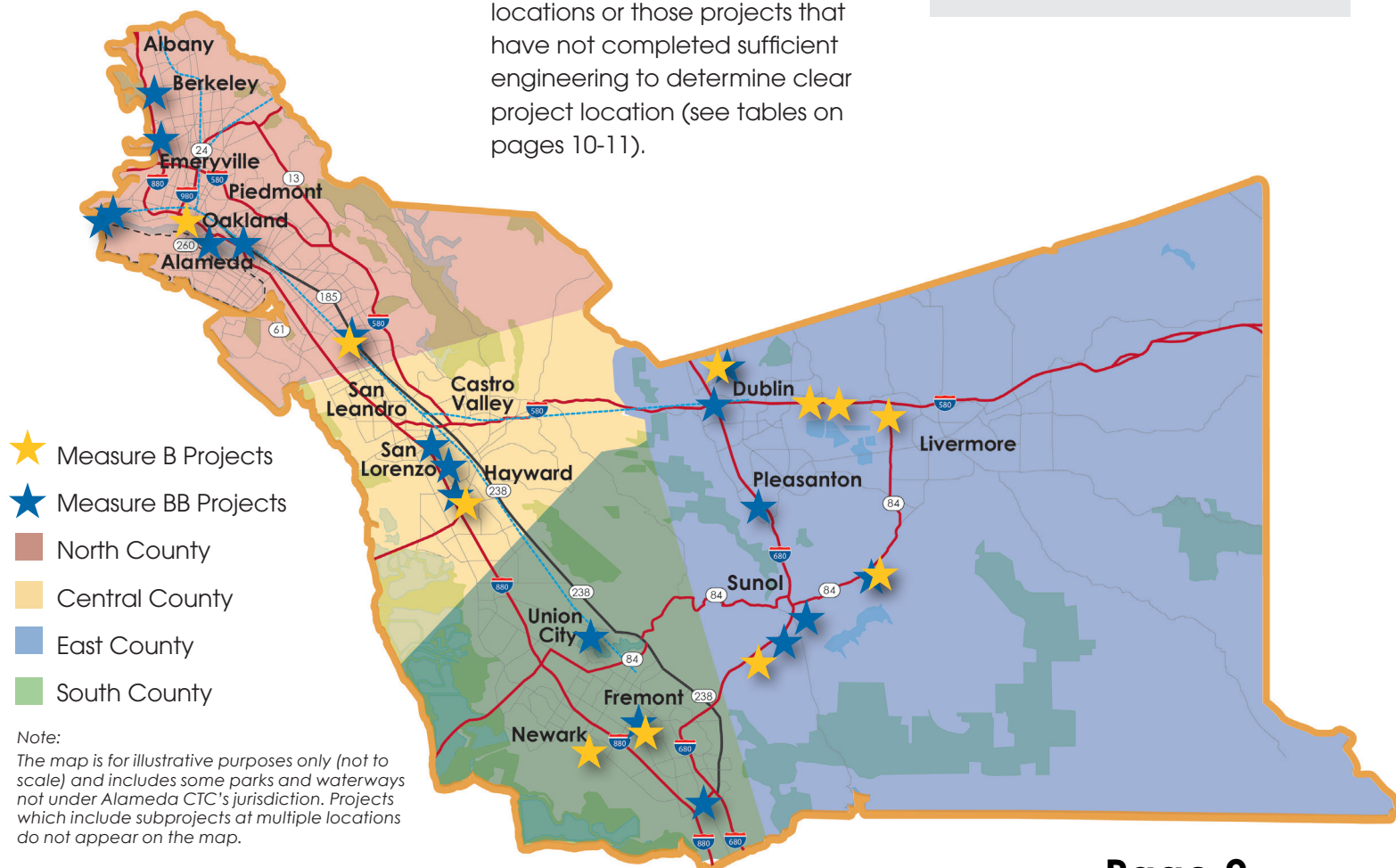
the Measure B Congestion Relief Emergency Fund in 2003, the I-80 Integrated Corridor Management Project in 2008, the I-880/23rd and 29th Avenues Interchanges and the Countywide Transportation Plan/Transportation Expenditure Plan in 2010, and the Studies for Congested Segments/Locations on the Congestion 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 FY2017-18, except those projects that contain subprojects at various locations or those projects that have not completed sufficient engineering to determine clear project location (see tables on pages 10-11).

FY2017-18 Active Projects

(Project status as of April 2019)

Alameda CTC's capital projects include 14 active 2000 Measure B and 32 active 2014 Measure BB capital projects in FY2017-18. For Measure B capital projects, 100 percent of the programmed funding has been allocated. Details for the capital projects active during FY2017-18 are provided in the charts on pages 10-11, including phase, schedule, funding commitments and project expenditures.



FY2017-18 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	FY17-18 Measure B Expenditures
					2000 Measure B	Federal	State	Regional	Local	Other		
Project Closeout	Isabel Avenue - Route 84/I-580 Interchange	E	Jan-9	Mar-12	25.1	11.3	44.4	0.0	32.4	0.0	113.2	0.0
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	0.9
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	23.2
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	320.4	1.4
Project Closeout	BART Warm Springs Extension	S	Sep-9	Mar-17	224.5	0.0	236.4	297.0	19.1	0.0	777.0	3.3
Construction	Downtown Oakland Streetscape Improvement	N	Sep-7	Dec-19	6.4	0.0	0.4	0.0	2.4	0.3	9.5	0.1
Project Closeout	I-580 Auxilliary Lanes	E	Various	Various	16.6	6.7	140.8	20.3	2.6	6.9	193.9	-0.1
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	0.0
Construction	Route 84 Expressway	E	Various	Various	39.3	0.0	47.0	0.0	12.0	11.1	109.4	5.5
Construction	Iron Horse Transit Route	E	Jul-16	Jul-18	6.3	0.0	0.0	0.0	12.8	0.0	19.1	0.0
Design	East 14th St/ Hesperian Blvd/150th St Intersection Improvement	C	2020	2021	3.2	0.0	0.0	0.0	1.3	0.0	4.5	0.0
Environmental	I-880/Broadway-Jackson Interchange Improvements (Study Only)	N	2022	2025	8.1	0.0	0.0	0.0	0.0	0.0	8.1	2.4
Design	Dumbarton Corridor Improvements (Central Avenue Overpass) ⁶	S	Sep-19	Sep-21	13.9	0.0	0.0	0.0	2.2	0.8	16.9	0.3
Project Closeout	I-580 Corridor/BART to Livermore Studies	E	TBD	TBD	39.7	8.5	5.8	123.7	11.0	1.7	190.4	0.0

Measure B Notes:
(this page)

¹ The phase and funding status are as of June 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.

Measure BB Notes:
(next page)

¹ The phase and funding status are as of June 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 date shown is typically the expected contract award

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

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

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 at: <https://www.alamedactc.org/projects/>.

FY2017-18 Measure BB Active Projects

Current Phase ¹	2014 Measure BB Project Name	County Area ²	Construction Schedule ³ Begin End		Project Funding Sources ⁴ (\$ million)						Total Project Funding	FY17-18 Measure BB Expenditures
					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	0.4
Construct	I-880 North at 23rd and 29th	N	Jul-14	Jun-19	8.0	1.8	79.9	12.3	11.5	0.0	113.5	0.3
Construct	I-680 Sunol Express Lanes NB	S	Mar-18	Dec-20	40.0	0.0	58.6	0.0	136.9	0.0	235.5	0.9
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	6.0
Construct	Iron Horse Transit Route ⁵	E	Jul-16	Aug-18	12.8	0.0	0.0	0.0	6.3	0.0	19.1	6.4
Construct	East Bay Bus Rapid Transit	N/C	Jan-15	Dec-19	10.0	81.4	13.6	60.6	17.0	0.0	182.6	1.9
Design	SR 84 Widening from South of Ruby Hill Drive to I-680 and SR 84/I-680 Interchange Improvements	E	Apr-21	Dec-23	30.5	0.0	0.0	0.0	15.9	82.1	128.5	4.9
Various	7th St Grade Sep/Port Arterial	N	Various	Various	53.0	11.6	8.0	0.0	0.0	0.0	72.6	6.8
Various	East Bay Greenway - Lake Merritt BART to South Hayward BART	N/C	Various	Various	3.5	2.6	0.0	0.0	0.0	0.0	6.1	1.1
Environ	I-80 Gilman Interchange	N	2020	2023	8.1	1.1	12.0	0.0	0.3	8.4	29.9	1.6
Environ	I-80 Ashby Interchange	N	2022	2024	9.2	0.0	0.0	0.0	0.0	0.0	9.2	0.2
Environ	Oakland/Alameda Access	N	2022	2025	0.0	0.0	0.0	0.0	8.1	0.0	8.1	0.0
Environ	Irvington BART Station	S	TBD	TBD	2.8	0.0	0.0	0.0	0.0	0.0	2.8	1.0
Environ	I-880 Interchange (Whipple Rd./ Industrial Parkway Southwest and Industrial Parkway)	C	TBD	TBD	11.3	0.0	0.0	0.0	0.0	0.0	11.3	1.0
Environ	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	0.5
Scoping	Alameda County Rail Strategy	N/C/E/S	N/A	N/A	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.1
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-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	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) Multi-modal Corridor	N	TBD	TBD	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.8
Scoping	E 14th/Mission and Fremont Blvd Multi-modal Corridor	S	TBD	TBD	1.8	0.0	0.0	0.0	0.3	0.0	2.1	0.4
Scoping	I-580 Corridor Management	E	TBD	TBD	5.1	0.0	0.0	0.0	0.0	0.0	5.1	0.0
Scoping	I-880 Interchange (Winton Ave/A St)	C	TBD	TBD	5.3	0.0	0.0	0.0	0.0	0.0	5.3	0.0
Scoping	Grand/MacArthur BRT	N	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Scoping	College/Broadway Corridor Transit	N	TBD	TBD	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Scoping	Union City 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	N	TBD	TBD	0.6	0.0	0.3	0.0	0.0	0.0	0.9	0.0
Scoping	Alameda to Fruitvale BART Rapid Bus	N	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
Various	Countywide Freight Corridors Program ^{5, 6, 7}	Various	Various	Various	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Various	Congestion Relief, Local Bridge Seismic Safety Program ^{5, 6, 7}	Various	Various	Various	140.4	0.0	0.0	0.0	0.0	0.0	140.4	2.0
Various	Gap Closure on Three Major Trails ^{5, 6, 7}	Various	Various	Various	11.9	0.0	0.0	0.0	0.0	0.0	11.9	0.1

Independent Watchdog Committee Findings

FY2017-18

The Independent Watchdog Committee's role is to review 2000 Measure B expenditures and 2014 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 FY2017-18, 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 has been non-compliant since FY2016-17, so the IWC is not able to determine if Measure B and Measure BB funds have been spent in accordance with the Expenditure Plans. The IWC recommends the Commission take appropriate action.
- In some instances, performance measures were not met.
- Performance measures for Measure BB should continue to 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.

Additional Information

Additional information is available at www.AlamedaCTC.org or at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA, 94607, including 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. 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 <https://www.alamedactc.org/about-us/partners/>. For more information, email the IWC at IndependentWatchdog@alamedactc.org.





Independent Watchdog Committee Meeting Minutes Monday, March 11, 2019, 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. Orientation/Workshop on Measure B and Measure BB Direct Local Distribution Audit and Compliance Reports

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 received from Direct Local Distribution (DLD) recipients in further detail on their own and submit comments to Alameda CTC via email by Monday, March 22, 2019.

1.2. Measure B and Measure BB FY2017-18 Direct Local Distribution Audit and Program Compliance Report

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 on how the compliance reports are designed and how to go about reviewing the information submitted by DLD recipients.

Cary Knoop requested to receive all files from DLD recipients in a comma-separated format for IWC review of the audited financial statements and compliance reports. IWC members commented that new members should try using the reports provided to see if they have a problem before requesting native or editable files.

Cary Knoop made a motion to instruct the agency to provide comma-separated DLD report data to all IWC members for their review of the audited financial statements and compliance reports. Carl Tilchen seconded the motion. The motion failed with the following votes:

Yes: Knoop, Tilchen

No: Brown, Dominguez, Hastings, McCalley, Piras, Rubin, Zukas

Abstain: None

Absent: Buckley, Jones, Nate, Saunders

REGULAR MEETING AGENDA

1. Call to Order

Independent Watchdog Committee (IWC) Vice Chair Murphy McCalley called the meeting to order.

2. Roll Call

A roll call was conducted and all members were present with the exception of Curtis Buckley, Steve Jones, Glenn Nate, and Harriette Saunders.

3. Public Comment

There were no public comments.

4. Meeting Minutes

4.1. Approve January 14, 2019 IWC Meeting Minutes

The committee corrected the word after reference from "of" to "to" on page 17 of the packet.

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

Yes: Brown, Dominguez, Hastings, Knoop, McCalley, Piras, Rubin, Tilchen, Zukas

No: None

Abstain: None

Absent: Buckley, Jones, Nate, Saunders

5. Establishment of IWC Annual Report Ad Hoc Subcommittee

5.1. Establish an IWC Annual Report Subcommittee and schedule the first Ad Hoc Subcommittee meeting

Murphy McCalley asked for volunteers to serve on the Annual Report Ad Hoc Subcommittee. Steve Jones (Murphy McCalley volunteered the Chair of the Committee), Cary Knoop, Murphy McCalley, Pat Piras, Thomas Rubin and Hale Zukas volunteered to serve on the committee. Patricia Reavey noted that staff would propose some dates and times to the volunteers for the first subcommittee meeting. Vice Chair McCalley noted that in previous years this subcommittee usually meets in the afternoons, generally around 3:30 p.m.

6. Projects and Programs Watchlist

6.1. Projects and Programs Watchlist

Patricia Reavey informed the committee that signing up on the watchlist provides an opportunity for IWC members to monitor 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 who have signed up to monitor specific projects or programs whenever there is a public meeting regarding the project or program.

7. IWC Member Reports/Issues Identification

7.1. Chair's Report

Vice Chair McCalley stated that he did not have new items to report.

7.2. Member Reports

There were no member reports; however, Cary Knoop mentioned that he appreciated this item being added to the agenda per his request.

7.3. 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.

8. Staff Report

8.1. IWC Calendar

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

8.2. IWC Roster

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

9. Adjournment

The meeting adjourned at 6:55 p.m. The next meeting is scheduled for July 8, 2019 at the Alameda CTC offices.

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Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2019

TO: Independent Watchdog Committee

FROM: John Nguyen, Senior Transportation Planner

SUBJECT: FY 2017-18 Measure B and Measure BB Program Compliance Summary Report

Recommendation

This item is an informational item to provide the Independent Watchdog Committee with an update on the Measure B and Measure BB Program Compliance for the Fiscal Year 2017-18 (FY17-18) reporting period.

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.

Upon review of DLD recipients' financial statements and program compliance reports, Alameda CTC finds nineteen of the twenty DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY17-18 reporting period.

With the exception of the City of Albany, all DLD recipients are deemed compliant with financial and program compliance requirements. Per the funding agreement with all DLD recipients, Alameda CTC may withhold payment of DLD funds from recipients until full compliance is achieved. As of June 2019, Alameda CTC began withholding all DLD funds from the City of Albany due to non-compliance with program requirements. Alameda CTC is working closely with the City of Albany to help them achieve program compliance. The City of Albany has been out-of-program compliance since FY16-17 due to its inability to produce audited financial

statements which include the required independent auditor's opinion regarding compliance with program requirements and insufficient information provided with the Measure B/BB program compliance reports submitted. In May, Alameda CTC determined that the City of Albany is non-compliant with program requirements and has implemented the due diligence process of withholding all DLD funds from the City of Albany beginning June 1, 2019 until such time as the City of Albany can demonstrate the ability to become compliant with all program requirements.

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 FY17-18, Alameda CTC has distributed over \$1.2B in combined DLD funds to eligible recipients (\$1.0B in Measure B and \$233M 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 incorporated cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY17-18, Alameda CTC distributed approximately \$159 million in total DLD funds for the respective programs identified in the table below.

