



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

December 15, 2006

Ms. Tess Lengyel
ACTIA Programs and Public Affairs Manager
426 17th Street, Suite 100
Oakland, CA 94612

Re: Annual Program Compliance Report of 2005/2006 Measure B Funds

Dear Tess:

Please find attached our Annual Program Compliance Report describing how the program funds were spent during the reporting period as well as our plans for expending unspent funds in the coming fiscal year.

If you have any questions, please call me at (510) 836-2560

Sincerely,

Matt Todd
Manager of Programming

Encl.

ACTIA Annual Programs Compliance Report July 1, 2005 through June 30, 2006 Reporting Year

Submitted by:
Alameda County Congestion Management Agency

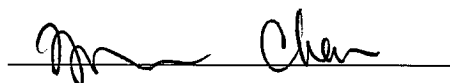
Date: December 15, 2006

Prepared for
Alameda County Transportation Improvement Authority (ACTIA)
1333 Broadway
Oakland, CA 94612

Submitted By:



Matt Todd
Agency Manager Signature
Manager Signature



Yvonne Chan
Agency Accounting

Table of Contents

MASS TRANSIT PROGRAMS REPORT SUMMARY

ATTACHMENTS

ATTACHMENT A – NEWSPAPER PUBLICATIONS

ATTACHMENT B – WEBSITE INFORMATION

ATTACHMENT C – PHOTOS OF SIGNAGE/PROJECTS/PROGRAMS

ATTACHMENT D – FINANCIAL STATEMENTS FOR YEAR ENDED 6/30/06

Mass Transit Programs Report Summary

Report Submitted by: Alameda County Congestion Management Agency
Agency Mass Transit Contact Name: Matt Todd
Agency Address: 1333 Broadway, Suite 220, Oakland CA 94612
Agency Mass Transit Contact Phone Number: (510) 836-2560
Agency Mass Transit Contact Fax: (510) 836-2185
Agency Mass Transit Contact e-mail: mtodd@accma.ca.gov

1. **ACTIA Mass Transit Program funds** received/expended (accrual basis). These numbers should be the same as those reported in your compliance audit.

04/05 UNSPENT BALANCE	05/06 REVENUES	INTEREST/ OTHER INCOME	EXPENDED	ENDING BALANCE
\$1,193,165	\$2,232,661	\$35,747	\$1,774,464	\$1,687,109

If applicable, please explain why expenditures in Reporting Year 2005/2006 were less than the amount the Agency received and what the Agency intends to do with the additional funds.

The Alameda County required contribution for the ACE service was less than the Measure B allotments for FY 2005/2006. The CMA intends to continue to allow the unspent funds to accumulate as a reserve to meet the need for future expenditures for the Alameda County share of the ACE operating expenses and/or station operating or maintenance expense as detailed in the Measure B funding agreement.

2. **Publication date(s) in Newsletter:**
Please see Attachment A for a copy of the article included in the CMA March 2006 monthly newsletter.
3. **Website address(es):** ***Please see Attachment B for a copy of the CMA website at www.accma.ca.gov describing the ACE service and Measure B funding www.accma.ca.gov***

4. **Describe signage** used in the Mass Transit projects/programs indicating the use of Measure B funds.

Signs are placed on the trains listing Measure B as a funding partner. Examples of the signs and photos of the signage on the trains are included in Attachment C.

5. **Mass Transit Programs / Projects Description**

(Describe the Mass Transit programs/project(s) implemented with Measure B funds in fiscal year 2005/2006. Complete Table 1 below by listing project name, planning area, project description, project benefits, estimated number of trips provided with Measure B funds, total project cost and Measure B expenditures. Include photographs in Attachments.)

See Table 1

6. **Planned Mass Transit Programs / Projects**

Describe the planned Mass Transit programs/project(s) to be implemented with Measure B funds and the projected schedule.

These funds will continue to be used for the ongoing operations costs of this service. The CMA intends to continue to allow the unspent funds to accumulate as a reserve to meet the need for future expenditures for the Alameda County share of the ACE operating expenses and/or station operating or maintenance expenses. With a reserve established in FY 04/05, the CMA used a portion of the funds for administrative costs in FY05/06, as specified in our agreement with ACTIA. The administrative costs were less than 5% of the annual allocation.

