



## Independent Watchdog Committee Meeting Agenda Monday, January 13, 2020, 5:30 p.m.

Chair: Steve Jones  
Vice Chair: Murphy McCalley

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

<b>1. Call to Order</b>		
<b>2. Roll Call</b>		
<b>3. Public Comment</b>		
<b>4. Meeting Minutes</b>		
4.1.	<a href="#">Approve November 18, 2019 IWC Meeting Minutes</a>	1 A
<b>5. Measure B/Measure BB Projects and Programs</b>		
5.1.	<a href="#">Measure B and Measure BB Programs Update</a>	7 I
5.2.	<a href="#">Measure B and Measure BB Capital Projects Update</a>	19 I
<b>6. Measure B/Measure BB Compliance and Audited Financial Reports</b>		
6.1.	Fiscal Year 2018-19 Measure B/BB Compliance Review Process Update Note: Audit Reports Available on Alameda CTC Website: <a href="https://www.alamedactc.org/funding/reporting-and-grant-forms/">https://www.alamedactc.org/funding/reporting-and-grant-forms/</a>	I
<b>7. IWC Member Reports/Issues Identification</b>		
7.1.	Chairs Report	I
7.2.	Member Reports	I
7.3.	<a href="#">IWC Issues Identification Process and Form</a>	37 I
<b>8. Staff Reports</b>		
8.1.	Staff Responses to IWC Members Requests for Information	I
8.2.	<a href="#">IWC Calendar</a>	41 I
8.3.	<a href="#">IWC Roster</a>	43 I
<b>9. Adjournment</b>		

Next Meeting: Monday, March 9, 2020

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 January through March 2020

**Commission Chair**

Supervisor Richard Valle, District 2

**Commission Vice Chair**

Mayor Pauline Cutter,  
City of San Leandro

**AC Transit**

Board Vice President Elsa Ortiz

**Alameda County**

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

**BART**

Vice President Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezzy Ashcraft

**City of Albany**

Mayor Rochelle Nason

**City of Berkeley**

Mayor Jesse Arreguin

**City of Dublin**

Mayor David Haubert

**City of Emeryville**

Councilmember John Bauters

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Barbara Halliday

**City of Livermore**

Mayor John Marchand

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember 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	January 30, 2020 February 27, 2020 March 26, 2020
9:00 a.m.	Finance and Administration Committee (FAC)	February 10, 2020 March 9, 2020
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)	February 6, 2020 March 5, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	February 13, 2020
1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 24, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	March 13, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 10, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	March 23, 2020

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

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Independent Watchdog Committee  
Meeting Minutes  
Monday, November 18, 2019, 5:30 p.m.

4.1

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**1. Call to Order**

Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order.

**2. Roll Call**

A roll call was conducted and all members were present with the exception of Curtis Buckley, Oscar Dominguez, Glenn Nate, Carmen Rivera-Hendrickson, Karina Ryan, Harriette Saunders, Carl Tilchen, and Hale Zukas. A quorum was not present and the Chair moved item 5.1 before 4.1.

**Subsequent to the roll call:**

Karina Ryan and Carl Tilchen arrived during item 5.1.

**3. Public Comment**

There were no public comments.

**4. Meeting Minutes**

*(This item was presented after item 5.1)*

**4.1. Approval of July 8, 2019 IWC Meeting Minutes**

*Pat Piras made a motion to approve this item. Murphy McCalley seconded the motion. The motion passed with the following votes:*

Yes: Brown, Jones, McCalley, Piras, Rubin, Ryan, Tilchen

No: None

Abstain: None

Absent: Buckley, Dominguez, Nate, Rivera-Hendrickson, Saunders, Zukas

**5. Independent Auditor Financial Report**

**5.1. Presentation of Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2019**

*(This item was presented before item 4.1)*

David Alvey, Alameda CTC's independent auditor from Maze & Associates, presented the audit Comprehensive Annual Financial Report (CAFR). The audit team reviewed the financial statements provided by Alameda CTC and found no weaknesses in internal controls, required no adjustments to the financial statements, and experienced no difficulties in the performance of the audit. He then gave a presentation on the findings and financial standing of the agency.

Maze and Associates issued a clean, or unmodified, audit opinion for the year ended June 30, 2019.

Murphy McCalley asked if deferred outflows and deferred inflows are accruals. Mr. Alvey stated that these are terms that the Governmental Accounting Standards Board (GASB) incorporated. Deferred outflows are assets and deferred inflows are liabilities. Ms. Reavey noted that these terms were incorporated in a recently defined GASB requirement.

Steve Jones asked if the Measure B fund balance is decreasing. Ms. Reavey stated that it is shrinking and will continue to over time as projects are still being worked on until Measure B projects are completed.

Ms. Reavey noticed that the PowerPoint file being used for the presentation was corrupted, and she stated that staff will provide the committee with a corrected presentation via email.

Pat Piras asked what particular learning curves did Maze & Associates need to deal with to perform Alameda CTC's audit. Mr. Alvey responded that mapping of the financials and getting an understanding of the internal controls and who does what at the agency took the most time. One of the biggest obstacles they had was understanding the ins and outs.

Tom Rubin asked how ongoing problems with the City of Albany impacted the audit. Mr. Alvey stated that it's up to Alameda CTC in how to deal with these issues based on their compliance policies and procedures, and as he understands it based on our discussions, Alameda CTC was pretty strict in dealing with this situation and he likes to see that.

Tom Rubin asked was there a comment on the City of Albany failing to have proper procedures and not being able to report their financials. Mr. Alvey stated that finding would be local to the city, and is not a part of Alameda CTC's report.

Pat Piras asked when did the City of Albany get cleaned up. Ms. Reavey said that the City of Albany produced a letter from an independent auditor that says the city established processes and procedures to track and account for their Direct Local Distribution (DLD) funds for Fiscal Year 2018-19. Alameda CTC had withheld their DLD funds until their internal controls were confirmed by their auditor. Ms. Reavey noted that Alameda CTC released their DLD funds around September or October of 2019.

Carl Tilchen asked if it's appropriate for an IWC member to attend the City of Albany meetings to see if they are talking about building additional transit. Ms. Reavey stated that the IWC member that signed up to monitor their projects and programs will be notified of any meetings and they can determine if Measure B or Measure BB projects and programs will be discussed. She also stated that the City of Albany is scheduled to submit audited financial statements in December 2019.

Murphy McCauley asked if the Commission took an action to suspend the City of Albany's DLD funds. Ms. Reavey said she made the decision to suspend their funds due to the timing of the action. She stated that Alameda CTC did brief the Commission on suspending the City of Albany's funds at the meeting immediately following and they were supportive of staff's decision to do the due diligence necessary to ensure Measure B and Measure BB funds are spent in compliance with the transportation expenditure plans.

Tom Rubin suggested that Alameda CTC staff recommend a policy to the Commission on what action should be taken when DLD recipients are unable to provide audited financial statements of Measure B and Measure BB funds.

Tom Rubin asked for what years will the City of Albany supply financial audited statements. Ms. Reavey stated that Alameda CTC expects financial statements for Fiscal Year 2018-2019 by the end of December 2019 and the city will not go back to the prior years.

*Tom Rubin made a motion to say thank you to staff for doing their job with the City of Albany and the motion included staff recommending a policy to the Commission for adoption on how to handle DLD recipients that are unable to provide audited financial statements of Measure B and Measure BB funds. Pat Piras seconded the motion. The motion passed with the following votes:*

Yes: Brown, Jones, McCalley, Piras, Rubin, Ryan, Tilchen

No: None

Abstain: None

Absent: Buckley, Dominguez, Nate, Rivera-Hendrickson, Saunders, Zukas

## **6. Measure BB Implementing Guidelines Discussion**

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

Patricia Reavey stated that this item was put on the agenda due to the request for an IWC discussion related to Measure BB implementing guidelines made by the IWC. Pat Piras noted that the Sierra Club referenced this in correspondence with various organizations and its likely to come up with the proposed 2014 Transportation Expenditure Plan (TEP) amendment related to Valley Link. Ms. Piras said that she thinks that the Commission and Alameda CTC staff should have consultation with legal counsel especially with regard to implementing guideline number 22. Ms. Reavey noted that the Alameda CTC will confer with legal through every step of the process for an amendment to the TEP. She also stated that Tess Lengyel developed written procedures that are in compliance with the TEP requirements on what an amendment to the TEP will require.

Tom Rubin asked if the projects and programs watchlist that IWC members signed up to watch were sent to the project sponsors. He noted that he signed up to watch the BART to Livermore project and he's not receiving public notifications of

meetings. Some members noted that they receive notifications from Livermore Amador Valley Transit Authority for Valley Link. Ms. Reavey noted that staff will follow up with BART to ensure you are included on public notifications.