Total FY17-18 Fund Distributions By Program (\$ in Millions)		
DLD Program	Measure B	Measure BB
Local Transportation (Local Streets)	\$ 32.1	\$ 29.2
Transit	\$ 30.5	\$ 31.4
Paratransit	\$ 13.0	\$ 13.1
Bicycle and Pedestrian	\$ 5.4	\$ 4.4
Total DLD Funds	\$ 81.0	\$ 78.1

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and recipients authorize 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 FY17-18, which goes from July 1, 2017 to June 30, 2018. The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues (including 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, and service effectiveness.
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads (LSR) expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policy

For the FY17-18 reporting year, except for the City of Albany, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2018 deadline. The City of Albany submitted its reports on April 4, 2019. Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance. With the exception of the City of Albany, Alameda CTC has determined that DLD recipients are in compliance with the financial reporting and expenditure requirements, and DLD policies for expenditures incurred during FY17-18.

The purpose of the program requirements for DLD recipients to submit audited financial statements, is to provide an independent auditor's assurance that a DLD recipient is conforming to the Measure B/BB program requirements. The audited financial statements and compliance reports submitted by the City of Albany did not meet reporting requirements. Upon review of the City of Albany's FY16-17 and FY17-18 MB/MBB audited financial statements (both submitted April 4, 2019), Alameda CTC concluded that the reports were not compliant with program requirements. Within Albany's Measure B/BB audited financial statements, the independent auditor noted a disclaimer of an opinion stating, "...we were not able to obtain sufficient appropriate audit evidence to provide a basis for an audit opinion." Alameda CTC determined the City of Albany's noncompliance with program requirements in May, and began the process of withholding DLD funds eligible for distribution to the City of Albany as of June 1, 2019. Alameda CTC will continue to withhold DLD funds from the City of Albany until such time as the City of Albany has developed and implemented financial processes, procedures and internal controls that will enable Albany to become compliant with Measure B/BB program requirements.

The Program Compliance Summary Reports for the Measure B and Measure BB programs consolidates the recipients' FY17-18 DLD investment, expenditure performance, and financial data into a comprehensive report for the DLD programs. The FY17-18 Program Compliance Summary Reports are on Alameda CTC's website: <https://www.alamedactc.org/news-publications/reports/>.

The DLD recipients' individual reports are available for review online at: <https://www.alamedactc.org/funding/reporting-and-grant-forms/>.

FY17-18 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 FY17-18 ending fund balance by funding program totals \$86.8M (\$45.9M in Measure B and \$40.9M in Measure BB) as shown in Attachment A. DLD recipients have reported fund balances are actively being used to support approximately \$48.6M in currently active projects

and contracts to demonstrate their commitment to use their DLD funds (refer to Attachment B). Alameda CTC monitors fund balances against the current Alameda CTC's Timely Use of Funds Policy in which the 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 the end of fiscal year 2019-20. All recipients are currently in compliance with this policy and have through fiscal year 2019-20 to draw down their fund balances to an acceptable level per the policy.

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 25 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment C). 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 D.

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 of their agency's goal. Transit operators with an on-time performance metric below their board approved goal are revisiting service routes, circulation patterns, and capital investments to help improve their on-time performance. The transit on-time performance summary is included in Attachment D.

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 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. A sample review of the paratransit performance summary is included in Attachment D.

The Independent Watchdog Committee reviewed the audited financial statements and compliance reports, and provided comments to the jurisdictions. The IWC's comments and jurisdictions' responses are included in Attachment E.

In regards to the DLD audited financial statement reporting and program compliance requirements for the FY17-18 reporting period, Alameda CTC finds nineteen of the twenty DLD recipients to be in compliance with program requirements. These 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.

The City of Albany was determined to be out of compliance. Per the DLD funding agreement, Alameda CTC began withholding DLD funds from the City of Albany as of June 1, 2019 and will continue to do so until such time as the City of Albany has developed and implemented financial processes, procedures and internal controls that will enable Albany to become compliant with program requirements. Alameda CTC is working closely with the City of Albany to help them achieve program compliance.

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

Attachments:

- A. DLD Program Summary of Fund Balances
- B. DLD Balances and Encumbrances
- C. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- D. Performance Summary - PCI and on-time performance
- E. IWC Comments and Jurisdictions' Responses Summary

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

(As of the end of Fiscal Year 2017-18)

Jurisdiction:	Measure B	Measure BB	Total
AC Transit	\$4,864,683	\$5,399,943	\$10,264,626
BART	\$0	\$0	\$0
LAVTA	\$0	\$0	\$0
WETA	\$1,486,689	\$836,258	\$2,322,947
ACE	\$377,857	\$5,000	\$382,857
Alameda County	\$2,912,529	\$5,875,911	\$8,788,440
City of Alameda	\$2,362,180	\$1,642,626	\$4,004,806
City of Albany	\$904,594	\$1,169,639	\$2,074,233
City of Berkeley	\$2,858,040	\$5,684,401	\$8,542,441
City of Dublin	\$1,073,439	\$492,717	\$1,566,156
City of Emeryville	\$1,315,393	\$598,751	\$1,914,144
City of Fremont	\$3,807,008	\$2,545,115	\$6,352,123
City of Hayward	\$3,516,839	\$3,262,805	\$6,779,644
City of Livermore	\$2,971,622	\$2,657,587	\$5,629,209
City of Newark	\$975,281	\$622,483	\$1,597,764
City of Oakland	\$12,144,394	\$5,815,949	\$17,960,343
City of Piedmont	\$5,103	\$2,370	\$7,473
City of Pleasanton	\$469,383	\$1,280,120	\$1,749,504
City of San Leandro	\$2,540,060	\$1,900,693	\$4,440,753
City of Union City	\$1,322,073	\$1,062,384	\$2,384,458
Total	\$45,907,169	\$40,854,751	\$86,761,920

Notes:

1. Financials are from the Measure B/BB Direct Local Distribution Recipients' FY 2017-18 Audited Financial Statements.

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**Measure B/Measure BB/
Direct Local Distribution Encumbrances and Balances**

(As of the end of Fiscal Year 2017-18)

Jurisdiction:	Total Balance	Total Encumbrance	Total Remaining (Bal. - Encumbered)	% Remaining Balance
AC Transit	\$10,264,626	\$10,264,626	\$0	0%
BART	\$0	\$0	\$0	0%
LAVTA	\$0	\$0	\$0	0%
WETA	\$2,322,947	\$336,289	\$1,986,658	86%
ACE	\$382,857	\$382,857	\$0	0%
Alameda County	\$8,788,440	\$4,974,753	\$3,813,687	43%
City of Alameda	\$4,004,806	\$2,932,810	\$1,071,996	27%
City of Albany	\$2,074,233	\$1,116,874	\$957,359	46%
City of Berkeley	\$8,542,441	\$2,011,535	\$6,530,906	76%
City of Dublin	\$1,566,156	\$1,540,000	\$26,156	2%
City of Emeryville	\$1,914,144	\$1,643,961	\$270,183	14%
City of Fremont	\$6,352,123	\$2,821,930	\$3,530,193	56%
City of Hayward	\$6,779,644	\$2,479,248	\$4,300,396	63%
City of Livermore	\$5,629,209	\$2,524,000	\$3,105,209	55%
City of Newark	\$1,597,764	\$1,051,660	\$546,104	34%
City of Oakland	\$17,960,343	\$9,579,109	\$8,381,234	47%
City of Piedmont	\$7,473	\$7,473	\$0	0%
City of Pleasanton	\$1,749,504	\$1,553,473	\$196,031	11%
City of San Leandro	\$4,440,753	\$1,120,378	\$3,320,375	75%
City of Union City	\$2,384,458	\$2,230,800	\$153,658	6%
Total	\$86,761,920	\$48,571,776	\$38,190,144	44%

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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	\$3,041,727	\$2,378,758	78%	Yes
City of Alameda	\$4,581,446	\$2,390,264	52%	Yes
City of Albany	\$175,875	\$163,325	93%	Yes
City of Berkeley	\$4,210,014	\$1,166,574	28%	Yes
City of Dublin	\$1,020,000	\$243,874	24%	Yes
City of Emeryville	\$338,325	\$55,250	16%	Yes
City of Fremont	\$6,035,000	\$1,942,788	32%	Yes
City of Hayward	\$6,294,769	\$1,322,716	21%	Yes
City of Livermore	\$767,398	\$173,438	23%	Yes
City of Newark	\$1,117,332	\$390,212	35%	Yes
City of Oakland	\$31,235,844	\$4,947,344	16%	Yes
City of Piedmont	\$1,255,728	\$254,807	20%	Yes
City of Pleasanton	\$1,973,416	\$444,914	23%	Yes
City of San Leandro	\$3,008,337	\$507,420	17%	Yes
City of Union City	\$1,647,858	\$258,488	16%	Yes
Total	\$66,703,069	\$16,640,170	25%	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 2017-18 Performance Monitoring

Table 1: Pavement Condition Index		
LSR Metric: Alameda CTC's performance metric for DLD Local Streets and Road (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	64	Yes
City of Albany	58	No
City of Berkeley	56	No
City of Dublin	85	Yes
City of Emeryville	77	Yes
City of Fremont	72	Yes
City of Hayward	70	Yes
City of Livermore	77	Yes
City of Newark	76	Yes
City of Oakland	55	No
City of Piedmont	61	Yes
City of Pleasanton	79	Yes
City of San Leandro	56	No
City of Union City	81	Yes

Table 2: Transit On-time Performance				
Transit Metric: 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	Under/Over Goal	Goal Achieved?
AC Transit	72%	70%	-2%	No
ACE	95%	89%	-6%	No
BART	95%	92%	-3%	No
LAVTA	85%	85%	0%	Yes
Union City Transit	90%	92%	2%	Yes

Table 3: ADA Mandated Services				
Paratransit Metric: Alameda CTC monitors programs mandated by the American's with Disabilities Act. Comparing annually the number of one-way trips/passenger ridership provided by the programs, and cost effectiveness of those trips (Measure B/BB costs by program divided by the number of passengers).				
Agency	FY 16/17		FY 17/18	
	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip
AC Transit	502,755	\$22.92	531,840	\$23.18
BART	225,876	\$17.73	238,942	\$18.13
LAVTA	50,433	\$9.18	50,967	\$9.77
Union City	21,375	\$24.48	18,028	\$28.57
Total	800,439	\$20.63	839,777	\$21.04

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Agency	IWC Comments	Response
AC Transit	<ol style="list-style-type: none"> Did not meet on-time performance requirements How are the Paratransit Performance Measures evaluated? 	<ol style="list-style-type: none"> AC Transits annual on-time performance goal is 72%. The actual percentage achieved was 69.7%. AC Transit notes additional actions will be taken in the future to improve performance such as route performance monitoring, service quality taskforce, and line ride program to address service quality by line. Performance Measures are measured by cost per passenger trip using MB/BB funds. In AC Transit's case, for ADA mandated services the transit agency noted 531,840 passengers transported using approximately \$12.3M in MB/BB. This yields \$23.13 per passenger trip using MB/BB. For information purposes, the total program costs (all funds) performance is \$49.65 per passenger trip.
BART	<ol style="list-style-type: none"> BART has no projects at all currently? 	<ol style="list-style-type: none"> BART uses its MB/BB Paratransit and Transit DLD on annual operations. Thus no projects identified. Anticipated expenditures for FY 18/19 include BART Paratransit Operations as part of the East Bay Paratransit Consortium, and FY18/19 Rail Operations for Alameda County Stations.
LAVTA	<ol style="list-style-type: none"> LAVTA noted that it does not generate interest on its operational funds. 	<ol style="list-style-type: none"> LAVTA does not accrue interest on MB/BB funds since all MB/BB funds are used immediately once received for LAVTA operations. Generally, MB/BB distributions to LAVTA are delayed/lagged by a month. Once MB/BB funds are actually received by LAVTA, the MB/BB funds are used immediately for those expenses, and are not subject/available to interest gains.
WETA	No comments.	No response required.
ACE	<ol style="list-style-type: none"> The explanation for the low on-time performance really had me scratching my head – they have three-car consists, but they are running consists longer than three cars because of the passenger loads, and the passengers in the extra cars cannot direct board or deboard from the extra cars? I've been in this business for quite a while and I've never heard that one before – sounds like, in some situations, could be a safety problem, but, if they are doing it, I assume that people like the PUC have signed off on it. OK, sounds like the long-term solution is to lengthen the platforms, but, just wondering, why not run more trains with three-car consists? Can that be done? If so, what would be the cost impacts? 	<ol style="list-style-type: none"> As a tenant in the UPRR we are bound by our trackage rights agreement which identifies the operation of 4 daily roundtrips. If addition roundtrips were to be added, such as the 5th and 6th roundtrips the UPRR has identified approx. \$100m in track improvements required to operate the additional two trains. ACE is currently in the process of beginning the engineering to lengthen the platforms to accommodate 10 car train sets. Engineering is scheduled to begin the Summer of 2019, with construction in late 2020. If roundtrips were added, funding for the trains would need to be identified and secured from all member agencies prior to implementation. This includes operating costs and capital improvement costs.
ACPWA	<ol style="list-style-type: none"> ACPWA maintains a good administrative vs capital expenditure ratio. ACPWA maintenance of effort certification appears to be missing. 	<ol style="list-style-type: none"> Comment noted. The County aims to implement capital projects effectively. Maintenance of effort certification provided originally and was not reflected in the electronic file. The electronic file was updated to include the attachment.
Alameda	<ol style="list-style-type: none"> How much is the estimated split between city staff vs consultant costs for the bike/ped program? Why is there a negative amount identified as expenditures in the LSR program? 	<ol style="list-style-type: none"> Alameda uses staff and consultants to manage and support the Bike/Ped Program for grant preparation and capital project development and implementation. In FY 17/18, MB/BB staff and consultant eligible bike/ped expenditures amounted to \$171k, which approximately 60% goes towards consultant contracts. Alameda reflects negative expenditures for any returned over-allocated funds from prior years that are not being used against the MB/BB program.

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2017-18

Agency	IWC Comments	Response
Albany	<ol style="list-style-type: none"> 1. No financial statement provided at the time of review. 2. Albany LSR has a PCI of 58, and did not meet the 15% MBB LSR requirement for bike/ped elements. 3. Did not provide quantities for paratransit trips. 4. Not having one dollar encumbered, with a balance of >\$1.7 million, sounds a bit questionable. The explanation is that are going to start spending big soon, which will be OK, I guess, if it works, but, will there be a follow up next year to see if they are doing that? 5. There is no answer for the "Signage" question under 4. Publicity. Since they don't seem to be building anything right now, there may not be anything to put a sign on, but I'd prefer to see "N/A" or something like that so we know that they saw the question and at least thought about. 6. Is there any penalty for not producing audits? Like, at some point, no new money until they do? 	<ol style="list-style-type: none"> 1. Albany provided a financial as of 4/4/19. These reports are posted online and are currently being reviewed. 2. Albany's five year CIP identifies \$8.9 million in funding for street rehabilitation. Current funding is anticipated to raise the PCI above 60. Albany is currently revising its compliance report to be comprehensive. 3. Compliance report updated to reflect 478 in taxi trips, and 6,328 in group trips. 4. Albany provided revised compliance reports to describe expenditure plans. For LSR< Albany plans \$2 million in street rehabilitation for the next two years and ongoing spending of approximately \$1 million per year to bring the Measure B and BB balances down. Albany's annual street rehabilitation project totals \$950,000 and has been awarded for construction. the Washington Avenue Street Rehabilitation Project is also underway in design. The following year compliance report will include expenditures by the recipient. 5. Albany provided revised compliance reports to indicate N/A or a comment where applicable. In the future, N/A will be something that will be requested of the reporting recipients. 6. Alameda CTC will consider withholding future distributions if an agency does not submit their compliance reports or audits.
Berkeley	<ol style="list-style-type: none"> 1. Under bike/ped, how many staff positions covered administrative costs? 2. Under LSR, how is graffiti removal, homeless debris cleanup and TV service removal is transportation related? 3. How is there a negative fund balance in paratransit audit? 	<ol style="list-style-type: none"> 1. Five positions are covered in part by these expenditures (planners, analysts, admin, and manager). 2. These activities are local street and road maintenance and operation efforts that improve the transportation's roadway network by clearing debris and blight from the roadway to ensure safe travel for motorists, bicyclists, and pedestrians. The costs are transportation related: the graffiti removal is for the complete streets clean-up program; the homeless debris is the clean-up and maintenance of streets and bike pathways; and the TV service inspection is a close circuit tv used under the streets to view street structures. 3. The paratransit fund balance is actually positive at \$366k in MBB and \$185k in MBB. On the audited financial statements, a negative amount is shown under MBB "Revenues over (under) expenditures" line, indicating the fiscal year expenditures exceed the amount of revenue received for the year.
Dublin	<ol style="list-style-type: none"> 1. LSR program did not define quantities for street rehabilitation project. 	<ol style="list-style-type: none"> 1. Compliance report revised to provide that detailed information.
Emeryville	No comments.	No response required.
Fremont	No comments.	No response required.
Hayward	<ol style="list-style-type: none"> 1. High administrative cost vs capital investments in the bike/pedestrian program. 	<ol style="list-style-type: none"> 1. Hayward originally classified the projects expenditures as administrative, due to the type of staffing level work for a project. However, the expenditures are towards sidewalk projects in the planning stage for this reporting period, and when reclassifying them, the city increases costs towards capital investments.