Table 1
Measure B-Funded Mass Transit

Project Name	Planning Area	Description	Benefits	Estimated Number of Trips provided with Measure B funds in FY 05/06	Total Project Cost	Measure B Expenditures in FY 05/06
ACE Train Operations	South and East Area	ACE Train Operations	The service provides one of the limited transit options to the Alameda portion of I-580 through the Tri-Valley and the I-680 Sunol Grade to Silicon Valley	17% 641,861 = 109,116 trips	\$10,581,000	1,774,464

**ACTIA Programs Annual Report
2005/2006 Reporting Year**

ATTACHMENT A – Newspaper Publication



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1533 BROADWAY, SUITE 220 - OAKLAND, CA 94612 - PHONE: 510-895-2580 - FAX: 510-895-2165
E-MAIL: info@actia.cma.gov - WEB SITE: actia.cma.gov

Transportation Update

March 2006

Infrastructure Bond Pushed to November Ballot

As widely reported, negotiations on an infrastructure bond for the June ballot failed. President ProTem of the Senate Don Perata has now challenged the various parties to try for the November ballot. Hopes are that negotiations will culminate prior to the June election and that a bond including transportation, levees, schools and other infrastructure needs can be ready for November.

CMA Adopts Legislative Advocacy Principles for Highway Toll Facilities

At its March meeting, the CMA Board adopted the following principles relating to State legislation that would authorize highway toll facilities:

1. Toll facilities in California should be publicly owned, with a public entity retaining control even if the facility is privately financed and/or operated under contract.
2. Public-private partnerships for the financing of toll facilities should be encouraged.
3. Net revenues from toll facilities must benefit the users of the facility and remain in the corridor in which the facility operates.
4. Authorizing legislation should permit net revenues to be used on a wide array of corridor improvements and services.
5. To provide users and the public with confidence that net revenues will be used for improved facilities and services in the corridor, an oversight board composed of representatives of the affected jurisdictions is essential.

6. Any new legislation authorizing toll facilities must not interfere with or supersede the existing authority for pilot projects currently in State law. These principles are in part based on the results of the CMA's polling and focus groups conducted as part of the I-680 Smart Carpool Lane pilot project. This work found that the largest factor affecting public support for the project was the knowledge that net revenues would be reinvested in the tolled corridor in the form of improvements and services.

CMA Allocates Funds to Design Sound Walls on I-580 in Oakland and San Leandro

At the March meeting, the CMA Board approved additional CMA funds to complete the design of freeway soundwalls along I-580 in San Leandro (Estudillo to 141st) and Oakland (14th and Ardley). The CMA has received consultant proposals to complete this design work. Based on a review of the Caltrans work completed to date and the consultant proposals, an adjustment to the design budget was needed. Design will commence this year. The San Leandro sound walls are scheduled for construction in 2007-8.

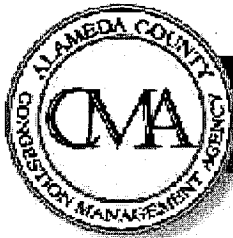
Altamont Commuter Express Service Plan Presented to CMA

At the March CMA Board meeting, ACE staff reviewed the proposed service plan for 2006-7. ACE plans to expand service with a fourth mid-day train that will be funded with mitigation funding from a freeway improvement project in San Joaquin County. ACE staff also reviewed the proposed fare increases that are under

**ACTIA Programs Annual Report
2005/2006 Reporting Year**

ATTACHMENT B – Website Information

Alameda County Congestion Management Agency



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

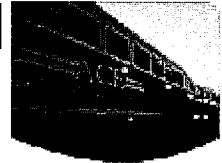
Register Your Company
Information with ACCMA



RFP's/Bid's 12 Month Forecast
October 2006 - October 2007



ACE Services



Altamont Commuter Express Service

In May 1997, the Alameda County Congestion Management Agency (ACCMA), the San Joaquin Regional Rail Commission, and the Santa Clara Valley Transportation Authority entered into an agreement to create the Altamont Commuter Express (ACE) Joint Powers Authority which operates the ACE Service. The ACE service operates Monday through Friday two roundtrip commuter trains between Stockton and San Jose and one additional roundtrip commuter train along the same route between Lathrop, in San Joaquin County and San Jose. The ACCMA funds the Alameda County share of the ACE service operations with Measure B funds. Measure B is a one-half cent sales tax approved by the voters of Alameda County in November, 2000. The use of the Measure B revenues is overseen by the Alameda County Transportation Improvement Authority. The ACE service will receive 2.12% of the net revenues of Measure B for ACE Service Operations.