*This item is for information only.*

## **7. IWC Annual Report Outreach Summary**

### **7.1. IWC Annual Report Outreach Summary and Publication Cost Update**

Patricia Reavey gave an update on the publishing and outreach efforts for the 17th IWC Annual Report to the Public. She summarized the work Alameda CTC did, which was based on the direction of the IWC, to produce and distribute the report, as well as to place online banner advertisements in the media. She informed the committee that the total cost for the 17th IWC Annual Report to the Public is \$45,882 that is \$507 less than the prior year.

Pat Piras noted that she saw the advertisement at the BART station and she took photos and sent it to people. Ms. Piras stated that it may be a good idea to start earlier in the process to look at the placement of the BART ads so that we have more flexibility. She also stated that BART should be part of the solution and responsible for contacting their marketing firm.

*This item is for information only.*

## **8. IWC Member Reports/Issues Identification**

### **8.1. Chair's Report**

Chair Steve Jones stated that he did not have new items to report.

### **8.2. IWC Issues Identification Process and Form**

Patricia Reavey noted that Alameda CTC made the Issues Identification Form into a fillable form and staff will email the form to the committee. Steve Jones 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.

### **8.3. Issues Discussion**

#### **8.3.1. City of Oakland Local Streets and Roads Performance**

John Nguyen stated that at the July 2019 meeting the IWC requested the City of Oakland staff attend its next committee meeting, and explain how the city plans to implement its DLD Local Streets and Roads program. Mr. Nguyen introduced Bruce Williams with the City of Oakland to present their plan. Mr. Williams presentation reviewed Oakland's Measure B and Measure BB LSR implementation plan, staffing and administration costs and DLD fund balances.

Murphy McCalley asked Mr. Williams to clarify how the pavement work is done inhouse or contracted out. Mr. Williams stated that most of the work is



contracted out and he's not able to tell the committee the percentages on how much is contracted out.

Murphy McCalley asked if the administrative costs is to cover maintenance contracts or actual staffing. Mr. Williams said the administrative costs go towards the city's professional staff of planners and engineers who perform needs assessments and contract management of the maintenance crews performing the actual street repairs.

Pat Piras asked for an explanation on Oakland approach to selecting the local street and road improvements. Mr. Williams stated that the city's evaluation process includes a review of street conditions, population density, and neighborhood income levels (communities of concern). He noted that the result of this evaluation has shifted many investments away from the Oakland hills where there are a lot of streets but not many people. The committee request for a copy of the report be sent via email.

Pat Piras asked if crossing guards eligible for using DLD LSR funding. Mr. Nguyen confirmed crossing guard programs are eligible DLD expenditures.

Carl Tilchen asked if the city has a local service training program for its maintenance crews. Mr. Williams stated that the city has used the civilian conservation corps for some projects but they are not related to road maintenance.

*This item is for information only.*

## **9. Staff Reports**

### **9.1. Staff Response to Request for Information**

Patricia Reavey noted that this item was included to show responses to questions from IWC members following the previous committee meeting.

Tom Rubin asked about the vacancies and the members with expired terms. Mr. Rubin suggested that the committee reach out to people they know to help fill the vacancies.

*This item is for information only.*

### **9.2. IWC Calendar**

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

### **9.3. IWC Roster**

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

## **10. Adjournment**

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for January 13, 2020 at the Alameda CTC offices.

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# Memorandum

5.1

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**DATE:** January 6, 2020

**TO:** Independent Watchdog Committee

**FROM:** John Nguyen, Principal Transportation Planner

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

## Recommendation

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

## Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs. The programs generate over \$300 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

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

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

Alameda CTC distributes over half of Measure B/BB total revenues collected to the twenty local jurisdictions and transit agencies as DLD funds. Recipients use DLD funds on locally prioritized transportation improvements that improve local access, safety, transit, infrastructure preservation and system reliability. Typical DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. For fiscal year (FY) 2019-20, DLD recipients are projected to receive approximately \$165 million in DLD funds - \$84 million in Measure B funds and \$81 million in Measure BB funds.

Each year, as part of the Annual Program Compliance Reporting process, Alameda CTC requires DLD recipients to submit Audited Financial Statements and Compliance Reports that summarizes the past fiscal year's financials, expenditures,

and program achievements. The reports for the FY 2018-19 reporting period were due at the end of December 2019 and are currently under review by Alameda CTC staff. Compliance findings and program achievements will be presented to the Commission and IWC later in early summer 2020.

Additionally, Alameda CTC distributes discretionary Measure B/BB funds through competitive processes, and are subsequently monitored through separate funding agreements with project sponsors. Currently, there are approximately \$352 million encumbered in active project sponsor agreements.

## **Background**

The Measure B and Measure BB sales tax programs provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are distributed to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements. From the start of the 2000 Measure B and 2014 Measure BB programs through the end of FY 2018-19, Alameda CTC distributed a total of approximately \$1.4 billion in DLD funds to local recipients, with an additional \$165 million in DLD funds forecasted for distribution in FY 2019-20 (Attachment A – Historical Direct Local Distributions by Fund Program).

The DLD funds are distributed to eligible jurisdictions per a prescribed formula in the respective voter approved Transportation Expenditure Plans. DLD recipients include the fourteen incorporated cities in Alameda County, County of Alameda, and five transit agencies (Alameda-Contra Costa Transportation Authority, Bay Area Rapid Transit District, Livermore Amador Valley Transportation Authority, San Francisco Water Emergency Transportation Authority, and the San Joaquin Regional Rail Commission).

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

Annually on average, DLD recipients expend less than the amount of DLD funds received for a fiscal year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds identified for future and/or larger capital improvements. Per the most recent recipients' financial statements, as of June 30, 2018, there is a collective fund balance of approximately \$86.8 million in DLD funds across all DLD recipients \$45.9 million in Measure B and \$40.9 million in Measure BB funds (Attachment B), an increase of \$1.4M from the prior fiscal year. Alameda CTC is monitoring the fund balances as required by the DLD Timely Use of Funds Policies, which requires the balance to decrease to an amount equal to or less than 40% of the annual revenues received. Alameda CTC requires DLD recipients to submit separate annual Audited Financial Statements and Program

Compliance Reports that summarize the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements to monitor program compliance. The Audited Financial Statements and Program Compliance Reports for FY 2018-19 are due at the end of December. Alameda CTC staff, in conjunction with the Independent Watchdog Committee (IWC), will review the reports and provide an update on the DLD fund balances, DLD accomplishments, and overall compliance determination as part of the Annual Program Compliance Summary Reports to the Commission in early summer 2020.

### Discretionary Programs

Alameda CTC also distributes discretionary Measure B and Measure BB funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. To streamline the programming and allocation of these funds, Alameda CTC consolidated the programming into one single process and document known as the Comprehensive Investment Plan (CIP), which covers a five-year programming horizon. On June 17, 2019, the Commission approved the most recent CIP (2020 CIP) with the latest programming and allocation for FY 2019-20 to 2023-24, with a two-year allocation plan for the first two fiscal years of the CIP. The 2020 CIP includes the coordination of local Measure B/BB funds with other Alameda CTC administered funding including Federal, Vehicle Registration Fee program, and Transportation Fund for Clean Air (TFCA) program funds. Funds programmed and allocated through Alameda CTC consider project sponsor's readiness, leveraging of external funds, project needs, performance, and funding equity across Alameda's CTC administered funds.

Alameda CTC currently has over \$352 million in Measure B/BB discretionary programs funds in active agreements with various project sponsors. All discretionary grants are paid on a reimbursement basis upon successful completion of the scope of work contained in funding agreements with the project sponsors. A current list of active Measure B/BB discretionary funded projects and programs is included in Attachment C. The next programming of discretionary funds is expected to occur in spring 2021 for the 2022 CIP.