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2017-18

Agency	IWC Comments	Response
	<p>2. Their bicycle master plan goes back to 2007 and, if you go by what is there, they may not have ever had a Pedestrian or Bike/Ped Master Plan – and the appear to have had some major problems trying to do them in the recent past. Oh, boy – is there a requirement for how often the plans have to be updated?</p> <p>3. This is another one with no encumbrances and a plan to start spending next year; again, this will be monitored?</p>	<p>2. Recipients are required to have an updated bicycle/pedestrian master plan every five years per the Master Agreement executed in 2016. Hayward has been working on updating its master plans for bicycle and pedestrian plans for the last two years. The Bicycle Master Plan was adopted in November of 2007 as noted in the report. The City had hired consultants to complete a downtown specific plan with the Bicycle and Pedestrian Master Plan included and then expand beyond the downtown area. Unfortunately, the contract with those consultants had to be terminated. New consultants have been contracted and the process of producing the master plans began in FY18.</p> <p>3. At the time of the compliance report submittal, the DLD were not yet encumbered into contracts. Hayward will use the remaining fund balance will be used for FY19 paving, and other projects as identified in the Compliance Report with budgeted figures.</p>
Livermore	<p>1. High administrative cost at 38.5%</p>	<p>1. Livermore has committed 72% of total MB/BB expenditures to capital investments. In some cases, such as Iron Horse Trail Gap Closure, Isabel-Murrieta, Project 201724, the costs are identified as administrative, but are for planning development this particular capital project.</p>
Newark	<p>1. LSR encumbered balance exceeds the available fund balance.</p>	<p>1. The City of Newark has approved its Biennial Budget and Capital Improvement Plan for Fiscal Years 2018-2020. The Biennial Budget includes an increased budget for the Street Maintenance Program and Curb, Gutter, Sidewalk Replacement Program for both fiscal years 2018-2019 and 2019-2020 and adds the Lindsay Tract and Storm Drain Improvement CIP project. Measure B/BB funds will be used for these projects. At minimum, the existing balance at the end of June 2018 is encumbered into active contracts.</p>
Oakland	<p>1. Bike/Ped contains a high fund balance and not a significant amount of encumbrances.</p> <p>2. Most projects are in planning with high staff costs.</p> <p>3. Low PCI rating</p> <p>4. LSR High Balance</p> <p>5. Tree Trimming eligible?</p>	<p>1. Noted. We expect to encumber pedestrian funds to projects with the addition of staff specifically devoted to implementation of our recently completed pedestrian plan.</p> <p>2. Administration costs are classified within the particular line items appears to be significant. However, from prior compliance report reviews and Oakland's accounting of the capital planning expenditures are lumped together, which yields a high line item expenditure. These planning expenditures are eligible under the MB/BB programs. Resources are expected to be directed towards implementing the planning/scoping and development work performed under these expenditures.</p> <p>3. The City of Oakland passed Measure KK in November 2016, devoting \$350 million to transportation projects over ten years. Paving is the primary focus of this funding, and to date \$25 million has been budgeted to paving projects. In addition, other funds are devoted to paving. Oakland's overall PCI should begin to climb as the impact of paving activities is reflected in street condition.</p> <p>4. The fund balance in LSR funds is cumulatively \$13.2 million, of which \$7.7 million is encumbered to ongoing construction projects. The remaining fund balance of \$5.5 million is committed to a variety of projects and programs.</p> <p>5. Oakland implements a tree service program that maintains over 200,000 of trees that grow in parks and along streets. Oakland prunes trees in hazardous or emergency situation as it impacts local streets and roads visibility and transportation routes.</p>

Independent Watchdog Committee Program Compliance Review for Fiscal Year 2017-18

Agency	IWC Comments	Response
	6. Paratransit high balance	6. The City of Oakland has a fund balance because it has taken time to reconfigure the administrative service delivery budget model and to expand and add new transportation services since the influx of MBB funding beginning in the final quarter of FY 2014-15. FY 2017-18 represents levels of programming and transportation services that expends majority of the current annual Measure B/BB revenue levels. Therefore, there is a sizeable operational reserve that staff has not clearly identified an expenditure strategy at this time. Oakland is exploring opportunities to expand/reconfigure program operations in the near future to implement more expansive transportation services.
Piedmont	No comments.	No response required.
Pleasanton	No comments.	No response required.
San Leandro	1. Low PCI at 56. 2. Paratransit high balance	1. City staff is aggressively using funds generated from the 2015 City residents' approved local sales tax, the Measures B and BB, and other grant funds to improve City's streets PCI. 2. In Fiscal Year 2016-2017, the City embarked on a San Leandro Paratransit Flex Shuttle Expansion Plan/Study wherein recommendations and alternative program enhancements were to be implemented within Fiscal Year 2017-2018. Due to inconclusive reports from the consultant and staff transitions, the San Leandro Paratransit Expansion Plan/Study implementation has been delayed; additional Community Outreach was conducted to be included in the Final Draft Report to be completed in Spring 2019. Upon approval by Council, implementation of the proposed recommendations to the program will be administered along with anticipated program enhancements (i.e. newer vehicles).
Union City/ Union City Transit	1. Union City did not meet 15% in MBB LSR bike/ped requirement. 2. They actually spent down their entire balance? Well, good for them.	1. Existing ramps met current standards & there was minimal opportunity to spend additional funds on B&P. Union City will explore opportunities in the future to commit more LSR funds to bike/pedestrian related improvements. 2. Comment noted.
General IWC Comments	1. Audits and financial statements should be made available to those individuals who may want to review them. 2. The classic reporting triad is time/dime/shine – schedule compliance, budget compliance, and performance. The latter should be broad, including meeting all technical spec's and also meeting the transportation performance goals, which can be quantity, time of travel, safety, whatever. I don't see much of this in these reports. When a bond ballot issue is presented to the voters, there has been a list of specific projects i.e. Oakland Airport Connector attached.	1. All DLD recipient compliance reports and financial statements are made publically available online to any interested parties. Alameda CTC has provided hardcopies to IWC members who requested copies as well. 2. Alameda CTC is committed to reviewing DLD recipient's program expenditures to ensure program compliance. This includes monitoring expenditures to ensure eligibilities to the individual programs (bike/ped, transit, roadways, and paratransit), as well as the performance accomplishments of those investments. The performance expenditures and accomplishments are described in the DLD recipient's program compliance reports. The specific projects noted and IWC member's comments on monitoring those projects are outside of the DLD program compliance realm of review, and is instead reviewed under the IWC Annual Report to the Public development and overall capital program assessment. The IWC and the Commission receives period capital and programs updates (in January) on the status of the individual projects and DLD programs.

2019 IWC Annual Report Proposed Publications Costs

Affiliation	Newspaper, Website, or Other Advertisement	2018 Print Ad Circulation*	2018 Digital Ad Page Views**	2018 Click-throughs*** from Online Media Banners	2018 Cost (Print)	2018 Cost (Web)	Actual 2018 Costs	2019 Media/Size	2019 Print Ad Circulation*	2019 Digital Ad Page Views**	2019 Click-throughs*** from Online Media Banners	Proposed 2019 Cost (Print)	Proposed 2019 Cost (Web)	Estimated 2019 Costs
Alameda CTC	www.AlamedaCTC.org	--	1,752	1,656	--	--		--	--			--	--	\$0.00
Bay Area NewsGroup	Oakland, Alameda, Berkeley, Fremont, Hayward, Union City, Dublin, Livermore, Pleasanton, and SanLeandro Online: insidebayarea.com and Mobile Banner	469,517	1,605,259	710	\$4,884.00	\$5,000.00	\$9,884.00	Print: 10" x 10.5" 10" x 9.75" Online/Mobile: 300x250 728x90 970x90				\$4,906.00	\$6,000.00	\$10,906.00
Bay Area NewsGroup Hills Newspapers	Oakland, Piedmont, Berkeley, Alameda	120,536	241,760	105	\$1,734.00	--	\$1,734.00	Print: 10" x 10.5"				\$2,334.00		\$2,334.00
Castro Valley Forum	Delivered to: Castro Valley residents and businesses in Alameda, Hayward, San Leandro	22,500	--	--	\$864.00	--	\$864.00	Print: 10.25" x 8"				\$864.00		\$864.00
Lamar Advertising	AC Transit Bus Interior Cards	900,000	--	--	\$4,855.00	--	\$4,852.31	Print: 11" x 28" 225 Cards				\$4,852.31		\$4,852.31
Lamar Advertising	LAVTA Bus Exterior Cards	556,980	--	--	\$1,750.00	--	\$1,750.00	Print: 30" x 88" 5 queens/Cards				\$1,750.00		\$1,750.00
Lamar Advertising	Union City Bus Exterior Cards (Unable to display ads on buses at this time)	201,980	--	--	\$750.00	--	\$750.00	Print: 21" x 70" 3 tails/Cards	--	--	--	--	--	--
OUTFRONT (previous ads with Intersection)	BART in-station Ads (2-sheet media)	1,428,530	--	--	\$5,430.00	--	\$5,471.67	Print: 46" H x 60" W 10 Ads				\$5,600.00		\$5,600.00

2019 IWC Annual Report Proposed Publications Costs

Affiliation	Newspaper, Website, or Other Advertisement	2018 Print Ad Circulation*	2018 Digital Ad Page Views**	2018 Click-throughs*** from Online Media Banners	2018 Cost (Print)	2018 Cost (Web)	Actual 2018 Costs	2019 Media/Size	2019 Print Ad Circulation*	2019 Digital Ad Page Views**	2019 Click-throughs*** from Online Media Banners	Proposed 2019 Cost (Print)	Proposed 2019 Cost (Web)	Estimated 2019 Costs
Patch News/AOL Publications in Alameda County	Alameda	--	5,869	8	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Albany	--	2,395	1	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Berkeley	--	3,761	9	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Castro Valley	--	4,467	4	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Dublin	--	8,096	11	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Fremont	--	9,890	15	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Livermore	--	16,525	19	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard:					\$125.00	\$125.00

2019 IWC Annual Report Proposed Publications Costs

Affiliation	Newspaper, Website, or Other Advertisement	2018 Print Ad Circulation*	2018 Digital Ad Page Views**	2018 Click-throughs*** from Online Media Banners	2018 Cost (Print)	2018 Cost (Web)	Actual 2018 Costs	2019 Media/Size	2019 Print Ad Circulation*	2019 Digital Ad Page Views**	2019 Click-throughs*** from Online Media Banners	Proposed 2019 Cost (Print)	Proposed 2019 Cost (Web)	Estimated 2019 Costs
Patch News/AOL Publications in Alameda County	Newark	--	4,583	3	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Piedmont	--	1,713	3	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Pleasanton	--	12,214	17	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	San Leandro	--	3,814	6	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
	Union City	--	6,674	11	--	\$125.00	\$125.00	Online: 300x250 pixels Mobile: 320x50 Leaderboard: 728x90					\$125.00	\$125.00
Pleasanton Weekly	Pleasanton Weekly	14,000	15,807	6	\$1,020.00	\$200.00	\$1,220.00	Print: 10" x 9.75" Online: 300x250 jpeg Med. Rectangle				\$1,020.00	\$200.00	\$1,220.00
Post Newsgroup	Oakland Post (San Francisco Post, Berkeley Post, Richmond Post, South County Post and Marin) and El Mundo	34,000		--	\$2,600.00	--	\$2,600.00	Print: 10" x 8"				\$2,600.00		\$2,600.00
San Leandro Times	Delivered to: San Leandro residents and businesses in Alameda, Castro Valley, Hayward, Oakland	38,500	--	--	\$864.00	--	\$864.00	Print: 10.25" x 8"				\$864.00		\$864.00

2019 IWC Annual Report Proposed Publications Costs

Affiliation	Newspaper, Website, or Other Advertisement	2018 Print Ad Circulation*	2018 Digital Ad Page Views**	2018 Click-throughs*** from Online Media Banners	2018 Cost (Print)	2018 Cost (Web)	Actual 2018 Costs	2019 Media/Size	2019 Print Ad Circulation*	2019 Digital Ad Page Views**	2019 Click-throughs*** from Online Media Banners	Proposed 2019 Cost (Print)	Proposed 2019 Cost (Web)	Estimated 2019 Costs
Sing Tao	Sing Tao Daily	--	64,677	13	--	\$380.00	\$380.00	Online: 728 x 90 p					\$380.00	\$380.00
Telegraph Media	East Bay Express (delivered to Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont, San Leandro) Online: eastbayexpress.com	35,000	21,504	17	\$2,140.00	\$500.00	\$2,540.00	Print: 10.125" x 10.82" Online: 728 x 90 Leaderboard				\$2,040.00	\$500.00	\$2,540.00
The Independent	The Independent - Livermore, Pleasanton, Dublin, and Sunol	28,000	44,329	Not Tracked	\$761.76	--	\$761.00	Print: 10" x 8"				\$896.64		\$896.64
Vision Hispana	Vision Hispana	15,000	15,510	212	\$653.00	\$320.00	\$973.00	Print: 11.5" x 9.5" Online: 11.5 x 3				\$653.00	\$320.00	\$973.00
Whats Happening Now/Tri-City Voice	Tri-City Voice - Fremont, Newark, Union City, Hayward, and Sunol	25,000	--	--	\$420.00	--	\$420.00	Print: 9.75" x 8"				\$420.00		\$420.00
	Other Costs													
	Legal Notice of Public Hearing				\$1,076.84	--	\$1,036.02					\$1,166.74		\$1,166.74
	Publications Design				\$5,376.34	--	\$5,222.32							\$5,744.55
	Language 411 (translation from English to Chinese and Spanish); added translation for Post Newsgroup and Vision Hispana ads				\$1,515.48	--	\$1,172.03					\$1,172.03		\$1,289.23
	Dakota Press printing of 12-page report, and English flyer (500 of each, in color)****				\$1,271.65	--	\$1,268.39					\$1,085.95		\$1,085.95
	Outreach mailing				\$110.16	--	\$112.14					\$112.14		\$123.35
TOTALS:*****		3,889,543	2,090,599	2,826	\$ 38,076.23	\$ 7,900.00	\$45,374.88		0	0	0	\$ 32,336.81	\$ 8,900.00	\$ 47,109.78
Difference between 2018 and 2019 Costs =														\$1,734.90

Rates are not valid after 30 days

Estimate based on actual costs for 2018 plus 10%

*Includes newspaper circulation, bus ad impressions, and BART ad impressions. In previous years, this column was titled "Newspaper Circulation," and was updated to indicate that this column includes impressions for all print ads combined

**Page Views: The estimated number of times users viewed a page with our ad. In previous years, this column was titled "Alameda CTC Page Views," and was updated to indicate that page views apply to the publication listed, and not only the Alameda CTC website

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

****Costs for 2018 included business cards which were removed for 2019

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

Press Release



1111 Broadway, Suite 800

• Oakland, CA 94612

• 510.208.7400

• www.AlamedaCTC.org

FOR IMMEDIATE RELEASE

August 21, 2019

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

T: 510.208.7428

E: tlengyel@AlamedaCTC.org

www.AlamedaCTC.org

Independent Watchdog Committee Reports Transportation Sales Tax Expenditures in Compliance with Voter-Approved Expenditure Plan for 17th 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 21, 2019, the Independent Watchdog Committee (IWC) of the Alameda County Transportation Commission (Alameda CTC) released its [17th Annual Report to the Public](#), covering fiscal year 2017-2018 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 17th year in a row, Alameda CTC received a clean, unmodified opinion from the agency's independent auditors.