Additional information about the Alameda County Transportation Improvement Authority, Measure B, and the ACE service are available at the following links.

[Additional Altamont Commuter Express Information](#)

[Alameda County Transportation Improvement Authority](#)



[What's New & Upcoming](#) | [Projects](#) | [RFPs/RFQs](#) | [Meetings](#) | [Archived Reports](#) | [Newsletters](#) |
[About](#) | [FAQs](#) | [Links](#) | [Contact Us](#) | [Site Map](#) | [Privacy Statement](#) | [Home](#)



file:///C:/Users/brad/My%20Documents/ACCMA/2006/2005%20Congestion%20Management%20Agency.htm (1 of 2) 11/22/06 3:52:17 PM

**ACTIA Programs Annual Report
2005/2006 Reporting Year**

ATTACHMENT C - Photos of signage/projects/programs

Train leaving the station

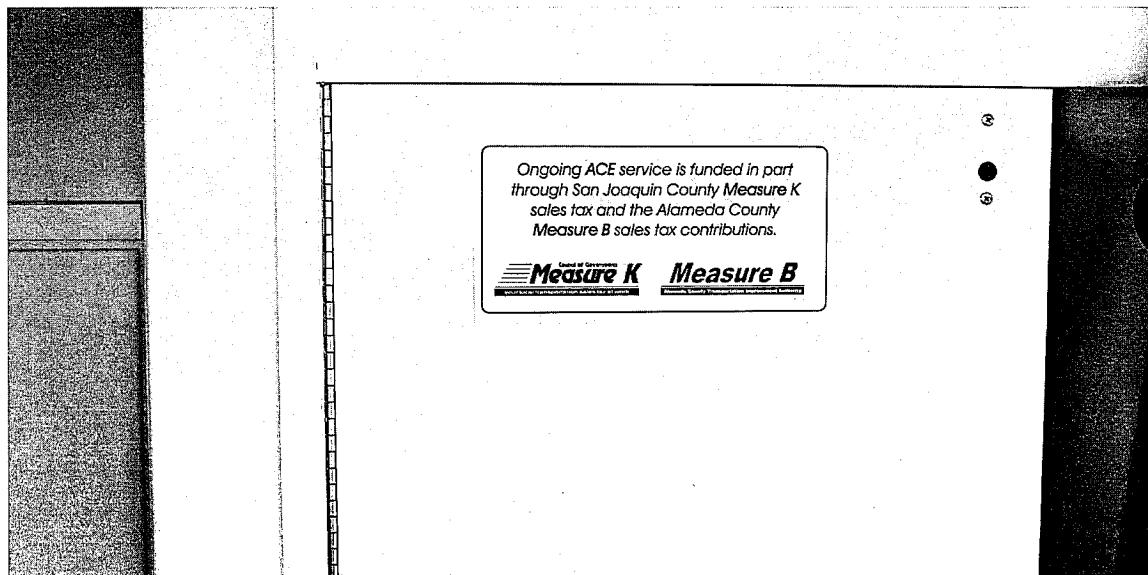
View from the train



Fremont Station

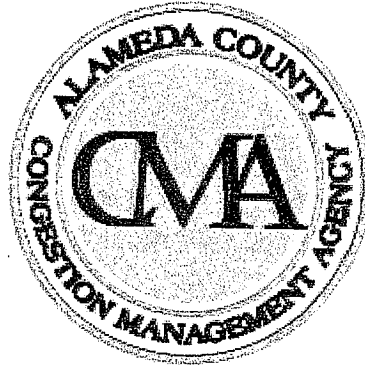


*Ongoing ACE service is funded in part through San Joaquin County **Measure K** sales tax and the Alameda County **Measure B** sales tax contributions.*



**ACTIA Programs Annual Report
2005/2006 Reporting Year**

ATTACHMENT D – Financial Statements for Year Ended 6/30/06



**ALAMEDA COUNTY CONGESTION
MANAGEMENT AGENCY –
MEASURE B PROGRAM**

FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2006



Kevin W. Harper, CPA
3002 Seriana Court
Union City, CA 94587
(510) 324-1022
kevinharpercpa@cs.com





Kevin W. Harper, CPA

INDEPENDENT AUDITOR'S REPORT

The Board of Directors
Alameda County Congestion Management Agency:

I have audited the accompanying financial statements of the Measure B Program of the Alameda County Congestion Management Agency (the "Agency") as of and for the year ended June 30, 2006. These financial statements are the responsibility of the Agency's management. My responsibility is to express an opinion on these financial statements based on my audit.