**Fiscal Impact:** There is no fiscal impact. This is an information item only.

### **Attachments:**

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

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**Measure B/Measure BB**  
**Historical Direct Local Distributions<sup>1</sup>**

<b>Fiscal Year</b>	<b>Measure B</b>	<b>Measure BB</b>	<b>Total</b>
FY 01/02	\$12,006,000		\$12,006,000
FY 02/03	\$49,455,451		\$49,455,451
FY 03/04	\$53,086,000		\$53,086,000
FY 04/05	\$54,404,793		\$54,404,793
FY 05/06	\$59,357,051		\$59,357,051
FY 06/07	\$61,176,456		\$61,176,456
FY 07/08	\$62,543,374		\$62,543,374
FY 08/09	\$54,501,184		\$54,501,184
FY 09/10	\$50,808,873		\$50,808,873
FY 10/11	\$56,693,936		\$56,693,936
FY 11/12	\$60,556,173		\$60,556,173
FY 12/13	\$64,812,051		\$64,812,051
FY 13/14	\$66,662,145		\$66,662,145
FY 14/15	\$69,516,036	\$13,429,323	\$82,945,359
FY 15/16	\$72,008,976	\$69,875,475	\$141,884,451
FY 16/17	\$74,971,061	\$72,194,974	\$147,166,035
FY 17/18	\$81,030,004	\$78,118,871	\$159,148,875
FY 18/19	\$87,708,370	\$84,886,228	\$172,594,597
FY 19/20 <sup>2</sup>	\$83,920,434	\$81,430,272	\$165,350,706
<b>Total</b>	<b>\$1,175,218,367</b>	<b>\$399,935,143</b>	<b>\$1,575,153,510</b>

**Notes:**

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2019-2020.

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

*(Starting Fund Balance for Fiscal Year 2018-19)*

<b>Jurisdiction:</b>	<b>Measure B</b>	<b>Measure BB</b>	<b>Total</b>
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
<b>Total</b>	<b>\$45,907,169</b>	<b>\$40,854,751</b>	<b>\$86,761,920</b>

Notes:

1. Financials are from the Measure B/BB Direct Local Distribution Recipients' FY 2017-18 Audited Financial Statements, as of June 30, 2018.

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

Index	Agreement Number	Sponsor	Project Name	Measure B Funds Awarded	Commission Approval Date	Agreement Expiration Date
<b>BICYCLE AND PEDESTRIAN PROGRAM</b>						
1	A13-0062	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	6/27/2013	10/31/2019
2	A17-0083	City of Albany	Buchanan Bikeway Phase III	\$ 600,000	4/27/2017	12/31/2019
3	A17-0087	City of Berkeley	Milvia Bikeway Project	\$ 350,000	4/27/2017	12/31/2019
4	A17-0096	City of Emeryville	South Bayfront Bridge	\$ 1,895,000	4/27/2017	12/31/2020
5	A17-0114	City of Oakland	E. 12th Street Bikeway	\$ 1,500,000	4/27/2017	12/31/2020
6	A17-0126	City of Union City	Bicycle and Pedestrian Master Plan Update	\$ 150,000	4/27/2017	12/31/2020
7	D17-0001	Alameda CTC	Countywide Bicycle and Pedestrian Planning and Promotion	\$ 235,000	4/27/2017	12/31/2020
8	D17-0050	Alameda CTC	Alameda County Safe Routes to School Program (match)	\$ 1,090,000	4/27/2017	12/31/2022
				<b>Bike/Pedestrian Projects</b>	<b>\$ 6,613,000</b>	
<b>EXPRESS BUS PROGRAM</b>						
1	A14-0026	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	6/27/2013	12/31/2021
2	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 983,000	4/27/2017	12/31/2020
3	A17-0107	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	\$ 1,414,000	4/27/2017	12/31/2020
4	A19-0060	LAVTA	Wheels Forward / 2020 Plan	\$ 220,000	6/17/2019	12/31/2020
				<b>Express Bus Projects</b>	<b>\$ 2,938,000</b>	
<b>PARATRANSIT PROGRAM</b>						
1	A19-0029	ASEB	Regrowth of Transportation Services for Individuals with Dementia	\$ 305,000	6/17/2019	12/31/2021
2	A19-0031	Center for Independent Living	Community Connections Program (CoCo)	\$ 376,000	6/17/2019	12/31/2021
3	A19-0032	CRIL	Travel Training: Oh The Places You Will Go!	\$ 324,000	6/17/2019	12/31/2021
4	A19-0033	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	\$ 388,000	6/17/2019	12/31/2021
5	A19-0034	Eden I&R	Mobility Management Through 211 Alameda County	\$ 272,000	6/17/2019	12/31/2021
6	A19-0036	City of Emeryville	Emeryville Senior Center Group Trips Bus Purchase	\$ 132,000	6/17/2019	12/31/2021
7	A19-0037	City of Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	\$ 279,000	6/17/2019	12/31/2021
8	A19-0038	LAVTA	Para-Taxi Debit Card	\$ 39,000	6/17/2019	12/31/2020
9	A19-0039	LAVTA	Para-Taxi Operations	\$ 49,000	6/17/2019	12/31/2021
9	A19-0040	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	\$ 339,000	6/17/2019	12/31/2021
10	A19-0041	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	\$ 215,000	6/17/2019	12/31/2021
11	A19-0042	USOAC	Senior Public Transportation Training and Education Program	\$ 96,000	6/17/2019	12/31/2021
				<b>Paratransit Projects</b>	<b>\$ 2,814,000</b>	
<b>TRANSIT CENTER DEVELOPMENT PROGRAM</b>						
1	I13-0011	Alameda CTC	Sustainable Communities Technical Assistance Program	\$ 1,200,000	4/27/2017	12/31/2020
2	A17-0082	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$ 88,000	4/27/2017	12/31/2020
3	A17-0099	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	\$ 930,000	4/27/2017	12/31/2019
				<b>TCD Projects</b>	<b>\$ 1,018,000</b>	
<b>ALL ACTIVE PROJECTS SUMMATION</b>						
				<b>Measure B Active Projects</b>	<b>\$ 13,383,000</b>	

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

Index	Agreement Number	Sponsor	Project Name	Measure BB Funds Awarded	Commission Approval Date	Agreement Expiration Date
<b>TEP 07: TRANSIT INNOVATIVE GRANTS PROGRAM</b>						
1	Various	Alameda CTC	Student Transit Pass Program	\$ 2,800,000	6/17/2019	12/31/2022
				<b>Transit Innovative Projects</b>	<b>\$ 2,800,000</b>	
<b>TEP 12: COORDINATION AND SERVICE GRANTS (PARATRANSIT)</b>						
1	A19-0030	Bay Area Outreach Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$ 389,000	6/17/2019	12/31/2021
2	A19-0035	Easy Does It	Fast Accessible Safe Transportation Emergency Repair (FASTER)	\$ 380,000	6/17/2019	12/31/2021
				<b>Paratransit Projects</b>	<b>\$ 769,000</b>	
<b>TEP 21: DUMBARTON CORRIDOR AREA TRANSPORTATION IMPROVEMENTS</b>						
1	A16-0087	City of Fremont	Warm Springs BART Station- West Side Access	\$ 5,000,000	6/17/2019	12/31/2020
2	A19-0051	City of Fremont	Former State Route 84 Pavement Rehabilitation	\$ 2,000,000	6/17/2019	12/31/2022
3	A19-0052	City of Fremont	I-680 Interchange Modernization	\$ 1,000,000	6/17/2019	12/31/2021
4	A19-0053	City of Fremont	I-880/Decoto Interchange Modernization	\$ 1,000,000	6/17/2019	12/31/2021
5	A19-0054	City of Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	\$ 977,000	6/17/2019	12/31/2021
6	A19-0055	City of Fremont	I-880 Bridge at Pacific Commons Trail	\$ 2,100,000	6/17/2019	12/31/2021
7	A19-0056	City of Fremont	Sabercat Trail Connection to Irvington BART Station Area	\$ 2,000,000	6/17/2019	12/31/2022
8	A19-0058	City of Fremont / Union City	Dumbarton to Quarry Lakes Trail	\$ 2,000,000	6/17/2019	12/31/2022
9	A19-0059	City of Fremont / Alameda County	Niles Canyon Trail Phase I	\$ 1,000,000	6/17/2019	12/31/2021
				<b>Dumbarton Corridor Area Projects</b>	<b>\$ 17,077,000</b>	
<b>TEP 26 : CONGESTION RELIEF, LOCAL BRIDGE, SEISMIC SAFETY</b>						
1	A18-0054	ACPWA	Hesperian Blvd Corridor Improvement (A St - I880)	\$ 7,000,000	3/24/2016	3/31/2022
2	A19-0017	ACPWA	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	\$ 7,600,000	6/17/2019	12/31/2022
3	A18-0058	City of Alameda	Clement Avenue East Extension and Tilden Way	\$ 2,019,000	4/27/2017	13/31/2020
4	A16-0081	City of Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	\$ 11,200,000	3/24/2016	12/31/2019
5	A16-0082	City of Dublin	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	\$ 3,000,000	3/24/2016	12/31/2020
6	A18-0018	City of Dublin	Dublin Blvd - North Canyons Parkway Extension	\$ 7,748,000	4/27/2017	3/31/2021
7	A17-0049	City of Oakland	14th Ave Streetscape from E. 8th to Highland Hospital	\$ 6,600,000	4/27/2017	12/31/2022
8	A17-0101	City of Fremont	Safe and Smart Corridors Along Fremont Boulevard	\$ 1,771,000	4/27/2017	12/31/2020
9	TBD	City of Fremont	Safe and Smart Corridors Along Fremont Boulevard CON	\$ 7,525,000	6/17/2019	TBD
10	A18-0019	City of Hayward	Mission Blvd. Phase 2 & 3 (Complete Streets)	\$ 21,500,000	4/27/2017	12/31/2021
11	TBD	City of Hayward	SR-92 Clawiter Whitesell Interchange	\$ 440,000	4/27/2017	TBD
12	A17-0043	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements	\$ 41,000,000	7/28/2016	12/31/2020
13	TBD	City of Pleasanton	Stoneridge at I-680 Interchange improvements	\$ 13,000,000	6/17/2019	TBD
14	A17-0127	City of San Leandro	San Leandro Local Street Rehabilitation	\$ 13,000,000	4/27/2017	12/31/2020
15	A19-0069	City of San Leandro	San Leandro Local Street Rehabilitation FY 21/22 and FY 22/23	\$ 14,000,000	6/17/2019	12/31/2023
16	D17-0027	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	\$ 9,550,000	4/27/2017	12/31/2020
17	D17-0037	Alameda CTC	Modal Plans Implementation E. 14th and Mission Blvd Corridors	\$ 1,950,000	7/28/2016	12/31/2021
18	D17-0053	Alameda CTC	I-880 Davis Street Interchange	\$ 539,940	9/28/2017	6/30/2022
				<b>Congestion Relief Projects</b>	<b>\$ 169,442,940</b>	
<b>TEP 27: Countywide Freight Corridors</b>						
1	D17-0035	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	\$ 53,020,000	2/1/2018	6/30/2022
2	D17-0025	Alameda CTC	Alameda County Rail Strategy Study	\$ 250,000	7/28/2016	6/30/2021
3	D17-0051	Alameda CTC	Goods Movement Reduction Program	\$ 3,000,000	4/28/2017	TBD
4	A18-0045	City of Berkeley	Railroad Crossing Safety Improvement Project	\$ 500,000	4/28/2017	12/31/2020
5	TBD	City of Berkeley	Railroad Crossing Safety Improvement Project (PS&E)	\$ 1,020,000	6/17/2019	TBD
				<b>Countywide Freight Corridors</b>	<b>\$ 57,790,000</b>	