In fiscal year 2017-2018, Alameda CTC received \$154.5 million in Measure B revenue and expended \$149.6 million as follows:

- \$48.5 million for public transit, including operations, capital investments and special transportation for seniors and people with disabilities.
- \$32.0 million for highway and street capital projects.
- \$39.6 million for local transportation improvements, including local streets and roads and bicycle and pedestrian projects.
- \$26.5 million for debt repayment.
- \$2.3 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 FY2017-18 and will continue to incur this same amount each fiscal year until the last bond matures in March 2022.

In fiscal year 2017-2018, Alameda CTC received \$153.5 million in Measure BB revenue and expended \$122.9 million as follows:

- \$56.5 million for public transit, including operations, capital investments and special transportation for seniors and people with disabilities.
- \$15.8 million for highway and street capital projects.
- \$44.5 million for local transportation improvements, including local streets and roads and bicycle and pedestrian projects.
- \$1.0 million for community development grants.
- \$3.2 million for general administration.
- \$1.9 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 [17th 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 FY2019-20 Calendar/Work Plan
IWC FY2019-20 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 08, 2019	Monday, November 18, 2019	Monday, January 13, 2020	Monday, March 9, 2020	Monday, July 13, 2020
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 FY2018-19 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 FY2018-19 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 FY2018-19 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 FY2019-2020 Approve IWC FY2019-20 Annual Calendar/Work Plan IWC Member Reports Staff Responses to IWC Members Requests for Information IWC FY2019-20 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 FY2020-21 Approve IWC FY2020-21 Annual Calendar/Work Plan IWC Member Reports Staff Responses to IWC Members Requests for Information IWC FY2020-21 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
AUDIT PLANNING MEETING AGENDA
For The Year Ended June 30, 2019**

Date of Meeting: July 8, 2019 @ 5:30pm PST

Form of communication: Live meeting with the Independent Watchdog Committee

Audit Firm: Maze and Associates

Purpose of meeting: Cover discussions related to audit scope as required by Statement of Auditing Standards (SAS) Statement 114.

The main purpose of this discussion is to open up two-way communication between the auditors and IWC.

SAS 114 – Audit Timing, Scope and Management Representation

Audit Timing

Interim phase fieldwork is scheduled for the week of June 24, 2019 and final phase fieldwork is scheduled for the week of September 3, 2019 and September 9, 2019. The finalized drafts are scheduled to be presented at the October 24, 2019 Audit Committee, the November 18, 2019 Finance and Administration Committee, the November 18, 2019 Independent Watchdog Committee and the December 5, 2019 Alameda County Transportation Commission Meeting.

Audit Scope

Scope of work includes:

- Perform a risk assessment - brainstorm of Alameda CTC
- Create an audit plan tailored to Alameda CTC
- Review and document our understanding of Alameda CTC's internal controls and segregation of duties. Here we have a focused attention on conflict of duties – employees with access to assets and related records used to control and account for those assets, and we test mitigating controls.
- Determine the most effective way to test significant audit areas and balances, usually by:
 - Testing controls over key transaction cycles via sampling (such as disbursements, payroll and journal entries)
 - Testing information system application controls
 - Sending 3rd party confirmations when effective
 - Testing accruals at year end
 - Analytical Review
 - Projections and forecasts
 - Testing bank reconciliations
 - Testing capital asset transactions
 - Testing long-term debt transactions
 - Reviewing actuarial studies utilized for Retirement Plans and OPEB

- Perform compliance tests
 - Certain Government code provisions applicable to cash and investments
 - Local policy compliance, typically:
 - Investment
 - Purchasing
 - Grants (Single Audits)
- Financial Statement preparation assistance
 - Staff has requested that we provide assistance with the preparation of financial statements and disclosures.
 - We are satisfied staff have the capability to perform this task themselves.

Management Representations

We will request representations from management that data and assertions provided are complete and accurate. We rely primarily on our audit verification tests and procedures; however, management assertions and judgment unavoidably affect financial data.

Whitney Crockett, CPA
Audit Manager
whitneyc@mazeassociates.com
925-930-0902



"We are in the business to help our clients succeed"

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.

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: June 18, 2019
Name: Patrisha (Pat) Piras
Email Address: patpiras@sonic.net
Topic: Potential Request for "Re-Allocation" of Measure BB Funds

Governmental Agency of Concern (include name of agency and all individual contacts from list of project/program sponsor contacts):

Tri-Valley – San Joaquin Valley Regional Rail Authority dba "Valley Link Rail" (VLR, aka "ACE to BART") c/o LAVTA (Michael S. Tree)

Agency/Contact's Phone Number: 925-455-7555
Agency's Address: 1362 Rutan Court, Suite 100
City: Livermore **Zip Code:** 94551

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).

BART to Livermore Re-Allocation



Alameda County
Transportation Commission



METROPOLITAN
TRANSPORTATION
COMMISSION



- Alameda CTC Measure BB = \$400 million
 - Formal request for re-allocation to be made to Alameda CTC in Fall of 2019
- MTC AB1171 = \$73 million
- MTC RM3 = \$100 million
- MTC RM1 = \$15 million
 - Formal request for re-allocation to be made to MTC in Fall of 2019
- Livermore Development Impact Fees = \$40 million
 - Will require approval by Livermore City Council for re-allocation

High Likelihood Capital Funding

\$1.80 B - To North Lathrop
 \$1.60 B - To Downtown Tracy
 \$1.46 B - To Mountain House
 \$1.17 B - To Greenville



Capital Funding Source	Funding Potential (\$million)	Likelihood (Of securing the full amount of funding potential)
ACTC - Measure BB	\$400	High
MTC - RM1	\$15	High
MTC - RM3	\$100	High
MTC - AB1171	\$73	High
Alameda County Development Impact Fee	\$40	High

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: June 20, 2019
Name: Murphy McCalley
Email Address: mmccalley1@aol.com

Governmental Agency of Concern (include name of agency and all individual contacts from list of project/program sponsor contacts):

City of Oakland, Department of Transportation

Attn: Bruce Williams, Funding Programs Manager

Agency/Contact's Phone Number: 510-238-7229

Agency's Address: 250 Frank H. Ogawa Plaza, Suite 4314

City: Oakland **Zip Code:** 94612

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: varies
Time: varies
Location: various streets throughout City of Oakland
Project: N/A

Program: The condition of Oakland streets has long been an matter of concern and complaint. For FY 2017-18, Oakland’s Pavement Condition Index (PCI) was 55, below the “fair condition score” of 60. It had been 56 for the previous year. Some residents have even taken to self-help efforts with a “Pothole Vigilantes” squad!

Additionally, as reported in the latest compliance report the City expends a large amount of funds for staff planning. Would like to have a better understanding of how the City is planning to implement their program to repair the roads.

City voters passed Measure KK in November 2016 to fund \$350M for transportation projects over ten years. The City has developed a “3-year Paving Plan” to address the backload – the City Council memo is at:

<https://oakland.legistar.com/View.ashx?M=F&ID=7160098&GUID=C668AE74-B2FA-4E69-A5DF-0B6333890D35>

while the Transportation Department’s web-report is at

<https://www.oaklandca.gov/news/2019/oakdot-rolling-out-proposal-for-2019-2021-three-year-paving-plan>

However, news reports indicate that much of the current work will be done on an overtime-pay, 12-hour work-schedule to catch up. Despite the obvious need, is this the most prudent use of public funds?

The FY 2017-18 Compliance Reports for City of Oakland DLD are at:

https://www.alamedactc.org/wp-content/uploads/2019/01/FY17-18_MB_MBB_Compliance_Rpt_Oakland.pdf?x33781

The FY 2016-17 Compliance Reports for City of Oakland DLD are at:

https://www.alamedactc.org/wp-content/uploads/2018/11/Oakland_FY16-17_MB_MBB_Compliance_Rpt.pdf?x33781

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.

Concerns about this topic have been raised at multiple IWC meetings.

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MEASURE B AND MEASURE BB
Annual Program Compliance Report
Reporting Fiscal Year 2017-2018

12.4A

AGENCY CONTACT INFORMATION

Agency Name: **City of Oakland, Department of Transportation**

Date: 12/22/2018

Primary Point of Contact

Name: Bruce Williams
Title: Funding Program Manager
Phone: (510)238-7229
Email: Bwilliams@oaklandca.gov

Agency's Certification of True and Accurate Reporting by Submission

By submitting this Compliance Report to the Alameda County Transportation Commission, the submitting agency certifies the compliance information reported is true and complete to the best of their knowledge, and the dollar figures in the agency's Audited Financial Statement matches exactly to the revenues and expenditures reported herein.

Program Compliance Report Structure

This Reporting Form is broken into the following sections for the Measure B and BB Direct Local Distribution Programs applicable to the recipient agency.

- * **Cover - Agency Contact**
- * **General Compliance Reporting for all programs**
- * **Table 1 - Summary of Revenue, Expenditures, and Changes in Fund Balance**
- * **Table 2 - Detailed Summary of Expenditures and Accomplishments**

MEASURE B AND MEASURE BB
Annual Program Compliance Report Fiscal Year 2017-2018

TABLE 1: SUMMARY OF REVENUE, EXPENDITURES, AND CHANGES IN FUND BALANCE

DIRECTIONS: Complete the sections below based on the Measure B and BB Audited Financial Statements, for the applicable DLD programs for your agency. Values must match financial statements and total reported expenditures on Table 2.

A. 2000 MEASURE B Direct Local Distribution Programs

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
Beginning of Year Fund Balance	\$ 679,517	\$ 11,266,764	\$ -	\$ 547,041	\$ 12,493,322
Revenue	\$ 1,396,888	\$ 11,909,967	\$ -	\$ 1,214,721	\$ 14,521,576
Interest	\$ 7,700	\$ 155,834	\$ -	\$ 8,319	\$ 171,853
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 1,307,921 <small>TRUE</small>	\$ 12,476,374 <small>TRUE</small>	\$ - <small>#REF!</small>	\$ 1,258,062 <small>TRUE</small>	\$ 15,042,357
End of Year Fund Balance	\$ 776,184	\$ 10,856,191	\$ -	\$ 512,019	\$ 12,144,394

Notes

B. 2014 MEASURE BB Direct Local Distribution Programs

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
Beginning of Year Fund Balance	\$ 1,848,349	\$ 6,415,857	\$ -	\$ 1,245,834	\$ 9,510,040
Revenue	\$ 1,133,293	\$ 11,136,811	\$ -	\$ 1,242,953	\$ 13,513,057
Interest	\$ 5,454	\$ 60,410	\$ -	\$ 5,982	\$ 71,846
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 988,055 <small>TRUE</small>	\$ 15,204,914 <small>TRUE</small>	\$ - <small>#REF!</small>	\$ 1,086,025 <small>TRUE</small>	\$ 17,278,994
End of Year Fund Balance	\$ 1,999,041	\$ 2,408,164	\$ -	\$ 1,408,744	\$ 5,815,949

Notes

**Bicycle and Pedestrian Direct Local Distribution Program
Reporting Period - Fiscal Year 2017-18**

GENERAL COMPLIANCE REPORTING

1. Indicate the adoption year of the most current Bicycle/Pedestrian Master Plans, as applicable.

	Adoption Year
Bicycle Master Plan	2012
Pedestrian Master Plan	2017
Bike/Ped Master Plan	

If the plans are over five-years past the last adoption year, specify when your agency's will perform its next update.

Indicate N/A, if not applicable.

Update to the 2007 Bicycle Master Plan, which was reaffirmed in 2012, began in FY 17-18 and will be completed in FY 18-19.

2a. How much of the program balance is encumbered into active contracts and projects?

		\$ Encumbered
MB Balance	\$ 776,184	\$ 76,453
MBB Balance	\$ 1,999,041	\$ 101,088
Total	\$ 2,775,225	\$ 177,541

2b. Explain why the program has a fund balance, and how the agency plans to expend the balances down.

Indicate N/A, if not applicable.

Bike and Ped funds have modest levels of encumbrance to ongoing construction projects. The remaining balance is explained due to staffing vacancies in FY 17/18, particularly in pedestrian program staff that slowed expenditures on projects. In FY 18/19 it is our intent to program high priority projects from the recently completed pedestrian plan, and maintain expansion of bicycle infrastructure. As needed, funds may be allocated to cover cost inflation in ongoing construction contracts.

2c. Specify any large planned uses of fund balances within this program and their status i.e. planned or underway.

Project Title	Brief Project Description	DLD Amount	Project Status
Bicycle Plan Implementation & Improvements	Implementation of City bike plan, primarily maintenance and expansion of bicycle routes, parking and signage	\$ 243,124.96	Underway
Bicycle Master Plan Update	Bicycle master plan update, bicycle safety and access/ complete in FY 18/19	\$ 203,486.94	Underway
Lakeside Green St	Class IV protected cycle track added to the Lakeside Green Streets Project, construction complete 18/19	\$ 117,164.72	Underway
Pedestrian Safety Strategy	Development of ped safety strategy; City sidewalk repair & ped crossing improvements	\$ 43,289.89	Underway
Stairs and Paths Program	repair and ADA improvements to network of stair paths; 2-3 projects completed annually	\$ 35,169.50	Underway
Park Blvd Excelsior/E. 38th (ATP3)	SRTS improvements at Excelsior Ave & E 38th St, in PSE	\$ 26,985.18	Underway
Montclair Antioch Ct Ped Improvements	Pedestrian plaza in street ROW for pedestrian and community use, in PSE	\$ 10,995.50	Underway
Pedestrian Plan Implementation & Improvements	Implementation of City ped plan - ped safety improvements to high priority corridors and intersections	\$ 1,074,268.13	Planned
Bike & Ped Program Staffing / Project Development	Staff costs for bike/ped plan implementation and project development	\$ 587,740.18	Planned
Lower Park Boulevard Traffic Calming Improvements	Road diet, bike lanes, crossing improvements/award in FY 18/19	\$ 433,000.00	Planned

3. Confirm all expenditures were governing body approved (Yes/No).

Yes

4. Confirm the completion of the publicity requirements in the table below (Yes/No).

	Measure B	Measure BB	Copy of Article, website, signage Attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
Article	Yes	Yes	Yes	N/A
Website	Yes	Yes	Yes	N/A
Signage	Yes	Yes	Yes	N/A

Bicycle and Pedestrian Direct Local Distribution Program
Reporting Period - Fiscal Year 2017-18

TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year. - Expenditure total must correspond to your Audited Financial Statements, and Table 1 values.											
No.	Project Category <i>(Drop-down Menu)</i>	Project Phase <i>(Drop-down Menu)</i>	Project Type <i>(Drop-down Menu)</i>	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 17-18	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Bike/Ped	Other	Staffing	Capital	Bicycle and Pedestrian Program Staffing	Staff costs for bicycle and ped staff/bike and ped plan implementation	1	Other	Staff costs for bicycle and pedestrian program	\$ 301,934.91	\$ 654,180.12
2	Other	Planning/Scoping	Staffing	Capital	Complete Streets Project Development	Staff costs for planning and conceptual design of major active transportation projects	1	Other	Partial staff costs for complete streets project development planning, including costs of grant development and scoping	\$ 652,486.32	\$ 25,814.53
3	Bicycle	Construction	Bikeways (non-Class I)	Capital	Bike Plan Implementation & Improvements	Implementation of City bike plan/bicycle safety and increased bicycle mode share	20.2	Lane Miles	Install and upgrade bikeways, including: new or imprved stripes and markings; signage; traffic signal video cameras	\$ 103,105.06	\$ 155,341.82
4	Bicycle	Construction	Bike Parking	Capital	City Racks Bike Parking Program	Purchase and install bike racks; maintain bike racks and e-lockers/security	196	Bike Parking Spaces		\$ 24,175.59	\$ -
5	Bicycle	Other	Education and Promotion	Administrative	Bike Plan Outreach	Organize activities such as bike to work day and other events/publication of quarterly I Bike Oakland newsletter/encouragement of increased bicycling	21,539	# of People/Passengers	Outreach contacts, including participants in bike to work day, news letter distributions, attendance at bicycle outreach events.	\$ 30,384.71	\$ 4,253.56
6	Bicycle	Planning/Scoping	Master Plan	Administrative	Bicycle Master Plan Update	Bicycle master plan update, bicycle safety and access	1	Other	Plan update in progress, completion in FY 18/19	\$ -	\$ 17,301.94
7	Pedestrian	Construction	Pedestrian Crossing	Capital	Pedestrian Plan Implementation & Improvements	Implementation of City ped plan/pedestrian safety	3	Lane Miles	of road diet/complete streets improvements, incorporating high visibility crosswalks, curb ramps, ped signs, and painted islands	\$ 42,238.53	\$ 97,720.58
8	Pedestrian	Planning/Scoping	Education and Promotion	Administrative	Pedestrian Plan Outreach	Translation and formatting of Oakland Pedestrian Plan	1	Other	Translation of ped plan from English to Spanish and Mandarin, consulting contract to format ped safety toolkit	\$ 1,140.00	\$ 530.73
10	Bike/Ped	Other	Other	Capital	ATP SR2S Grant Monitoring	Conduct bicycle & pedestrian counts at Safe Routes to School project sites, as required by ATP grant	1	Other	Bicycle & pedestrian surveys for 10 ATP project SR2S sites	\$ -	\$ 11,491.88
11	Bike/Ped	Planning/Scoping	Other	Administrative	Complete Streets Guidelines	Contract with outside consultants to create guidelines to implement complete streets	1	Other	Consulting contract	\$ -	\$ 19,602.38
12	Pedestrian	PS&E	Streetscape / Complete Streets	Capital	Montclair Antioch Court Pedestrian Improvements	Pedestrian plaza in street ROW for pedestrian and community use	1	Other	PS&E design completed	\$ 2,455.50	\$ -
13	Bike/Ped	Construction	Multiuse Paths (Class I)	Capital	Lake Merrit Improved Entrances	Repave existing degraded pathways leading from Grand Ave and from Bellevue Dr to Children's Fairyland	3,700	Linear Feet	New AC ped pathway with flush concrete curb	\$ 150,000.00	\$ -
14	Bike/Ped	PS&E	Streetscape / Complete Streets	Capital	Lakeside Green Street Protected Bike Lanes	Class IV protected cycle track added to the Lakeside Green Streets Project	1	Other	2,600 linear ft of Class IV protected cycle track currently under construction, completion in FY 18/19	\$ -	\$ 1,817.46
15										\$ -	\$ -
16										\$ -	\$ -
17										\$ -	\$ -
18										\$ -	\$ -
19										\$ -	\$ -
20										\$ -	\$ -
21										\$ -	\$ -
22										\$ -	\$ -
23										\$ -	\$ -
24										\$ -	\$ -
25										\$ -	\$ -
Total Percentage of Capital vs Administrative Costs				97%						TOTAL	
a. Total Capital				\$ 2,222,762						Match to Table 1?	
b. Total Administrative				\$ 73,213						TRUE	TRUE

1,307,920.62

Is the total percentage of Capital vs Program Administration (outreach, staffing, administrative support) Costs GREATER THAN 50%? If not, explain how capital investments will increase in the future.

N/A

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2017-18**

GENERAL COMPLIANCE REPORTING

1. What is agency's current Pavement Condition Index (PCI)?

PCI = 55

Use PCI from the most recent MTC's VitalSigns linked here:

<http://www.vitalsigns.mtc.ca.gov/street-pavement-condition>

If your PCI falls below a score of 60 (fair condition), specify what actions are being implemented to increase the PCI.

Indicate N/A, if not applicable.

The City of Oakland passed Measure KK in November 2016, devoting \$350 million to transportation projects over ten years. Paving is the primary focus of this funding, and to date \$25 million has been budgetted to paving projects. In addition, SB1 funds are devoted to paving. Oakland's overall PCI should begin to climb as the impact of paving activities is reflected in street condition.

2a. How much of the balance identified here is encumbered into active contracts and projects?

		\$ Encumbered
MB Balance	\$ 10,856,191	\$ 3,485,602
MBB Balance	\$ 2,408,164	\$ 4,203,947
Total	\$ 13,264,355	\$ 7,689,550

2b. Explain why the program has a fund balance, and how the agency plans to expend the balances down.

Indicate N/A, if not applicable.

The fund balance in LSR funds is cumulatively \$13.2 million, of which \$7.7 million is encumbered to ongoing construction projects. The remaining fund balance of \$5.5 million is committed to a variety of projects and programs.

2c. Specify any large planned uses of fund balances within this program and their status i.e. planned or underway.

Project Title	Brief Project Description	DLD Amount	Project Status
Oakland Arm Base Infrastructure	Transportation Infrastructure for redevelopment of Oakland Army Base, project contract completion	\$ 7,000,000	Underway
Citywide Pavement Resurfacing Program	Major resurfacing of city streets, majority in contract	\$ 1,699,871	Underway
Lakeside Green St (OBAG 1)	Improved bike/ped connection/complete streets improvements/road diet, project in construction	\$ 1,393,109	Underway
MLK & Peralta Streetscape (OBAG 1)	Complete Streets improvements, project completing construction	\$ 1,321,604	Underway
Curb Ramp Construction	Provide ADA access/remove tripping hazards - contract 18/19	\$ 495,321	Underway
Bridge Seismic Retrofit Program	Local match for retrofit of Embarcadero (U/C), 23rd Ave (U/C), Leimert (PSE)	\$ 396,980	Underway
Laurel Access to Mills, Maxwell Park, Seminary (LAMMPS)(ATP 1)	Complete street project/bike and ped safety - under const	\$ 304,401	Underway
High Courtland Ygnacio SRTS Improvements (ATP 1)	Construction of complete street project/bike and ped safety, completing construction	\$ 269,081	Underway
Citywide Sidewalk Repair	Provide ADA access/remove tripping hazards; contract 18/19	\$ 143,030	Underway
HSIP projects	local match for PSE and CON of HSIP cycle 5,6,7	\$ 135,292	Underway
Miscellaneous Grant Match	match for various grants including OBAG, Caldecott, ACTC	\$ 41,904	Underway
Miscellaneous other programmed projects	includes paths/stairs, BRT Support, streetscapes	\$ 63,762	Underway

3. Confirm all expenditures were governing body approved (Yes/No).

Yes

4. Confirm the completion of the publicity requirements in the table below (Yes/No).

	Measure B	Measure BB	Copy of Article, website, signage Attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
Article	Yes	Yes	Yes	N/A
Website	Yes	Yes	Yes	N/A
Signage	Yes	Yes	Yes	N/A

Local Streets and Roads Direct Local Distribution Program
Reporting Period - Fiscal Year 2017-18

TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year.
- Expenditure total must correspond to your Audited Financial Statements and Table 1 values

No.	Project Category (Drop-down Menu)	Project Phase (Drop-down Menu)	Project Type (Drop-down Menu)	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 17-18	Units for Quantity (Drop-down Menu)	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Bike/Ped	Planning/Scoping	Staffing	Capital	Transportation Planning	Staff costs for transportation planning/planning and project development	1	Other	Partial staff costs for transportation planning, including costs of grant development and scoping, mobility management (car and bike share), agency coordination, professional development and training.	\$ 492,165.16	\$ 394,364.60
2	Streets/Rds	Planning/Scoping	Staffing	Capital	Transportation Engineering	Staff costs for transportation engineering activities/maintenance & project development of transportation assets	1	Other	Partial staff costs for transportation engineering and services (traffic capital, traffic safety , streets & structures), exclusive of time charged directly to individual CIP projects. Activities include project scoping and design, development, professional development and training	\$ 1,778,812.72	\$ 404,729.19
3	Streets/Rds	Maintenance/Operatio	Staffing	Capital	Streets and Sidewalks Maintenance	Staff costs for street and sidewalk maintenance/state of good repair	1	Other	Partial staff costs and O&M expenses for 48 FTE city crew for street and sidewalk maintenance, including 4241 potholes patched, 28 city blocks cracksealed, 10 speed bumps installed, 85173 linear ft of gutter cleaning, 240 linear ft of curb & gutter repair, 183 cubic yards of mudslide removal, 87 linear ft of guardrail repair, 4.1 miles of streets milled and paved	\$ 596,216.34	\$ 3,232,269.32
4	Ped only	Operations	Staffing	Capital	ADA Program	Staff costs for ADA program/planning & implementation of ADA improvements	1	Other	Staff costs for 2 full time staff and partial O&M expenses for ADA program	\$ 302,832.94	\$ 45,210.72
5	Streets/Rds	Maintenance/Operatio	Staffing	Capital	Public Works Maintenance - Electrical Division	Staff costs for maintenance of street lights and traffic signals/Maintain state of good repair for City assets	1	Other	Partial staff costs and O&M expenses for 9 FTE staff. Maintained Oakland's 38,000 street lights. Responded to 885 separate service incidents for street light repair. Responded to 645 separate service incidents for traffic signal repair.	\$ 1,108,861.89	\$ 974,668.33
6	Other	Maintenance/Operatio	Staffing	Capital	Tree Services Program	Staff costs for tree services program	1	Other	Partial staff costs for 4 tree trimmers and 1 supervisor. Completed 2226 tree-related work orders.	\$ -	\$ 737,524.54
7	Other	Other	Staffing	Administrative	Capital Programming & Analysis	Staff costs for analysis and programming of capital transportation projects	1	Other	Partial staff costs for 1 Manager of Capital Improvement Program, 1 Funding Program Manager, 2 Program Analysts, & 2 accountants who manage funding for transportation projects	\$ 296,961.34	\$ 529,084.49

8	Bike/Ped	Other	Staffing	Capital	Bicycle and Pedestrian Program Staffing	Staff costs for bicycle and pedestrian staff / bike and ped plan implementation	1	Other	Partial staff costs for 1 spatial data analyst, 1 Program Analyst II, & 2 interns for the bicycle and pedestrian program	\$ 61,103.25	\$ 49,791.74
9	Other	Other	Staffing	Capital	Traffic Safety Program	Staff costs for engineers and operations personnel	1	Other	Partial staff costs for 3 full time staff members, 1 intern, 1 data analyst, 3 supervisors, & 19 maintenance personnel to fulfill work orders for the Traffic Safety Program	\$ 273,213.66	\$ 1,908,354.62
10	Ped only	Operations	Staffing	Capital	Traffic Safety - Crossing Guards	Staff costs for traffic safety personnel	1	Other	Partial staff costs for 6 part-time crossing guards	\$ -	\$ 39,514.99
11	Other	Other	Staffing	Administrative	Mayor's Transportation Advisory	Staff costs for Mayor's Transportation Advisor/coordination of city transportation policy	1	Other	Staff costs for 1 full time staff member	\$ 38,892.96	\$ 301,251.52
12	Streets/Rds	Construction	Signals	Capital	Traffic Signal Management	Design and maintenance of traffic signal, communication networks, operations, timing, coordination, traffic safety	27	Intersections		\$ 7,085.00	\$ 1,041,284.26
13	Streets/Rds	Operations	Signals	Capital	Replacement of Traffic Cabinets Program	Change/upgrade controller cabinets	4	Other	Upgraded controllers @ 27th/Northgate, Coliseum Way/66th Ave, & Park/Chatham. Replaced cabinet and controller @ Market/6th St	\$ 149,463.83	\$ -
14	Streets/Rds	PS&E	Other	Capital	Emergency Road Work Program	Emergency Roadway Edge Stabilization / State of Good Repair	1	Other	PSE drawings completed for 6 sites: 6655 Snake Rd., 5800 block of Shepherd Canyon Rd., 2131 MelvinRd., 6818 Charing Cross, Tunnel Rd.@Bay Forest PL., Thorndale Dr @ Jewel Ct.	\$ 489,743.65	\$ -
15	Streets/Rds	Project Closeout	Street Resurfacing/Main	Capital	FEMA - Emergency Sinkhole Repair (27th St)	Emergency roadway stabilization and sinkhole repair at 27th St / State of good repair	1580	Square Feet	1580 square ft of roadway repair, including repair of storm water culvert & curb/gutter to fix severe sinkhole	\$ 402,931.39	\$ -
16	Ped only	PS&E	Sidewalks and Ramps	Capital	Stairs & Paths Rehabilitation - Holman to Barrows	Repairs to city paths and stairs/improved pedestrian connections	1	Other	Bid package complete	\$ 18,246.20	\$ -
17	Ped only	Construction	Sidewalks and Ramps	Capital	Stair & Path Repair Program	Repair pedestrian stair paths at "The Short Cut": Alvarado to Claremont Hotel Parking Lot	1	Other	Project advertised for construction	\$ 53,235.42	\$ 47,048.53
18	Other	PS&E	Other	Capital	Chelton Drive Slide	Two landslide rehabilitation projects: 1) erosion repairs in the ROW of Chelton Dr. 2) roadway stabilization (new retining wall) at Girven Dr.	1	Other	PSE 100% complete, construction to begin in 18/19	\$ 7,030.28	\$ -
19	Streets/Rds	PS&E	Street Resurfacing/Main	Capital	FEMA Project Support	Local costs associated with design/construction of FEMA-funded emergency roadway repair projects for tree removal, sewer, and sidewalk work/State of Good Repair	1	Other	PSE complete for Elverton @ Skyline, 6502 Heather Ridge, 6452 Shelterwood, 7270 Wild Currant & Aitken Drive; construction to begin in 2019	\$ 3,100.96	\$ -
20	Bike/Ped	Construction	Signals	Capital	Caldecott Tunnel Mitigation Projects - Broadway/Keith Project	Pedestrian and bicycle access improvements along Broadway between Keither and Golden Gate Way (match to Caldecott Settlement funds).	2000	Linear Feet	2 way cycle track, plus bicycle signal, ped crossing signal and curb/sidewalk repairs.	\$ 245,672.53	\$ -
21	Bike/Ped	Construction	Pedestrian Crossing Improvements	Capital	Neighborhood Traffic Safety Program	Design and construction of traffic safety improvements/vehicular and pedestrian safety	1	Other	111 Citywide traffic counts (including turning movement, volume, and speed); 3 traffic studies; coordination of community participation, construction maintenance materials	\$ 275,869.81	\$ 2,659.82
22	Ped only	Construction	Sidewalks and Ramps	Capital	Citywide Sidewalk Repair	Provide ADA access/Remove tripping hazards	1	Other	Project awarded 01/2018. Construction will begin 09/2018	\$ -	\$ 52,417.10
23	Ped only	Construction	Sidewalks and Ramps	Capital	Curb Ramp Construction	Provide ADA access /Remove tripping hazards.	36	Other	36 ADA compliant curb ramps constructed, approximately 100 additional curb ramp alterations designed and packaged for bid planned for FY 18/19	\$ 621,943.30	\$ 44,736.94