I conducted my audit in accordance with auditing standards generally accepted in the United States. Those standards require that I plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. I believe that my audit provides a reasonable basis for my opinion.

As discussed in Note 1, the accompanying financial statements are not intended to present the financial position and results of operations of the Agency.

In my opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Measure B Program of the Agency as of June 30, 2006, and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

My audit was performed for the purpose of forming an opinion on the accompanying financial statements of the Agency's Measure B Program. The accompanying Supplemental Schedule of Revenues and Expenditures is presented for purposed of additional analysis and is not a required part of the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and, in my opinion is fairly stated, in all material respects, in relation to the financial statements taken as a whole.

Kevin W. Harper CPA

November 3, 2006

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY -
MEASURE B PROGRAM
BALANCE SHEET
JUNE 30, 2006**

ASSETS:

Cash and Investments	\$ 1,339,985
Receivable from ACTIA	<u>347,124</u>
	<u>\$ 1,687,109</u>

LIABILITIES AND FUND BALANCE:

Fund Balance - Reserved for Altamont Commuter Express	<u>\$ 1,687,109</u>
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The accompanying notes are an integral part of the financial statements.

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY -
 MEASURE B PROGRAM
 STATEMENT OF REVENUES, EXPENDITURES AND
 CHANGES IN FUND BALANCE
 YEAR ENDED JUNE 30, 2006**

REVENUES:

Interest		\$ 35,747
ACTIA - Measure B		<u>2,232,661</u>
Total Revenues		<u>2,268,408</u>

EXPENDITURES - Current:

Altamont Commuter Express		1,756,287
Administrative		<u>18,177</u>
Total Expenditures		<u>1,774,464</u>

Excess of Revenues Over Expenditures		493,944
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Fund Balance, July 1, 2005		1,193,165
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Fund Balance, June 30, 2006		<u><u>\$ 1,687,109</u></u>
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The accompanying notes are an integral part of the financial statements.

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
MEASURE B PROGRAM
NOTES TO FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2006**

NOTE 1 – DESCRIPTION OF REPORTING ENTITY

Measure B, approved by voters of Alameda County in 2000, authorized the imposition of an additional one-half cent sales tax to be used for transportation-related expenditures. Measure B specifies that revenues generated by the additional sales tax will not displace expenditures previously paid by property taxes, but rather will be used for additional transportation projects and programs. The Alameda County Transportation Improvement Authority (“ACTIA”) administers the additional sales tax.

The Alameda County Congestion Management Agency (the “Agency”) receives a portion of the sales tax proceeds from ACTIA. The Agency uses these proceeds to satisfy Alameda County’s share of the operating expenses of the Altamont Commuter Express (“ACE”). The Agency’s agreement with ACTIA requires that any excess of Measure B revenues over expenditures for ACE operations be used to cover Alameda County’s future ACE operating expenses.

The Agency’s Measure B Program is included in the basic financial statements of the Agency. The accompanying financial statements of the Measure B Program present the revenues earned and related expenditures incurred under the Agency’s agreement with ACTIA. These financial statements are not intended to present the financial position and results of operations of the Agency.

NOTE 2 – BASIS OF ACCOUNTING

The accompanying financial statements are presented on a modified accrual basis of accounting. The modified accrual basis of accounting recognizes revenues when they are both “measurable and available.” Measurable means the amount can be determined. Available means collectible within the current period or soon enough thereafter to pay current liabilities. Expenditures are recorded when the related liability is incurred. The Agency did not adopt a budget for the Measure B Program for the year ended June 30, 2006.