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

**TEP 41: FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM**

1	D17-0041	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	\$ 300,000	7/28/2016	6/30/2019
2	D19-0003	Alameda CTC	Rail Safety Enhancement Program (SEP)	\$ 5,550,000	2/28/2019	12/31/2024
3	A19-0003	City of Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	\$ 1,800,000	7/28/2016	12/31/2020
<b>Freight and Economic Projects</b>				<b>\$ 7,650,000</b>		

**TEP 42: GAP CLOSURE ON THREE MAJOR TRAILS**

1	D17-0021	Alameda CTC	Eastbay Greenway - Lake Merritt to South Hayward	\$ 3,500,000	3/26/2015	12/31/2020
2	A17-0091	City of Dublin	Iron Horse Trail Crossing at Dublin Boulevard	\$ 1,770,000	4/28/2017	12/31/2020
3	A19-0064	City of Dublin	Iron Horse Trail Crossing at Dublin Boulevard - CON	\$ 4,751,000	6/17/2019	12/31/2022
4	A18-0059	City of Fremont	Eastbay Greenway Trail Reach 6 (Innovation District to Bay Trail)	\$ 5,454,000	4/28/2017	12/31/2021
5	A19-0002	East Bay Regional Parks District	San Francisco Bay Trail - Doolittle Drive	\$ 2,833,000	7/26/2018	12/31/2021
6	A17-0109	City of Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	\$ 1,617,000	4/28/2017	12/31/2020
<b>Three Major Trails</b>				<b>\$ 19,925,000</b>		

**TEP 44: BICYCLE AND PEDESTRIAN PROGRAM**

1	A19-0061	City of Oakland	Fruitvale Alive Gap Closure Project	\$ 1,634,000	6/17/2019	12/31/2023
2	A17-0125	City of Union City	Union City Boulevard Bike Lanes Phase 2	\$ 6,564,000	4/27/2017	12/31/2020
<b>Bicycle and Pedestrian Projects</b>				<b>\$ 8,198,000</b>		

**TEP 45: COMMUNITY DEVELOPMENT AND INVESTMENT PROGRAM**

1	A19-0068	City of Alameda	Seaplane Lagoon Ferry Terminal Project	\$ 8,200,000	6/17/2019	12/31/2020
2	A19-0050	City of Emeryville	Emery Go Round General Benefit Operations	\$ 1,000,000	6/17/2019	12/31/2021
3	A16-0087	City of Fremont	Warm Springs BART Station- West Side Access	\$ 25,000,000	4/27/2017	12/31/2020
4	A17-0104	City of Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	\$ 5,000,000	4/27/2017	12/31/2021
5	A17-0113	City of Oakland	27th Street Complete Streets	\$ 1,950,000	4/27/2017	12/31/2019
6	A17-0115	City of Oakland	East Oakland Community Streets Plan	\$ 100,000	4/27/2017	12/31/2019
7	A17-0118	City of Oakland	OakMob Transportation Demand Management (TDM)	\$ 215,000	4/27/2017	12/31/2020
8	A19-0021	City of Oakland	Broadway Shuttle Operations	\$ 660,000	6/17/2019	12/31/2021
9	A19-0008	City of San Leandro	LINKS Shuttle Operations	\$ 820,000	6/17/2019	12/31/2020
10	D17-0047	Alameda CTC	Transportation Demand Management (TDM) Program	\$ 644,000	4/27/2017	6/30/2020
<b>CDIP Projects</b>				<b>\$ 43,589,000</b>		

**TEP 46: TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM**

1	D17-0048	Alameda CTC	Overall Planning/Monitoring Services	\$ 100,000	7/28/2016	12/31/2020
2	D17-0052	Alameda CTC	Matching Program For Last Mile Connections Technology Programs	\$ 200,000	7/28/2016	12/30/2022
3	A17-0117	City of Oakland	MacArthur Smart City Corridor Project, Phase I	\$ 1,500,000	4/27/2017	12/31/2021
4	TBD	City of Oakland	MacArthur Smart City Corridor Project, Phase I CON	\$ 9,500,000	6/17/2019	12/31/2023
5	D17-0052	Alameda CTC	NexGen Technology Pilot Initiative	\$ 1,000,000	4/27/2017	12/30/2022
<b>Technology Projects</b>				<b>\$ 12,300,000</b>		

**ALL ACTIVE PROJECTS SUMMATION**

**Measure BB Active Projects \$ 339,540,940**

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# Memorandum

5.2

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

**DATE:** January 6, 2020  
**TO:** Independent Watchdog Committee  
**FROM:** John Pulliam, Director of Project Delivery  
**SUBJECT:** Measure B and Measure BB Capital Projects Update

## Recommendation

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

## Summary

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

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

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

An overview of the Measure B and Measure BB active capital projects is provided in Attachment A. As of January 1, 2020, the Measure B and BB capital portfolio consists of 25 active projects implemented by Alameda CTC spanning various stages of delivery; including Scoping, Preliminary Engineering (PE)/ Environmental, Design, and Construction with an estimated value totaling approximately \$3.5 billion. The combined Measure B/BB funds currently programmed to these capital projects is \$750 million. This update focuses specifically on the delivery and status of capital projects directly managed by Alameda CTC.

## Background

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

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

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

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

### Significant Alameda CTC Capital Project Milestones Achieved in 2019

In addition to its oversight responsibilities for externally sponsored projects funded by Measure B and Measure BB, Alameda CTC performs direct Project Management and implementation of projects approved by the Commission. Projects lead by Alameda CTC generally require multi-jurisdictional coordination and/or have significant regional impact. Alameda CTC continues to focus on bringing projects to a state of readiness for competitive funding. ***The following are highlights of significant progress achieved in 2019 on Alameda CTC led projects.***

#### Initiated Environmental Study:

- I-880 Interchange Improvements (Winton Ave./A Street)



Initiated Project Design (PS&E):

- GoPort- 7<sup>th</sup> Street Grade Separation and Port Arterials Improvements

Construction Contract Award/Groundbreaking:

- GoPort – Freight Intelligent Transportation Systems (FITS)

Construction Completion:

- I-880 North Safety and Operational Improvements at 23<sup>rd</sup> and 29<sup>th</sup>

**Anticipated Alameda CTC Capital Project Milestones in 2020**

Alameda CTC's successes with securing external funding to deliver projects has a consistent formula: stakeholder/local consensus on project objectives/scope and project readiness. These critical elements will continue to be the focus in 2019 as SB1, RM3, and any new federal funds that become available. The following list highlights the major delivery milestones targets for 2020.