24	Streets/Rds	Maintenance/Operatio	Street Resurfacing/Main	Capital	Citywide Street Preventive Maintenance	Preventative maintenance of city streets/state of good repair	5.5	Lane Miles		\$ 512,347.04	\$ 486,842.05
25	Streets/Rds	Construction	Street Resurfacing/Main	Capital	Citywide Pavement Resurfacing Program - Project 1	Major resurfacing of city streets/state of good repair for city assets & safety @ 98th Ave, Adeline St, Broadway Terr, Clay St, Fruitvale Ave, Joaquinmill (NB), Linwood Ave, Market St, MLK Jr Wy	7.3	Lane Miles		\$ 430,634.33	\$ 3,240,153.85
26	Streets/Rds	Construction	Street Resurfacing/Main	Capital	Citywide Pavement Resurfacing Program - Project 2	Major resurfacing of city streets/state of good repair for city assets & safety @ 37th St, 4th St, 43rd St, E 8th St, Edgewater Dr, Euclid Ave, Fruitvale Ave, Linden St, Market St, Moraga Ave, Piedmont Ave, Seminary Ave, Shafter Ave, Webster St	1	Other	Construction in progress, estimated completion in Dec 2018	\$ 481,694.54	\$ 301,623.44
27	Bike/Ped	Project Closeout	Traffic Calming	Capital	HSIP 4 Closeout	Final closeout expenses for HSIP 4 projects completed in 16-17: Hegenberger Rd, Bancroft/94th Ave, San Pablo/W. Grand	3	Other	Final closeout expenses for HSIP 4 projects completed in 2016-17, including Hegeberger/Edes/73rd, Bancroft/94th Ave, & San Pablo/Grand West	\$ 5,815.25	\$ -
28	Bike/Ped	Project Closeout	Pedestrian Crossing Impr	Capital	HSIP Cycle 5 - 98th Ave	Traffic signal modifications, speed feedback sign. Improve traffic and pedestrian safety.	1	Other	Construction complete, project closeout in progress	\$ 19,251.42	\$ -
29	Bike/Ped	Construction	Traffic Calming	Capital	HSIP Cycle 5 - West MacArthur	Traffic signal modifications. Improve traffic and pedestrian safety	1	Other	Project closeout expenses. Construction completed in FY 16-17.	\$ 12,993.58	\$ -
30	Bike/Ped	Construction	Pedestrian Crossing Impr	Capital	HSIP Cycle 5 - Market St	Traffic signal modications, reconfigure intersection. Improve traffic, bicycle, and pedestrian safety	1	Other	Construction 50% complete, to be completed in FY18/19	\$ 49,957.03	\$ -
31	Bike/Ped	Construction	Pedestrian Crossing Impr	Capital	HSIP Cycle 6 - Grand Ave Crossing Improvements	Crosswalk, bulbouts and pedestrian safety improvements	1	Other	Construction 85% complete for 4 intersection treatments	\$ 293,150.33	\$ -
32	Bike/Ped	Construction	Signals	Capital	HSIP Cycle 6 - Madison	Traffic signal modifications. Improve traffic and pedestrian safety	1	Other	Construction 95% complete, to be finished 10/2018	\$ 331,111.77	\$ -
33	Bike/Ped	PS&E	Signals	Capital	HSIP Cycle 7 - Downtown Signal	Upgrade signals for pedestrian safety to include countdown signals and accessible pedestrian signals	1	Other	PS&E 90% complete, to be finished in FY 18/19	\$ 2,936.53	\$ -
34	Bike/Ped	PS&E	Pedestrian Crossing Impr	Capital	HSIP Cycle 7 - Market San Pablo	Traffic signal modications, crosswalk and pedestrian safety improvements	1	Other	PS&E 65% complete for design of 9 intersection treatments	\$ 73,170.39	\$ -
35	Bike/Ped	Construction	Streetscape / Complete	Capital	OBAG 1 - Lakeside Green St	Improved bike/ped connection/complete streets improvements/road diet	1	Other	Construction of improved bike/ped connection and improvements, completion in FY 18/19	\$ 552,024.03	\$ 11,690.00
36	Bike/Ped	PS&E	Streetscape / Complete	Capital	Lakeside Green Street Protected Bike Lanes	Class IV protected cycle track added to the Lakeside Green Streets Project	1	Other	Staff charges to complete engineering design for 2,600 ft of Class IV protected cycle track added to the Lakeside Green Streets Project, construction to be completed in FY 18/19.	\$ -	\$ 639,188.46
37	Bike/Ped	Construction	Streetscape / Complete	Capital	OBAG 1 - Peralta St Streetscape	Bike and pedestrian safety improvements along Peralta from 7th to 36th	1	Other	Construction 75% complete of 730 linear ft of complete street improvements, including sidewalk, bike, & crosswalk improvements	\$ 277,324.45	\$ -
38	Bike/Ped	Construction	Streetscape / Complete	Capital	OBAG 1 - MLK Way Streetscape	Bike and pedestrian safety improvements along MLK from West Grand to 40th Street	1	Other	Construction 75% complete of 500 linear ft of complete street improvements, including sidewalk, bike, & crosswalk improvements	\$ 475,658.71	\$ -
39	Bike/Ped	Construction	Streetscape / Complete	Capital	OBAG 1 - 7th St Streetscape Phase 2	Bike and pedestrian safety improvements along 7th Street from Peralta to Wood Street	1	Other	Project advertised and awarded. Construction FY18/19	\$ 60,812.65	\$ -
40	Ped only	Construction	Streetscape / Complete	Capital	ATP 1 - High Courtland Ygnacio Intersection Improvement Project	Design and construction of complete street project/bike and pedestrian safety	1	Other	Construction 75% complete	\$ 46,142.70	\$ -
41	Bike/Ped	Construction	Bikeways and Multiuse P	Capital	ATP 1 - Laurel Access to Mills, Maxwell Park & Seminary - LAMMPS	Design/construction of complete street project/bike and ped safety	1	Other	Design completed 100%, Construction 10% completed	\$ 421,550.28	\$ 106,263.50
42	Ped only	Construction	Streetscape / Complete	Capital	ATP 1 - International Blvd Pedestrian and Lighting Improvements	Design/construction of sidewalk spot repairs and installation of pedestrian scaled lighting along BRT corridor	1	Other	Design completed and advertised	\$ 138,718.62	\$ -
43	Bike/Ped	Construction	Pedestrian Crossing Impr	Capital	ATP Cycle 1 - Safe Routes to School	Crosswalk and pedestrian safety improvements	1	Other	Construction 75% complete, to be completed in FY18/19	\$ 202,289.87	\$ -
44	Bike/Ped	PS&E	Streetscape / Complete	Capital	ATP 3 - Fruitvale Alive Gap Closure Project	Design/construction of class 4 cycle tracks, improved ped amenities, and reconfiguration of auxil and slip lanes	1	Other	PS&E coordination, 2% completed.	\$ 27,236.53	\$ -
45	Bike/Ped	Planning/Scoping	Other	Capital	ATP 4 - Preparation	Preparation of grant applications for ATP Cycle 4, including planning, design, and cost estimations	1	Other	Grant application preparation	\$ -	\$ 49,555.00

46	Other	Other	Staffing	Administrative	MTC Car Share Grant	Local match for grant program to permit and increase car sharing/economic benefits and ghg reductions	7000	# of People/Passengers	Oakland successfully launched a free floating car share pilot program in Spring 2017. AAA's Gig Carshare currently holds 480 car share permits to operate in the City, with nearly 7,000 car share members based in Oakland. More than 27,000 carsharing trips starting or ending in Oakland have been taken.	\$ 19,264.06	\$ -
47	Streets/Rds	Construction	Staffing	Capital	AC Transit BRT	City oversight of East Bay BRT construction	1	Other	Staff costs for 1 construction inspector supervisor and 2 assistant engineers	\$ 84,071.04	\$ -
48	Streets/Rds	PS&E	Bridges and Tunnels	Capital	Bridge Maintenance Program	Repair of city bridges/ state of good repair	1	Other	PS&E for repair of 12 bridges 100% complete. Project advertised.	\$ 145,385.80	\$ -
49	Streets/Rds	PS&E	Bridges and Tunnels	Capital	Leimert Bridge Retrofit	Seismically retrofitting the Leimert Bridge at Park Blvd	1	Other	PS&E 50% complete	\$ 80,673.65	\$ -
50	Streets/Rds	PS&E	Bridges and Tunnels	Capital	Adeline Bridge Retrofit	Seismically retrofitting the Adeline Bridge at 3rd	1	Other	PS&E completed. Waiting for federal funds for construction	\$ 9,386.81	\$ -
51	Streets/Rds	Construction	Bridges and Tunnels	Capital	Embarcadero Bridge Replacement	Replacement of seismically deficient bridge / state of good repair and improved bike/ped access	1	Other	Construction 75% complete	\$ 461,182.96	\$ 365,000.00
52	Bike only	Planning/Scoping	Bikeways and Multiuse P	Capital	East 12th St Bikeway	Gap completion of a continuous six-mile bike route on the International Boulevard corridor	1	Other	Planning 50% Complete	\$ 38,207.00	\$ -
53	Bike/Ped	Planning/Scoping	Streetscape / Complete S	Capital	Telegraph Complete Streets Data Collection & Evaluation	Design of improved bike/ped connection/complete streets improvements/road diet	1	Other	Outreach and concept plans for road diet in Temescal	\$ -	\$ 31,559.49
54	Bike/Ped	Planning/Scoping	Other	Administrative	Vision Zero Oakland	Development of a Vision Zero policy to eliminate traffic injuries and fatalities. Identify priority corridors and intersections based on completion of Pedestrian Master Plan and other ongoing collision data analysis	1	Other	Development of a High Injury Corridor network that is used to prioritize complete streets projects	\$ -	\$ 97,155.00
55	Mass Transit	Planning/Scoping	Other	Administrative	Transit Action Plan	Development of a Transit Action Plan to increase frequency of service and lower the cost of transportation for Oaklanders	1	Other	Incorporation of transit projects into the City of Oakland's FY 19/21Capital Improvement Program	\$ -	\$ 70,972.50
Percentage of Capital vs Administrative Costs				96%	TOTAL					\$ 12,476,374.00	\$ 15,204,914.00
a. Total Capital				\$ 25,422,370	Match to Table 1?					TRUE	TRUE
b. Total Administrative				\$ 1,185,454							

If your agency did not expend greater than 50% of total costs on Capital Investments, explain how capital investments will increase in the future over Program Administration (outreach, staffing, administrative support). Indicate N/A if not applicable.

N/A

A minimum of 15% of Measure BB LSR funds are required to be expended on bike/pedestrian Improvements.

In this fiscal year, how much of Measure BB LSR funds were expended on bike/pedestrian improvements?

\$ 2,923,420
19.2%
TRUE

Percent of Measure BB LSR funds expenditures on bike/pedestrian improvements:

Meets minimum 15% threshold?

If your agency did not meet the 15% minimum expenditure requirement this fiscal year, explain why.

Note: calculation assumes that 75% of transportation planning, 50% of transportation engineering, 10% of streets and sidewalks maintenance, 50% of tree services, and 25% of traffic safety program is directly related to bike/ped projects

**Paratransit Direct Local Distribution Program
Reporting Period - Fiscal Year 2017-18**

GENERAL COMPLIANCE REPORTING

1a. How much of the balance identified here is encumbered into active contracts and projects?

		\$ Encumbered	
MB Balance	\$ 512,019	\$ 512,019	
MBB Balance	\$ 1,408,744	\$ 1,200,000	
Total	\$ 1,920,763	\$ 1,712,019	

1b. Explain why the program has a fund balance, and how the agency plans to expend the balances down.

Indicate N/A, if not applicable.

The City of Oakland has a fund balance because it has taken time to reconfigure the administrative service delivery budget model and to expand and add new transportation services since the influx of MBB funding beginning in the final quarter of FY 2014-15. FY 2017-18 represents levels of programming and transportation services that expends majority of the current annual Measure B/BB revenue levels. Therefore, there is a sizeable operational reserve that staff has not clearly identified an expenditure strategy at this time. Oakland is exploring opportunities to expand/reconfigure program operations in the near future to implement more expansive transportation services.

1c. Specify any large planned uses of fund balances within this program and their status i.e. planned or underway.

Project Title	Brief Project Description	DLD Amount	Project Status
Oakland Paratransit for the Elderly & Disabled Program	Plan, implement & monitor supplemental paratransit services & customer service for jurisdiction	\$ 810,000	Underway
Taxi Scrip Program	Delivery of subsidized transportation services & incentives	\$ 698,000	Underway
Taxi Up & Go! Volunteer Escort Program	Delivery of subsidized transportation services & customer service	\$ 160,000	Underway
Van Voucher Program	Delivery of subsidized transportation services	\$ 345,000	Underway
Same-day & Door-through-Door Van Voucher Pilot Program	Delivery of subsidized transportation services	\$ 50,000	Underway
Senior Group Trip Program	Delivery of subsidized transportation services	\$ 227,000	Underway
Bay Area Community Services Adult Day Care Specialized Van Transportation Service	Delivery of subsidized transportation services	\$ 111,000	Underway
		\$ -	

4. Confirm all expenditures were governing body approved (Yes/No).

Yes

5. Confirm the completion of the publicity requirements in the table below (Yes/No).

	Measure B	Measure BB	Copy of Article, website, signage Attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
Article	Yes	Yes	Yes	N/A
Website	Yes	Yes	Yes	N/A
Signage	Yes	Yes	Yes	N/A

Paratransit Direct Local Distribution Program
Reporting Period - Fiscal Year 2017-18

TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year.
- Expenditure total must correspond to your Audited Financial Statements and Table 1 values.

No.	Project Category <i>(Drop-down Menu)</i>	Project Phase <i>(Drop-down Menu)</i>	Project Type <i>(Drop-down Menu)</i>	Project Name	Project Description/Benefits	Quantity Completed in FY 17-18	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures	Other Fund Expenditures	Total Cost
1	Senior and Disabled Services	Operations	Program Administration	Oakland Paratransit for the Elderly & Disabled Program	Plan, implement & monitor supplemental paratransit services for jurisdiction				\$ 293,865	\$ 315,181	\$ 33,167	\$ 642,213
2	Senior and Disabled Services	Operations	Customer Service and Outreach	Oakland Paratransit for the Elderly & Disabled Program	Consumer interaction to ensure access to paratransit services				\$ 109,504	\$ 89,503	\$ -	\$ 199,008
3	Senior and Disabled Services	Operations	Same Day/Taxi Program	Taxi Scrip Program	Delivery of subsidized transportation services	22793	Number of One-Way Unduplicated Trips		\$ 697,242	\$ -	\$ 105,312	\$ 802,554
5	Senior Services	Operations	Customer Service and Outreach	Taxi Up & Go! Volunteer Escort Program	Consumer interaction to ensure access to paratransit services				\$ 69,246	\$ -	\$ -	\$ 69,246
6	Senior Services	Operations	Volunteer Driver Program	Taxi Up & Go! Volunteer Escort Program	Delivery of subsidized transportation services	2049	Number of One-Way Unduplicated Trips		\$ 88,204	\$ -	\$ -	\$ 88,204
8	Senior and Disabled Services	Operations	City-based Door-to-Door	Van Voucher Program	Delivery of subsidized transportation services	14328	Number of One-Way Unduplicated Trips		\$ -	\$ 343,715	\$ 55,048	\$ 398,763
9	Senior Services	Operations	Group Trips	Senior Group Trip Program	Delivery of subsidized transportation services	14742	Number of One-Way Unduplicated Trips	Actual one-way passenger trip count of group trip passengers, not number of group trips provided. 280 actual group trips.	\$ -	\$ 226,946	\$ -	\$ 226,946
10	Senior and Disabled Services	Operations	Other	Bay Area Community Services Adult Day Care Specialized Van Transportation Service	Delivery of subsidized transportation services	2973	Number of One-Way Unduplicated Trips		\$ -	\$ 110,680	\$ -	\$ 110,680
9									\$ -	\$ -	\$ -	\$ -
10									\$ -	\$ -	\$ -	\$ -
11									\$ -	\$ -	\$ -	\$ -
12									\$ -	\$ -	\$ -	\$ -
13									\$ -	\$ -	\$ -	\$ -
14									\$ -	\$ -	\$ -	\$ -
15									\$ -	\$ -	\$ -	\$ -
16									\$ -	\$ -	\$ -	\$ -
17									\$ -	\$ -	\$ -	\$ -
18									\$ -	\$ -	\$ -	\$ -
19									\$ -	\$ -	\$ -	\$ -
20									\$ -	\$ -	\$ -	\$ -
TOTAL									\$ 1,258,062	\$ 1,086,025	\$ 193,527	\$ 2,537,613
Match to Table 1?									TRUE	TRUE		



DLD Recipient Self-Certification

1111 Broadway, Suite 800, Oakland, CA 94607


• 510.208.7400

• www.AlamedaCTC.org

Confirmation of Use of Direct Local Distribution Funds

For the 2000 Measure B and 2014 Measure BB Direct Local Distribution (DLD) funds, pursuant to the California Public Utilities Code 180001 (e), funds generated by the transportation sales tax are to be used to supplement and not replace existing local revenues used for transportation purposes.