Complete Environmental and Begin Design:

- I-680 Southbound Express Lanes from SR84 to Alcosta Blvd
- I-880 Interchanges (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Improvements
- GoPort - 7th Street Grade Separation (West)

Complete Design and Begin Construction:

- GoPort- 7th Street Grade Separation (East)
- I-80 Gilman Interchange Improvements
- SR84 Widening from South of Ruby Hill Drive to I-680, and SR84/I-680 Interchange Improvements

Complete construction:

- I-680 Sunol Northbound Express Lanes Phase 1

As part of this report, staff will present an overview of current projects under development by Alameda CTC.


Additional project details are available on the Alameda CTC website: (<https://www.alamedactc.org/projects/>).

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

**Attachment:**

- A. Alameda CTC Capital Program Update Presentation

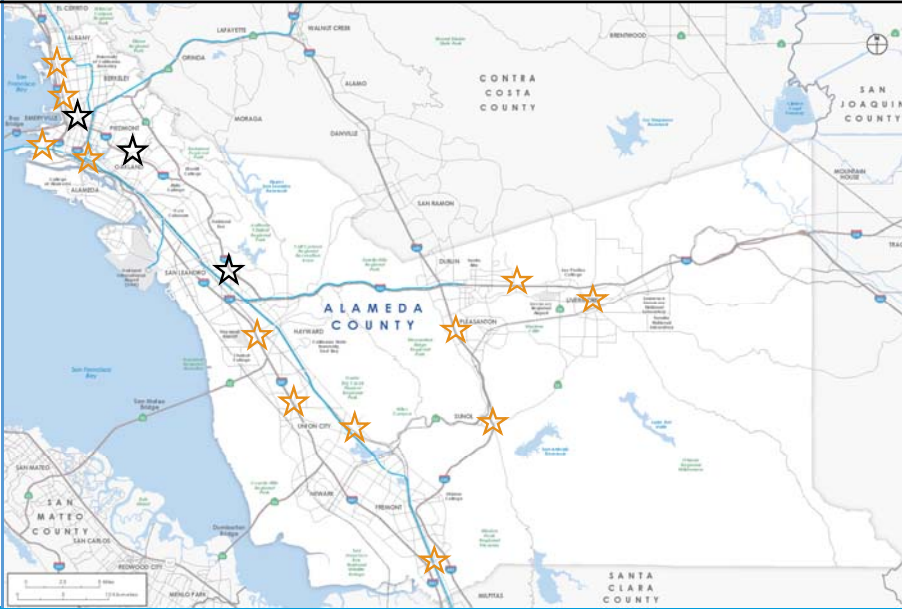
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ALAMEDA COUNTY  
TRANSPORTATION COMMISSION

# Capital Program Update

Plan → Fund → Deliver

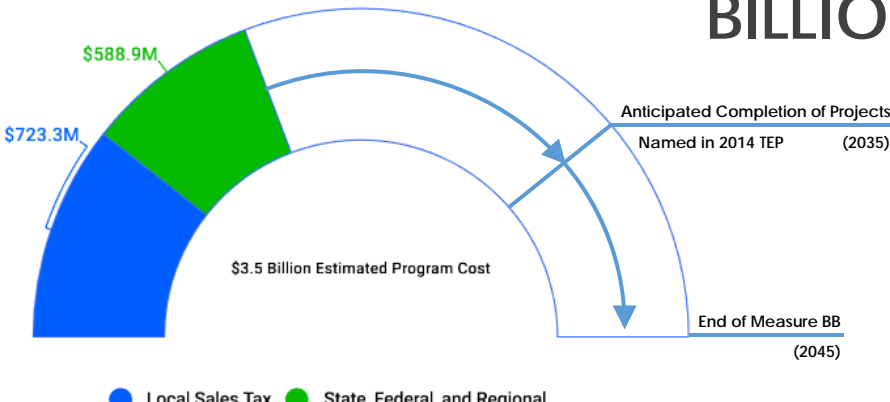


A presentation to the Alameda CTC Independent Watchdog Committee  
 John Pulliam, Alameda CTC Director of Project Delivery  
 January 13, 2020



## Project Implementation


TOTAL COST TO DELIVER ESTIMATED AT

# \$3.5 BILLION



Category	Amount
Local Sales Tax	\$723.3M
State, Federal, and Regional	\$588.9M
<b>Total Estimated Program Cost</b>	<b>\$3.5 Billion</b>

 Local Sales Tax
  State, Federal, and Regional



CAPITAL PROGRAM OVERVIEW

2

# North County



# I-80 Gilman Interchange Improvements

Final Design



Note: All maps are for illustrative purposes only.

Estimated Total Project Cost

**\$61.7 Million**

### Project Benefits

- Reduce congestion and improve mobility, traffic operations and safety at the interchange
- Provides safe access for pedestrians and bicyclists while connecting the gap in the San Francisco Bay Trail network

### Funding Sources

Measure BB, Federal, State (ATP and STIP) and Other (local, Regional, and EBMUD)

### COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Planning/Scoping	\$794	Spring 2012	October 2014
Preliminary Engineering/Environmental	\$5,015	Fall 2015	Summer 2019
Final Design (PS&E)	\$5,043	Fall 2018	Summer 2020
Right-of-Way/Utility	-	Fall 2018	Winter 2020
Advertisement/Award	-	Spring 2020	Fall 2020
Construction <sup>1</sup>	\$50,870	Fall 2020	Summer 2023

<sup>1</sup> Right-of-Way cost included in construction cost. Schedule subject to funding availability



# I-80/Ashby Avenue (SR-13) Interchange Improvements

Environmental

Estimated Total Project Cost

\$52.0 Million



Signal Loop\*

- Drivings from Ashby Ave to I-80 westbound (toward San Francisco) is a loop
- Connections to Ashby Ave, Frontage Road, and Shorebound St
- Larger footprint than Diamond configurations

Roundabout

- Drivings from Ashby Ave to I-80 westbound (toward San Francisco) is a loop
- All other on- and off-ramps come together at roundabout on either side of the I-80/Ashby Ave overpass
- Larger footprint than Diamond configurations

Signal as Roundabout

- Drivings from Ashby Ave to I-80 westbound (toward San Francisco) is a loop
- All other on- and off-ramps come together at roundabout on either side of the I-80/Ashby Ave overpass
- This roundabout of the Ashby Ave connector
- Larger footprint than Diamond configurations

Single Point Diamond

- On- and off-ramps come together at a single stoplight on the I-80/Ashby Ave overpass
- On- and off-ramps are close to the freeway
- Connection to Ashby Ave, Frontage Rd, and Shorebound St
- Smaller footprint\*

Tight Diamond

- On- and off-ramps come together at two stoplights on either side of the I-80/Ashby Ave overpass
- On- and off-ramps are close to the freeway
- Connection to Ashby Ave, Frontage Rd, and Shorebound St
- Smaller footprint\*

Diverging Diamond

- On- and off-ramps come together at two stoplights on either side of the I-80/Ashby Ave overpass
- On- and off-ramps are further from the freeway
- Connection to Ashby Ave, Frontage Rd, and Shorebound St

Note: All maps are for illustrative purposes only.

## COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Preliminary Engineering/Environmental	\$4,000	Fall 2015	Late 2020
Final Design (PS&E)	\$5,500	Late 2020	Fall 2022
Right-of-Way/Utility	-	Late 2020	Fall 2022
Construction <sup>1</sup>	\$42,500	Late 2022	Summer 2025

<sup>1</sup> Right-of-Way cost included in construction cost. Schedule subject to funding availability

## Project Benefits

- Improves mobility and reduces congestion on Ashby Avenue at the I-80/Powell Street interchange and Ashby Avenue/7th Street intersection
- Provides safe access for pedestrians and bicyclists connecting the San Francisco By Trail to City of Emeryville and Berkeley's Aquatic Park

## Funding Sources

Measure BB (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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# San Pablo Avenue Corridor Multimodal Improvements

Planning



## Goals

- Effectively and efficiently accommodate anticipated growth
- Improve comfort and quality of trips for all users
- Enhance safety for all travel modes
- Support economic development and adopted land use policies
- Promote equitable transportation and design solutions

Note: All maps are for illustrative purposes only.

## Phasing and Next Steps

### PHASE 1

Alameda and Contra Costa Counties: late 2019

Focus: existing conditions, public engagement, conceptual designs and alternatives refinement

### PHASE 2

Alameda County: begin early 2020

Initiate Caltrans PID, refine designs for near-term and long-term concepts, determine environmental process, advance near-term pilot projects



CAPITAL PROGRAM OVERVIEW

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# GoPort Program

Program of projects to improve truck and rail access to the Port of Oakland, one of the busiest container ports in the nation:

- Freight Intelligent Transportation System (FITS)
- 7th Street Grade Separation East (7SGSE)
- 7th Street Grade Separation West (7SGSW)

Estimated  
Total Program  
Cost

\$614.0  
Million

## Program Benefits

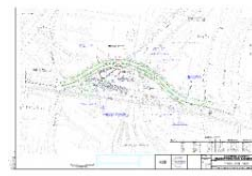
- Congestion relief
- Improved efficiency and sustainability
- Economic stimulation

## Program Construction Schedule

- FITS construction beginning late 2019, estimated completion 2022
- 7SGSE construction beginning late 2020, estimated completion 2023
- 7SGSW construction to be determined

## Funding Sources

Measure BB, Federal (ATCMTD, PSGP), and State (SB 1-LPP, SB 1-TCEP)



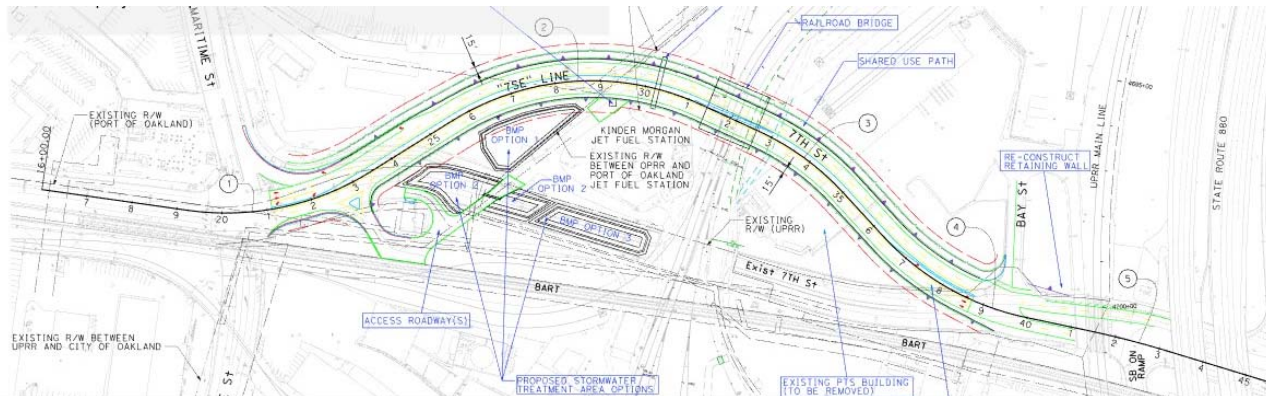
7SGSE



7SGSW



# 7th Street Grade Separation East (7SGSE)



Note: All maps are for illustrative purposes only.

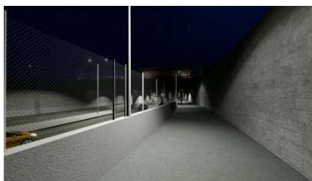


# 7th Street Grade Separation East (7SGSE)

Final Design



Existing multi-use path and damage to the 7th Street underpass.



Estimated  
Total Project  
Cost

**\$317.0**  
Million

### Project Benefits

- Provides bicycle and pedestrian connectivity to the San Francisco Bay Trail
- Reduces congestion, truck idling, and greenhouse gas emissions
- Improves mobility, traffic operations, and safety at the intersection
- Improves Port operational efficiency

### COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Preliminary Engineering/Environmental	\$5,400	Fall 2016	Fall 2018
Final Design (PS&E)	\$21,600	Fall 2018	Early 2020
Right-of-Way	-	Fall 2018	Early 2020
Construction <sup>1</sup>	\$290,000	Late 2020	Late 2023

<sup>1</sup> Right-of-Way cost included in construction cost.  
Note: The project delivery schedule subsequent to PE-EIV is contingent upon funding availability.

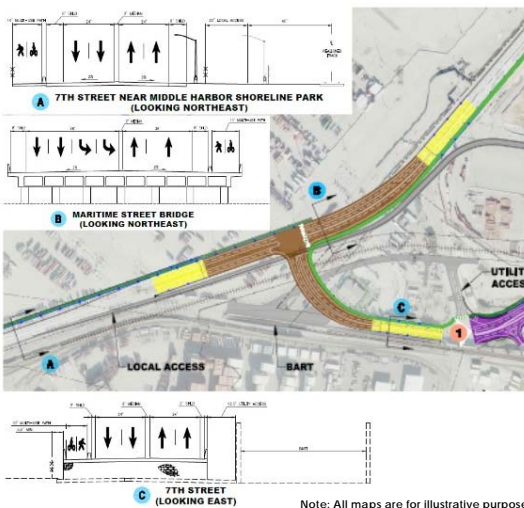
### Funding Sources

Measure BB, State (SB1-LPP, SB1-TCEP)



# 7th Street Grade Separation West (7SGSW)

Final Design



Note: All maps are for illustrative purposes only.

### Project Benefits

- Improves mobility, traffic operations and safety at the intersection
- Reduces congestion, truck idling and greenhouse gas emissions
- Improves Port efficiency

### COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Preliminary Engineering/Environmental	\$5,000	Fall 2016	Fall 2018
Final Design (PS&E)	\$15,600	Spring 2019	TBD
Right-of-way	-	TBD	TBD
Construction <sup>1</sup>	\$242,000	TBD	TBD

<sup>1</sup> Right-of-Way cost included in construction cost.

### Funding Sources

Measure BB (additional sources to be determined)

Estimated  
Total Project  
Cost

**\$262.6**  
Million



# Oakland Alameda Access

Environmental

## Roadway Improvements - Oakland



## Bike/Ped Improvements - Oakland



COST (x\$1,000) AND SCHEDULE BY PHASE		Begin	End
Scoping	\$2,172	Late 2014	Fall 2017
Preliminary Engineering/Environmental	\$10,929	Fall 2017	Summer 2021
Final Design (PS&E)	\$9,000	Late 2021	Summer 2023
Right-of-way	-	Late 2021	Summer 2023
Construction <sup>1</sup>	\$92,400	Late 2023	Late 2026

<sup>1</sup> Right-of-Way cost included in construction cost. Schedule subject to funding availability

Estimated Total Project Cost

**\$114.5 Million**

## Project Benefits

- Improves mobility and reduces traffic for travelers between I-880, I-980, Downtown Oakland, and Alameda
- Improves connectivity and safety for bicyclists and pedestrians with in the project area
- Reduces conflicts between commute, truck, and neighborhood traffic
- Reduces freeway "cut-through" traffic on local roadways

## Funding Sources

Measure BB, Measure B (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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# I-580 Design Alternatives Assessment

Planning

## Goals

- Improve local and regional multimodal mobility for people
- Focus:
  - Increasing person throughput
  - Improving travel time reliability
  - Offering travel time savings to support bus/high-occupancy vehicles

## Next Steps

- Partner with the MTC and Caltrans to initiate project development for near-term improvements (Alternative 1-A)
- Continue I-580 Design Alternatives Assessments and other corridor studies to further develop the Corridor Strategy



CAPITAL PROGRAM OVERVIEW

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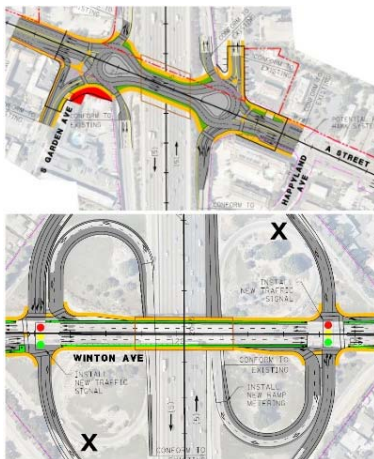


# Central County



## I-880 Interchange Improvements (Winton Avenue/A Street)

ENVIRONMENTAL



Note: Images shown are alternatives for illustrative purposes only.

### Project Benefits

- Relieves freeway and interchange congestion
- Enhances pedestrian and bicyclist safety
- Improves truck turning movements
- Improves interchange operations

Estimated Total Project Cost  
**\$114.3**  
Million

### COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Planning/Scoping	\$1,808	Fall 2018	Fall 2019
Preliminary Engineering/Environmental	\$3,500	Fall 2019	Summer 2021
Final Design (PS&E)	\$11,000	Summer 2022	Late 2024
Right-of-Way	-	Summer 2022	Late 2024
Construction <sup>1</sup>	\$98,000	Summer 2025	Fall 2027

<sup>1</sup> Right-of-Way cost included in construction cost

### Funding Sources

Measure BB (additional sources to be determined)



# East Bay Greenway Lake Merritt BART to South Hayward BART

Right-of-Way

Estimated Total Project Cost **\$189.5+ Million**



Note: All maps are for illustrative purposes only.