The City of Oakland Department of Transportation confirms that DLD funds are supplementing and not replacing existing local revenues used for transportation purposes.

 12-21-18

Ryan Russo
Director, Oakland Dept of
Transportation

Date

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:

6/19/19

Name:

Tom Rubin

Email Address:

tarubin@earthlink.net

Governmental Agency of Concern (include name of agency and all individual contacts from list of project/program sponsor contacts):

All - provide performance measure information for voters, taxpayers, transportation system users, and residents

Agency/Contact's Phone Number:

All

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: 6/19/19

Time: _____

Location: Alameda County

Project: All

Program: All

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.

No other agencies contacted.

See attachments

BART Dublin/Pleasanton and Warm Springs Extensions and Oakland Airport Connector

(Tom Rubin: I intend to ask the ACTC IWC, at its next scheduled meeting, to consider if ACTC should include update information on projects previously presented to the voters in transportation sales tax authorization ballot measures. This is intended as an example of such a disclosure.

I have not been able to identify any ridership projections that were made prior to the original 1986 ballot measure, nor operating costs for the project. BART ridership data by station is now available.

This document was prepared in 2013 for another purpose and has not been updated.)

There have been two county-wide transportation sales taxes approved in Alameda County in recent decades, the first in 1986 and the second in 2000.

The following is an excerpt from *Alameda County Transportation Expenditure Plan*, August 1986, prepared by the Alameda Countywide Transportation Committee, the interim entity that was established to prepare the original program of projects and funding for the monies to be raised by a fifteen-year one-half cent sales tax. This document was intended to be the primary information for voters, elected officials, and other interested parties as they prepared to make their decisions to approve or disapprove the ballot measure¹:

"Project: Dublin Canyon Rail Extension/Warm Springs BART Extension
Cost: \$565 million Sales tax contribution: \$170 million

"This project includes two parts: the Dublin Canyon Rail extension and the Warm Springs BART Extension. Dublin Canyon will consist of a rail line from the Bayfair BART station along the I-580 corridor. Whether this line will be light or heavy rail will depend on the outcome of a locally produced Alternatives Analysis addressing this corridor.

"The Warm Springs BART extension is planned to extend from the Fremont BART station to Warm Springs.

"Dublin Canyon is expected to cost \$220 million in a heavy rail configuration, and Warm Springs \$345 million. A total of \$170 million is to be allocated from sales tax revenues for the Dublin Canyon portion of this project. No sales tax revenue will be allocated to the Warm Springs extension until the Dublin Canyon extension is fully funded and ready for implementation. "

¹ Page 5, Accessed May 2, 2013:
http://www.alamedactc.org/files/managed/Document/7697/1986_MeasureB_Expenditure_Plan.pdf

The above costs are expressed in 1986 dollars (page 7). All conversions to constant dollars are made by using the U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index-Urban Consumers, for the San Francisco-Oakland-San Jose area.

Obviously, the message that anyone reading the above would take away would be that a vote for the sales tax would result in the construction of both the Dublin Canyon and Warm Springs extensions. While the document, very properly, did not mandate a specific transit mode, leaving that for the later Alternatives Analysis and follow-on process, the clear identification of the cost of heavy rail – BART – served as a clear indicator of the most likely outcome.

The Pleasanton Extension wound up costing \$514 million². Construction was completed in 1998, so, assuming a 1996 mid-point of construction, the 1986 dollars cost was approximately \$370 million – or approximately \$150 million, or 68%, over the 1986 estimate.

The above does not include the costs of the West Dublin/Pleasanton Station, BART's first – and, to date, only – "in-fill" station (a new station not added at the end of a pre-existing transit line). There is some argument that this station was to be part of the Dublin Canyon extension, but was eliminated as a cost-reduction measure. It opened in 2011, at a cost of \$106 million³, including a \$20 million budget overrun and a significant delay in opening due to design/construction issues, and this was up from a \$25 million construction estimate in 2002⁴. If we assume a 2009 date for construction mid-point, the \$106 million would be \$53 million in 1986 dollars. If this were to be added to the extension cost above, the total would be approximately \$423 million, \$203 million, or 92%, over the 1986 cost projection that was provided to voters to guide them in making their decision to approve the transportation sales tax.

Because of the shortfall caused by the cost overrun on this extension, among other things, there was no funding in the 1986 bond issue to fund the Warm Springs extension, which had to be delayed until a new source of funding was found – an extension of the original sales tax.

(Another interesting matter is the option not considered. Prior to the opening of the Dublin/Pleasanton in Alameda County and the Pittsburg/Bay Point extension in Contra Costa County, BART had fulfilled the campaign promise to provide transit service to the Eastern portions of these counties by contracting for bus service – which was terminated shortly after the service on these extensions opened. Interestingly, this service was the most cost-effective – lowest subsidy per passenger – of any transit service in the Bay Area before it was canceled.

This raises the question of why, instead of the expense of building a heavy rail line in the median of a subway, a busway/high-occupancy vehicle (HOV) lane was not considered instead. The

² OPAC Consulting Engineers, "BART Dublin/Pleasanton Extension," accessed May 2, 2013: <http://www.opacengineers.com/projects/BARTDPX>

³ BART, "New West Dublin/Pleasanton Station, BART's 44th, to open February 19," January 21, 2011, accessed May 2, 2013: <http://www.bart.gov/news/articles/2011/news20110121.aspx>

⁴ *Hacienda Network*, "Dublin/Pleasanton BART: Changing the Tri-Valley Commute in Just Five Years," April 16, 2002, accessed May 2, 2013: http://www.hacienda.org/ho/nw0204_bart5th.html

cost of construction would have been far lower and the utilization far higher, measured in terms of trips and passenger-miles.

While the concept of high-occupancy toll (HOT) lanes was known at this time, there were no operating examples in the United States. If this lane had been designed and opened as a Busway/HOV/HOT lane, or HOT was added later, the revenues could have covered a substantial share of the construction costs, perhaps even all. For the cost of the extension to Pleasanton, it is possible that a Busway/HOV lane or Busway/HOV/HOT lane could have been constructed to Livermore – or even over hills as far as the I-580/I-205 merge or even all the way to the I-205/I-5 merge, proving vastly more mobility, at far lower taxpayer subsidy.

However, a through search of the ABAG/BART library failed to disclose a single reference to this option even being mentioned when the Dublin/Pleasanton BART extension was proposed and studied.)

The following are excerpts from "Alameda County's 20-Year Transportation Expenditure Plan," July 2000⁵. This document was prepared for the election that year on the extension of the sales tax authorized in 1986 and had a similar origin and purpose. All costs are in 1998 dollars (page 10):

"BART Extension to South Fremont (to connect to Santa Clara County Extension)

Sales Tax Funding	\$165,500,000
Other Funding Sources	<u>\$380,800,000</u>

Project Cost \$546,300,000" (page 12)

"BART Oakland Airport Connector

Sales Tax Funding	\$ 65,800,000
Other Funding Sources	<u>\$ 64,200,000</u>

Project Cost \$130,300,000" (page 13)

The cost of the Warm Springs extension had gone from \$220 million in 1986 dollars to \$546.3 million 1998 dollars, which is approximately \$369 million in 1998 dollars – an increase of approximately \$149 million, or approximately 68%.

The current Alameda County Transportation Commission "Project Fact Sheet" for the BART Warm Springs Extension, March 2013⁶, shows a total cost of \$890 million and a mid-point of construction of approximately 2012, which would convert that cost to approximately \$412

⁵ Accessed May 2, 2013:
http://www.alamedactc.org/files/managed/Document/8472/2000_Measure_B_Ballot_and_Plan.pdf

⁶ Accessed May 2, 2013:
http://www.alamedactc.org/files/managed/Document/4654/ACTIA6020_BARTWarmSpringsExtension_factsheet.pdf

million in 1986 dollars – an increase of approximately \$192 million, or approximately 87%, in constant 1986 dollars.

Now the project appears headed for revenue service in 2015 – thirty-two years after the Alameda County voters passed a bond issue that they were told would fund it.

From the "Project Fact Sheet" for the BART Oakland Airport Connector⁷, we have a total project cost of \$484.1 million. The mid-point of construction appears to be 2012, so this converts to approximately \$331 million in 1998 dollars, when a cost of \$130.1 million was given to the voters to assist them in making their decision to support the sales tax extension or not. This is an overrun of approximately \$200 million – or approximately 154%.

This expenditure will provide a fixed guideway transit system from the Oakland Airport to the nearby BART Coliseum Station, with two additional stops along the alignment, which will replace a self-supporting bus system. The Airport Connector is expected to be slightly faster and, not being subject to traffic delays, will likely offer more consistent travel times than the existing AirBART shuttle buses, but it is questionable if the fares, which are expected to double when the Connector opens, will cover the costs of operations and capital renewal and replacement, or if the taxpayers, or airport patrons, will have to otherwise subsidize it.

(These results may offer something of an explanation of why, after the first two Alameda County Transportation Sales Tax issues passed relatively easily, the third attempt, B1 in November 2012, narrowly failed to be approved by the required two-thirds majority.)

⁷ Accessed May 2, 2013:
http://www.alamedactc.org/files/managed/Document/4642/ACTIA6030_BARTOaklandAirportConnector_factsheet.pdf

**ALAMEDA COUNTY
TRANSPORTATION COMMISSION
Independent Watchdog
Committee**

**Taxpayer/Voter Project/Program Information
A Presentation by Tom Rubin
July 8, 2019**

1

PURPOSE

- Proposition: In order for taxpayers/voters to be informed about the effectiveness of taxes that they have approved, they should be provided with constantly updated information about the use of the public funds that they have approved
- Information should be also be presented so that voters can:
 - Evaluate the performance of promises made in past tax ballot issues to determine how they should vote on new tax proposals
 - Evaluate the performance of elected officials responsible for performance of projects and programs

2

PROPOSED ACTIONS

- TODAY, hear overview of how this could work after receiving concepts as to what could be included
- TODAY, determine if this is worth further consideration
- TODAY, if warranted, discuss options for further development
- NEXT IWC MEETING, if there is interest, discuss details of what should be presented, and how
- WHEN FULLY DEVELOPED, present to Commission for its consideration and implementation

3

PROJECT EVALUATION

- Project evaluation refers to specific projects, such as road or transit projects
- “Time/Dime/Shine:”
 - Was the project completed and in service as per schedule?
 - Did the project come in on budget (for both ACTC grant and total costs)?
 - Did the project work as promised?
 - Meet technical requirements, such as safety and structural
 - Meet performance promises, such as:
 - Vehicles/lane/hour
 - Traffic congestion reduction
 - Transit ridership

4

NARRATIVES ARE OFTEN USEFUL

- For project performance evaluation, a narrative may be the best:
 - Start with the specifics of the “promise:”
 - From Ballot Measure
 - From post-ballot measure grant application
 - Give actual performance as to “Time/Dime/Shine”
- See attached Word™ document for example of what could be included (note that this document was originally prepared for a different purpose and goes back to the 1986 ballot measure, which is not within IWC scope; again, this is produced only as an example)

5

PROGRAM EVALUATION

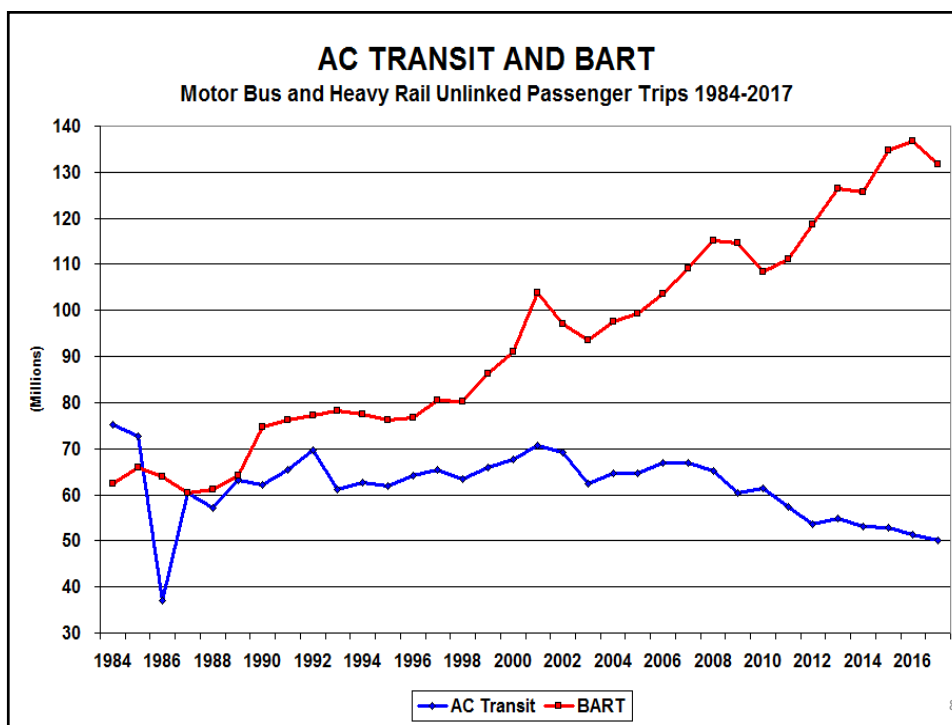
- In this context, “program” refers to annual funding for:
 - A city/county road paving program
 - A transit agency operating/capital subsidy
- Quantitative analysis is often useful, including:
 - Times series – how a performance metric has changed over a period of multiple years
 - Peer analysis – how a grant recipient performs on a metric compared to similar agencies

6

TRANSIT OPERATOR TIME SERIES

- Unlinked Passenger Trips (“UPT,” i.e., “boardings”) is one of the most common and meaningful measures of how a transit operator is performing
- Graph shows UPT from 1984 to 2017 for:
 - Alameda-Contra Costa Transit District (“AC Transit”)
 - San Francisco Bay Area Rapid Transit District (“BART”)
- Both AC Transit and BART serve, and levy taxes, on other Bay Area counties
- For UPT, data is available monthly
- Let’s not get into “why,” these are examples of what can be shown that might be useful to the public