### Project Benefits

- Improves bicycle and pedestrian network connectivity in communities along the BART alignment from Lake Merritt to South Hayward
- Improves regional access to schools and downtown areas
- Improves safety for bicyclist and pedestrian
- Supports and promotes active transportation, multimodal transportation, and reduces emissions

### COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Preliminary Engineering/Environmental	\$6,501	Fall 2015	Fall 2018
Final Design (PS&E)	\$22,000	2021	2023
Right-of-Way	TBD*	Fall 2019	Summer 2021
Construction	\$161,000**	TBD	TBD

\* The cost for right-of-way is subject to future discussions with UPRR.  
\*\* Construction costs do not include right-of-way costs.

### Funding Sources

Measure BB, Measure B, Federal (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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# I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

ENVIRONMENTAL



Note: Images shown are alternatives for illustrative purposes only.

### Project Benefits

- Relieves freeway and interchange congestion
- Improves local business access along Whipple Road
- Improves bicyclist and pedestrian access across the interchange
- Improves transit access to and from the I-880 freeway

### COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Scoping	\$1,000	Fall 2017	Summer 2018
Preliminary Engineering/Environmental	\$5,250	Summer 2018	Summer 2020
Final Design (PS&E)	\$12,000	Fall 2020	Late 2022
Right-of-Way	-	Fall 2020	Fall 2022
Construction*	\$155,750	Summer 2023	Late 2025

\* Right-of-Way costs included in Construction cost  
\* Construction estimate is projected to the mid-year of construction, 2025.

### Funding Sources

Measure BB (additional sources to be determined)

Estimated Total Project Cost

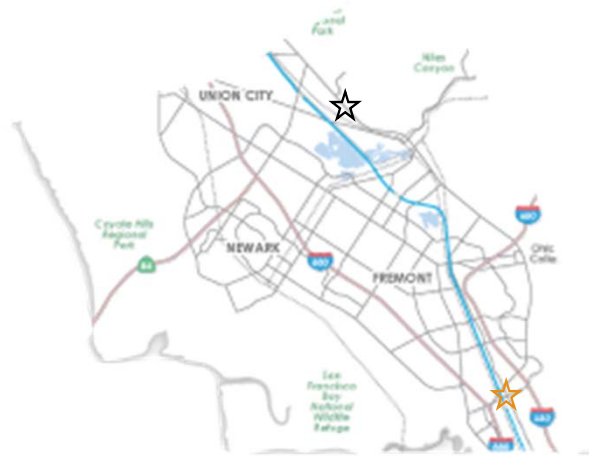
**\$174.0 Million**



CAPITAL PROGRAM OVERVIEW

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# South County



# East 14<sup>th</sup> Street/Mission and Fremont Boulevard Multimodal Corridor Improvements

Planning

## Goals

- Support planned long-term growth and economic development
- Increase share of non-auto trips
- Improve connectivity between transportation modes and services
- Improve safety for all users

## Next Steps

- Public outreach/feedback on long-term improvements: late 2019
- Identify near-term/mid/term safety and operational improvements: late 2019
- Develop concepts and preliminary cost estimates for recommended improvements: late 2019
- Report back to the Commission: early 2020



# State Route 262 (Mission Boulevard) Cross Connector

SCOPING



Note: All maps are for illustrative purposes only.

### Project Benefits

- Improves safety for all users
- Improves traffic operations for a major east/west connector between I-680 and I-880
- Enhances local and regional economic vitality
- Reduces traffic congestion

### COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Planning/Scoping	\$2,000	Spring 2018	Late 2020
Preliminary Engineering/Environmental	\$20,000	TBD	TBD
Final Design	\$40,000	TBD	TBD
Right-of-Way	-	TBD	TBD
Construction <sup>1</sup>	\$850,000	TBD	TBD

<sup>1</sup>Right-of-way costs included in Construction cost

Estimated Total Project Cost

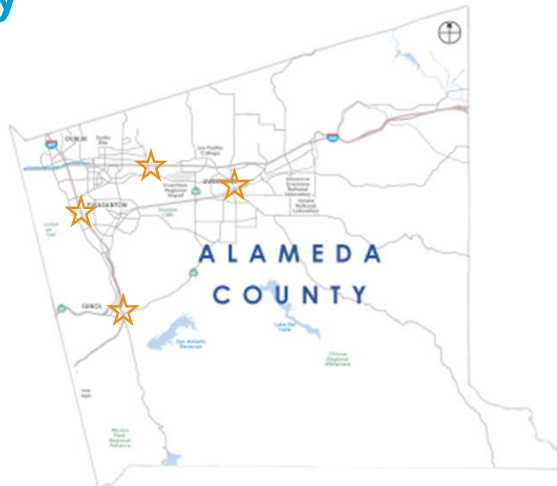
**\$912.0 Million**

### Funding Sources

- Measure BB, Regional (RM 3) (additional sources to be determined)
- Note: estimated construction cost is based on direct connector alternative (in 2018 dollars)

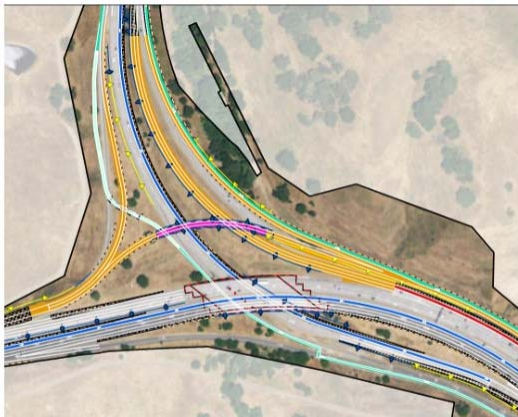


# East County



# SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680

Final Design



Note: Images shown are alternatives for illustrative purposes only.



### Project Benefits

- Improves regional and inter-regional connectivity
- Relieves congestion
- Improves safety

Estimated Total Project Cost

**\$234.1 Million**

### COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Environmental	\$5,756	Spring 2015	Summer 2018
CEQA Clearance	-	Spring 2015	Summer 2018
NEPA Clearance	-	Spring 2015	Summer 2018
Final Design	\$18,784	Summer 2018	Summer 2020
Right-of-Way	-	Summer 2018	Summer 2020
Construction <sup>1</sup>	\$209,560	Early 2021	Fall 2023

<sup>1</sup>Right-of-way costs included in Construction cost

### Funding Sources

Measure BB, Measure B, Regional (RM 3, RIP), Local (ITVC)



CAPITAL PROGRAM OVERVIEW

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# I-680 Express Lanes from SR-84 to Alcosta Boulevard (Gap Closure)

Environmental

### Project Benefits

- Closes the gap on a 48-mile continuous express lane from Martinez to Fremont
- Relieves congestion on one of MTC's top 10 most-congested corridors

### Project Phasing

#### PHASE 1

Southbound Express Lane

#### PHASE 2

Northbound Express Lane

Phased project to align with Caltrans SHOPP project and limit construction impacts

### PHASE 1 COST (x\$1,000) AND SCHEDULE

		Begin	End
Scoping <sup>1</sup>	\$1,000	Fall 2016	Winter 2019
Preliminary Engineering/Environmental <sup>1</sup>	\$6,500	Fall 2016	Early 2020
Final Design (PS&E)	\$22,500	Early 2020	Fall 2021
Right-of-Way	-	Early 2020	Fall 2021
Construction <sup>2</sup>	\$252,000	Early 2022	Fall 2024

<sup>1</sup>Includes costs for Phase 2 – Northbound Express Lane

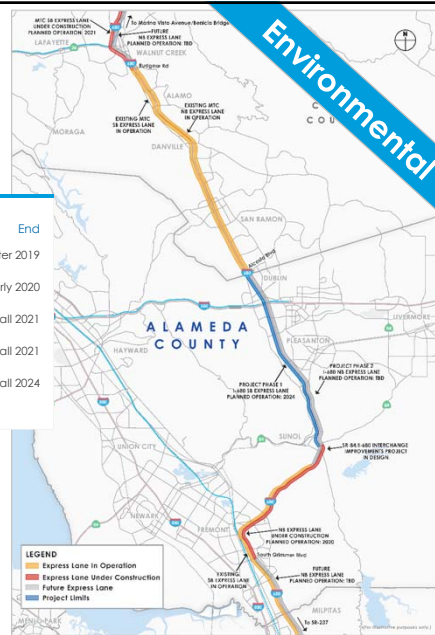
<sup>2</sup>Includes Right-of-Way costs

### Funding Sources

Measure BB (additional sources to be determined)

Estimated Total Project Cost (Phase 1)

**\$282.0 Million**



CAPITAL PROGRAM OVERVIEW

22

# Dublin Boulevard Extension

Environmental



Note: All maps are for illustrative purposes only.

### Project Benefits

- Increases bicycle and pedestrian access and circulation
- Interconnect five Priority Development Areas in Dublin and Livermore
- Connects major Tri-Valley destinations
- Improves mobility, access, connectivity, safety and efficiency of the multimodal transportation system for all users, including goods movement

Estimated Total Project Cost

**\$166.1 Million**

### COSTS (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Scoping	\$650	Fall 2016	Winter 2019
Preliminary Engineering/Environmental	\$2,793	Fall 2016	Spring 2020
Final Design (PS&E)	\$6,957	Summer 2020	Winter 2021
Right-of-Way	-	Summer 2020	Winter 2021
Construction <sup>1</sup>	\$155,700	Spring 2022	Fall 2024

<sup>1</sup>Includes Right-of-way costs

### Funding Sources

Measure BB, Federal, Local (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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# Rail Safety Enhancement Program (County Wide)

CONCEPTUAL PLANS

56 at-grade rail crossings across Alameda County in:

- Berkeley
- Alameda County
- Oakland
- Union City
- San Leandro
- Fremont
- Hayward
- Livermore



### Project Benefits

- Improves safety for all users at railroad at-grade crossings and relieves trespassing issues in communities
- Supports on-going regional rail plan for freight and commuter rail implementation

### Funding Sources

- Measure BB (additional sources to be determined with potential for SB 1-TCEP)

Estimated Total Project Cost

**\$70.5 Million**

### Schedule

#### CURRENT PHASE

Conceptual Plan Development: Summer 2020

#### PHASE CONSTRUCTION ANTICIPATED

Phase 1 estimated to begin construction: Early 2022



CAPITAL PROGRAM OVERVIEW

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## Projects in Construction

Project	Anticipated End of Construction	Final Project Cost (In millions)
GoPort: FITS*	Late 2022	\$34.4
I-680 Sunol Express Lanes (Phase 1)	Fall 2020	\$205.8**

### Projects moving to construction soon

- GoPort 7SGSE (2020)
- I-80/Gilman Interchange Improvements (2020)
- SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 (2021)

\* Begin construction late 2019

\*\* Includes scoping, environmental costs for Phase 2; future Phase 2 costs are estimated at \$130.0 million



# Thank You

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# Independent Watchdog Committee

## Issues Identification Process 7.3

### 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 on which the IWC should focus during review include:

1. Proper expenditure of Measure B and Measure BB funds;
2. The timely delivery of projects per contract agreements; and
3. Compliance with the projects 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.

*(continued on next page)*

### **Review Process** *(continued)*

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 chair-persons 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 Identification Form

### 7.3A

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).

<b>Date</b>	
<b>Name</b>	
<b>Email Address</b>	

<b>Governmental Agency of Concern</b> Include name of agency and all individual contacts from list of project/program sponsor contacts.	
<b>Agency/Contact Phone</b>	
<b>Agency/Contact E-mail</b>	
<b>Agency Address</b> Include City and Zip Code.	
<b>Indicate Applicable Measure</b>	Measure B      Measure BB
<b>Indicate the type of Measure B and/or Measure BB expenditure to which this concern relates</b> Please check one.	Capital Project Program Program Grant Administration

Complete the following with the name of the project or program, dates, times, and places where the issues of which you have concerns took place.

<b>Project/Program Name</b>	
<b>Date</b>	
<b>Time</b>	
<b>Location</b>	

Please explain in detail the nature of your concern and how it came to your attention.

**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.

**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**

<b>Categories</b>	<b>Monday, July 8, 2019</b>	<b>Monday, November 18, 2019*</b>	<b>Monday, January 13, 2020</b>	<b>Monday, March 9, 2020</b>	<b>Monday, July 13, 2020</b>
<b>IWC Annual Report</b>	<ul style="list-style-type: none"> <li>• IWC photo for Annual Report</li> <li>• Public Hearing on IWC Annual Report (substantially final)</li> <li>• Finalize/Approve IWC Annual Report and Publication Costs</li> <li>• IWC Annual Report Press Release</li> </ul>	<ul style="list-style-type: none"> <li>• IWC Annual Report Outreach Summary and Publication Cost Update</li> </ul>		<ul style="list-style-type: none"> <li>• Establish IWC Annual Report Subcommittee to create and finalize IWC Annual Report (Subcommittee meets April through June)</li> </ul>	<ul style="list-style-type: none"> <li>• IWC photo for Annual Report</li> <li>• Public Hearing on IWC Annual Report (substantially final)</li> <li>• Finalize/Approve IWC Annual Report and Publication Costs</li> <li>• IWC Annual Report Press Release</li> </ul>
<b>Measure B and Measure BB Projects and Programs</b>	<ul style="list-style-type: none"> <li>• Issues Identification Process</li> <li>• IWC Projects and Programs Watchlist Next Steps</li> </ul>	<ul style="list-style-type: none"> <li>• Issues Identification Process</li> </ul>	<ul style="list-style-type: none"> <li>• Overview/Update on Measure B and Measure BB Projects and Programs</li> <li>• Issues Identification Process</li> </ul>	<ul style="list-style-type: none"> <li>• Projects and Programs Watchlist (members sign up for projects and programs) (staff to send letters to jurisdictions in July to keep IWC informed)</li> <li>• Issues Identification Process</li> </ul>	<ul style="list-style-type: none"> <li>• Issues Identification Process</li> <li>• IWC Projects and Programs Watchlist Next Steps</li> </ul>
<b>Measure B and Measure BB Compliance and Audited Financial Reports</b>	<ul style="list-style-type: none"> <li>• Measure B and Measure BB Program Compliance Report Summary</li> <li>• Independent Auditor Work Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation of FY2018-19 Comprehensive Annual Financial Report by Independent Auditor</li> <li>• Discussion of Measure BB Implementing Guidelines and Performance Measures</li> </ul>	<ul style="list-style-type: none"> <li>• Measure B and Measure BB FY2018-19 Compliance and Audit Reports available on Alameda CTC Website (raw data, not yet reviewed by staff)</li> <li>• Refined discussion Re: Implementing Guidelines and Performance Measures</li> </ul>	<ul style="list-style-type: none"> <li>• Measure B and Measure BB Audit Report and Program Compliance Report Review Orientation/ Workshop</li> <li>• Measure B and Measure BB FY2018-19 Compliance and Audit Reports Forwarded to IWC for Review</li> </ul>	<ul style="list-style-type: none"> <li>• Measure B and Measure BB Program Compliance Report Summary</li> <li>• Independent Auditor Work Plan</li> </ul>
<b>Organizational / Standing Reports</b>	<ul style="list-style-type: none"> <li>• Election of IWC Officers for FY2019-2020</li> <li>• Approve IWC FY2019-20 Annual Calendar/Work Plan</li> <li>• IWC Member Reports</li> <li>• Staff Responses to IWC Members Requests for Information</li> <li>• IWC FY2019-20 Budget</li> </ul>	<ul style="list-style-type: none"> <li>• IWC Member Reports</li> <li>• Staff Responses to IWC Members Requests for Information</li> </ul>	<ul style="list-style-type: none"> <li>• IWC Member Reports</li> <li>• Staff Responses to IWC Members Requests for Information</li> </ul>	<ul style="list-style-type: none"> <li>• IWC Member Reports</li> <li>• Staff Responses to IWC Members Requests for Information</li> </ul>	<ul style="list-style-type: none"> <li>• Election of IWC Officers for FY2020-21</li> <li>• Approve IWC FY2020-21 Annual Calendar/Work Plan</li> <li>• IWC Member Reports</li> <li>• Staff Responses to IWC Members Requests for Information</li> <li>• IWC FY2020-21 Budget</li> </ul>

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

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

**8.3**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Jones, Chair	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-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	Pending Commission Approval Alameda County Supervisor Richard Valle, D-2	Jan-15	Jan-20	Jan-22
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	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Oct-18		N/A
12	Mr.	Zukas	Hale	Berkeley	Pending Commission Approval Alameda County Supervisor Keith Carson, D-5	Jun-09	Jan-20	Jan-22
13		Vacancy			Alameda County Mayors' Conference, D-2			
14		Vacancy			Alameda County Mayors' Conference, D-3			
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			