7

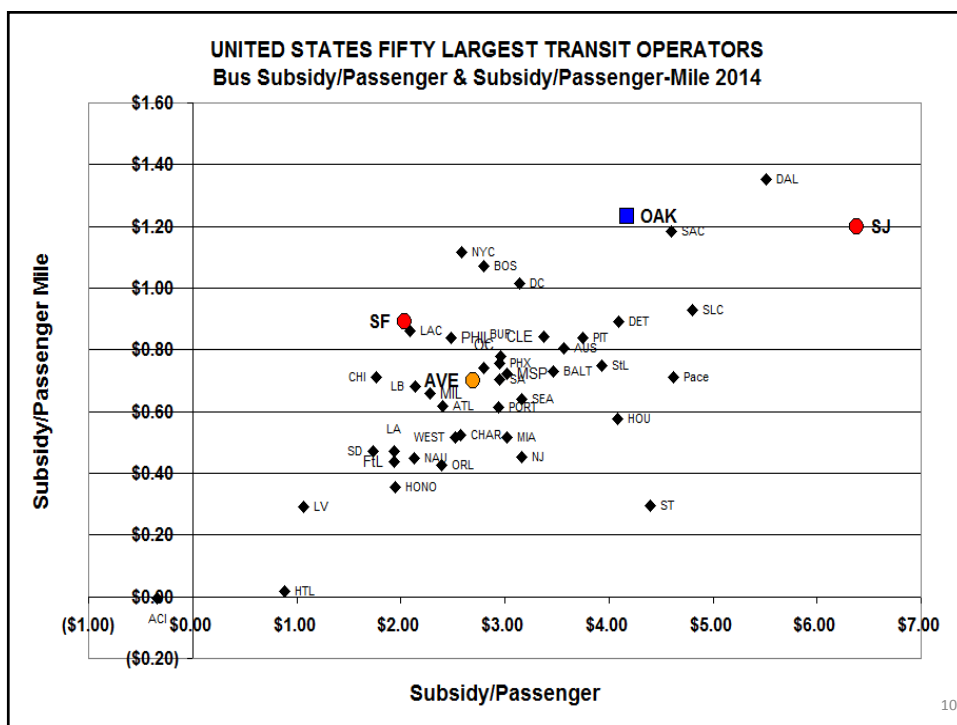


8

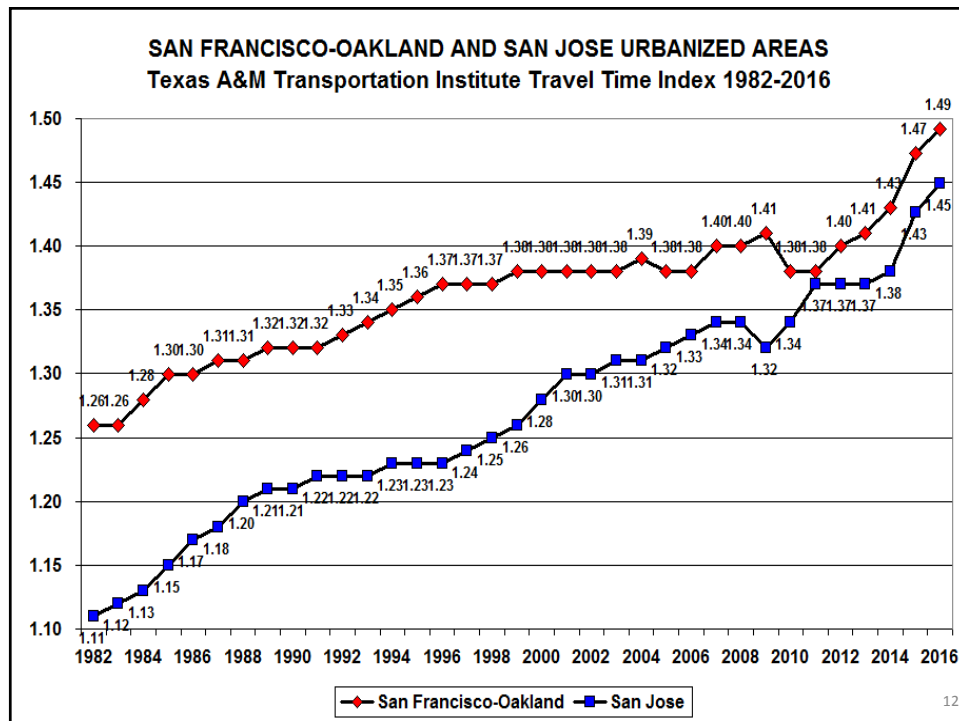
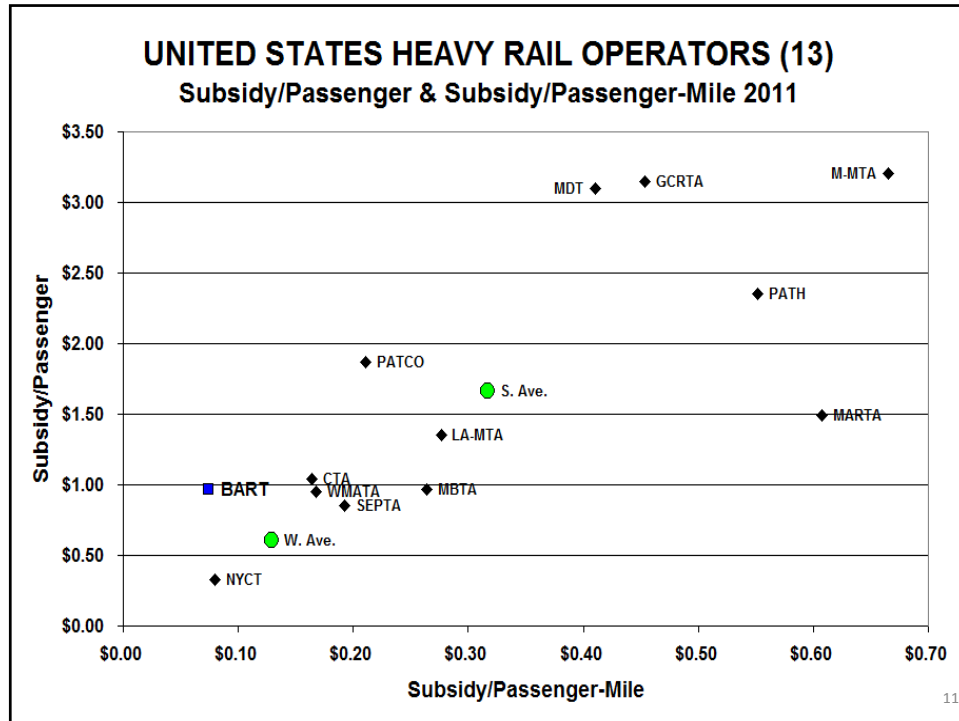
TRANSIT OPERATOR PEER COMPARISON

- Peer comparison brings in other, similar transit operators
- These graphs show the “Top 50” transit operators that operated motor bus (for AC Transit) and heavy rail (for BART)
- Subsidy per passenger and per passenger mile show how much output that a transit operator is getting per taxpayer dollar, a key measure of cost-effectiveness
- Top performance is as far as possible to the lower left of the graph

9



10



THESE ARE EXAMPLES ONLY

- Again, these are examples only
- If there is interest in this concept, we can come back with roads and other indicators at the next meeting
- There is absolutely no limit on the types of performance measures that could be presented
- If there is an interest in presenting this type of data, then we can get together to make suggestions for consideration of the IWC and, if the IWC believes this is worthwhile, the Commission

13

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**Alameda County Transportation Commission
Independent Watchdog Committee Budget
Fiscal Year 2019-20**

		Notes:
Annual Report	\$ 50,000	Includes all advertising (including costs for public hearing notice), printing, design, mailing, and translation services costs
Meeting Per Diems	<u>6,500</u>	17 members for 7 annual meetings (\$5950) + 2 members for 5 commission meetings (\$500) @ \$50 = \$6450
Total IWC Budget	<u><u>\$ 56,500</u></u>	

This IWC budget was approved by the Commission on May 23, 2019.

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From: Patricia Reavey
Sent: Thursday, March 14, 2019 4:54 PM
To: Cary Knoop
Cc: Angie Ayers
Subject: RE: Request for information

Mr. Knoop

Measure B (MB) and Measure BB (MBB) sales taxes generate approximately \$300 million in revenues annually as indicated in the revenue lines of the financial statements to which you refer (pages 21 and 22, https://www.alamedactc.org/wp-content/uploads/2018/12/Alameda_CTC_2017-18_CAFR.pdf). A portion of the \$300 million, over 50% (as stated in the IWC presentation date March 11, 2019), is distributed to eligible recipients as Direct Local Distributions (DLD) immediately, and the balance of net revenues is reserved to be programmed towards capital projects and discretionary programs.

Alameda CTC programs and allocates MB and MBB sales tax funds towards projects and programs throughout Alameda County through a Comprehensive Investment Plan approved by the Commission based on various criteria. The funding granted to projects and programs are paid to the sponsor agencies on a reimbursement basis. What this means is that once the sponsor agency incurs the expenditure, they submit the appropriate documentation to Alameda CTC and Alameda CTC reimburses them for the expenditures up to the amount that was programmed towards their specific project. The \$238 million of expenditures that you have outlined in your email represents DLD and actual project expenditures paid and reimbursed to sponsor agencies as well as Alameda CTC incurred project expenditures during fiscal year 2017-18 (FY2017-18) (\$81.0M MB and \$78.1M MBB were distributed as DLD funds, and \$79.2M was paid/reimbursed for Capital Project and discretionary program funding for projects, including the 1986 Measure B).

Revenues are recognized in the financial statements in the year they are received, and expenditures are recognized in the financial statements in the year that they are incurred. During FY2017-18, revenues were more than expenditures, which is not uncommon because expenditures vary based on the work that is accomplished and the phase a project is in during that fiscal year. Project costs can be much higher on a project when the project is in the construction phase. It also would not be uncommon for expenditures to be higher than revenues during a fiscal year, which may happen if Alameda CTC has multiple MBB projects enter the construction phase during the same fiscal year.

The transfer out of \$24.9 million during FY2017-18 from the MB Capital Projects Fund was made to the Debt Service Fund to cover the cost of debt service paid to bond holders during the fiscal year. This amount is slightly less than the actual debt service cost indicated in the financial statements because the amounts are transferred monthly to cover 1/12th of the next principal payment due each March 1 through maturity of the bonds and 1/6th of the next interest payment due each March 1 and September 1 through maturity of the bonds on March 1, 2022, so there was a fund balance available in the Debt Service Fund that had been set aside in the previous fiscal year to cover the difference. The MB Capital Projects Fund is responsible for paying the debt service on these bonds because these bonds were issued in 2014 to fund MB Capital Projects.

Please let me know if you have additional questions as you review the presentation from Monday evening.

Thanks,
 Trish Reavey, Deputy Executive Director of Finance and Administration
 Alameda County Transportation Commission
 1111 Broadway, Suite 800, Oakland, CA 94607
 510.208.7422 direct dial | 510.208.7400 main line

From: Cary Knoop [mailto:caryknoop@gmail.com]
Sent: Thursday, March 14, 2019 10:32 AM
To: Angie Ayers <aayers@alamedactc.org>
Cc: Patricia Reavey <preavey@alamedactc.org>
Subject: Request for information

Dear Angie,

Could you please forward the two questions listed below to the appropriate recipients?

Also, could you send and share the email addresses of my fellow ad-hoc subcommittee members as the ad-hoc subcommittee is a non-Brown act committee it should have a means of efficiently exchange information.

Best regards,

Cary Knoop

I am trying to understand the difference between the information in the ACTC Financial Report 2017-18 and the presentation in the last meeting that mentioned roughly \$300 million that is distributed based on 60% DLD (\$159 Million) and 40% Capital projects.

Based on the ACTC Financial Statement 2017-18 I calculate a total of about \$238 million:

	Special Funds		Capital Funds			
Transportation	2000 B	2014 BB	2000 B2	1986 B	2014 BB	Total
Highways and streets			\$32,057,955	\$300,454	15,756,404	\$48,114,813
Public transit	\$44,034,233	\$47,286,653	\$4,393,552		9,335,223	\$105,049,661
Local transportation	\$39,609,567	\$33,582,456	\$88,396		10,879,728	\$84,160,147
Freight and economic dev.		\$4,813				\$4,813
Community devel. inv.		\$975,604				\$975,604
Technology		\$1,679				\$1,679
Totals	\$83,643,800	\$81,851,205	\$36,539,903	\$300,454	\$35,971,355	\$238,306,717

Could you please explain the differences?

Also, I am curious about the transfer out of the 2000 Measure B fund to Nonmajor Governmental Funds of \$24.9 Million. Could you please explain what that transfer out entails?

Included for reference: Slides of the presentation and Funds overview.

Presentation Slides



~\$150M
Annually
Available
to DLD Programs

Direct Local Distributions FY2017-18 (dollars in millions)			
DLD Programs	Measure B	Measure BB	Total Funds
Local Streets and Roads	\$32.1	\$29.2	\$61.3
Mass Transit	\$30.5	\$31.4	\$61.9
Special Transportation for Senior and People with Disabilities (Paratransit)	\$13.0	\$4.4	\$17.4
Bicycle and Pedestrian Safety	\$5.4	\$13.1	\$18.5
TOTAL	\$81.0	\$78.1	\$159.1

Capital Projects Funds

	2000 Measure B	1986 Measure B	2014 Measure BB	Total
REVENUES				
Sales tax	\$59,162,414		\$44,050,228	\$103,212,642
Project revenue	\$4,866,529	\$1,240,995	\$5,216,450	\$11,323,974
Investment income	\$857,187	\$25	\$641,204	\$1,498,416
Total Revenues	\$64,886,130	\$1,241,020	\$49,907,882	\$116,035,032
EXPENDITURES				
Current				
Administrative				
Salaries and benefits	\$132,792	\$151,335	\$484,916	\$769,043
Office rent		\$57,405		\$57,405
Professional services		\$3,020		\$3,020
Other	-\$8,574	\$29,271	\$2,943	\$23,640
Transportation improvements	\$36,539,903	\$300,454	\$35,971,355	\$72,811,712
Total Expenditures	\$36,664,121	\$541,485	\$36,459,214	\$73,664,820
EXCESS/(DEFICIENCY) OF REVENUES OVER/(UNDER) EXPENDITURES	\$28,222,009	\$699,535	\$13,448,668	\$42,370,212
OTHER FINANCING SOURCES (USES)				
Transfer out	-\$24,887,224			-\$24,887,224
Total Other Financing Sources (Uses)	-\$24,887,224			-\$24,887,224
NET CHANGE IN FUND BALANCES	\$3,334,785	\$699,535	\$13,448,668	\$17,482,988
Fund Balances - Beginning	\$84,579,755	\$134,409,477	\$62,461,850	\$281,451,082
Fund Balances - Ending	\$87,914,540	\$135,109,012	\$75,910,518	\$298,934,070

Special Revenue Funds

	2000 Measure B	1986 Measure B	2014 Measure BB	Total
REVENUES				
Sales tax	\$88,374,773		\$103,303,552	\$191,678,325
Project revenue	\$1,722,245		\$3,115	\$1,725,360
Investment income	\$190,682		\$495,138	\$685,820
Other income	\$4,812		\$4,811	\$9,623
Total Revenues	\$90,292,512		\$103,806,616	\$194,099,128
EXPENDITURES				
Current				
Administrative				
Salaries and benefits	\$402,940		\$611,369	\$1,014,309
Professional services	\$148,418		\$761,726	\$910,144
Other	\$4,810		\$4,810	\$9,620
Transportation improvements	\$83,643,800		\$81,851,205	\$165,495,005
Total Expenditures	\$84,199,968		\$83,229,110	\$167,429,078
NET CHANGE IN FUND BALANCES				
Fund Balances - Beginning	\$19,493,987		\$36,365,451	\$55,859,438
Fund Balances - Ending	\$25,586,531		\$56,942,957	\$82,529,488

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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2019-2020

13.4

	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-19	Jan-21
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.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	Mar-19
7	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
8	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	Paratransit Advisory and Planning Committee	Jul-19		N/A
9	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
10	Ms.	Ryan	Karina	Oakland	League of Women Voters	May-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
14		Vacancy			Alameda County Mayors' Conference, D-2			
15		Vacancy			Alameda County Mayors' Conference, D-4			

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2019-2020

16		Vacancy			Alameda County Mayors' Conference, D-5			
17		Vacancy			Alameda County Supervisor Wilma Chan, D-3			