NOTE 3 – CASH AND INVESTMENTS

As of June 30, 2006, the Measure B Program’s cash was invested by the Agency in money market funds. This investment is stated at fair value, which is determined by quoted market price. Included in investment income is the net change in the fair value of investments, which consists of the realized gains or losses and the unrealized appreciation or depreciation of those investments. Interest earned on the investments is credited to the Measure B Program based on its average balance.

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
MEASURE B PROGRAM
NOTES TO FINANCIAL STATEMENTS (CONTINUED)
YEAR ENDED JUNE 30, 2006**

Investments authorized by the Agency's investment policy are:

- United States Treasury Bills and Notes
- Alameda County Investment Pool
- Federal Agency Notes
- California Local Agency Investment Fund
- Savings Accounts
- Certificates of Deposit
- Money Market Funds
- Medium Term Corporate Notes
- State of California and Local Agency Debt Securities

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY -
 MEASURE B PROGRAM
 SUPPLEMENTAL SCHEDULE OF REVENUES AND EXPENDITURES
 Year Ended June 30, 2006**

REVENUES FROM ACTIA:

<i>Date Received</i>	<i>For Month</i>	<i>Amount</i>
September 27, 2005	July 2005	\$ 197,040
October 27, 2005	August 2005	136,710
November 30, 2005	September 2005	182,280
December 27, 2005	October 2005	282,669
January 31, 2006	November 2005	184,700
February 28, 2006	December 2005	205,797
April 6, 2006	January 2006	177,525
April 30, 2006	February 2006	137,406
May 24, 2006	March 2006	243,912
June 28, 2006	April 2006	137,498
July 31, 2006	May 2006	148,768
August 22, 2006	June 2006	198,356
		<u>\$ 2,232,661</u>

EXPENDITURES TO ALTAMONT COMMUTER EXPRESS:

<i>Date Paid</i>	<i>For Month</i>	<i>Amount</i>
July 6, 2005	July 2005	\$ 146,358
August 3, 2005	August 2005	146,358
September 1, 2005	September 2005	146,358
October 20, 2005	October 2005	146,358
November 2, 2005	November 2005	146,358
December 1, 2005	December 2005	146,358
January 4, 2006	January 2006	146,357
February 1, 2006	February 2006	146,356
March 1, 2006	March 2006	146,356
April 5, 2006	April 2006	146,357
May 4, 2006	May 2006	146,357
June 5, 2006	June 2006	146,356
		<u>\$ 1,756,287</u>



Kevin W. Harper, CPA

INDEPENDENT AUDITOR'S COMPLIANCE REPORT

The Board of Directors
Alameda County Congestion Management Agency:

I have audited the financial statements of the Alameda County Congestion Management Agency (the "Agency") as of June 30, 2006 and for the year then ended, and have issued my report thereon dated November 3, 2006.

I conducted my audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that I plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

Compliance with laws, regulations, contracts and grants applicable to the Agency is the responsibility of the management of the Agency. As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, I performed tests of the Agency's compliance with certain provisions of the agreement between the Agency and the Alameda County Transportation Improvement Authority.

In my opinion, the Agency complied in all material respects with the provisions of the Measure B as specified in the agreement between the Agency and the Alameda County Transportation Improvement Authority.

This report is intended for the information of the Board of Directors, management and others within the Agency, and officials of the Alameda County Transportation Improvement Authority. However, this report is a matter of public record and its distribution is not limited.

Kevin W. Harper CPA

November 3, 2006

Attachment B & C Website Information

Engineering & Construction – Road Planning & Design

Public Works Agency Homepage
<http://www.acgov.org/pwa/>

ACTIA - [Alameda County Transportation Improvement Authority](#)
(Measure B Funding)

Attachment B & C Website Information

Public Works Agency Homepage
<http://www.acgov.org/pwa/>

"Pedestrian Master Plan" - Acknowledgements

ACKNOWLEDGEMENTS

Board of Supervisors

- District 1 - Scott Haggerty, Vice-President
- District 2 - Gail Steele
- District 3 - Alice Lai-Butker
- District 4 - Nate Miley
- District 5 - Keith Carson, President

Staff

- Paul Keener, Public Works Agency
- Ruben Ison, Public Works Agency

Technical Advisory Committee/Key Stakeholders Group

- Art Carrera, Public Works Agency
- James Chu, Public Works Agency
- Marita Hawryluk, Community Development Agency
- Cindy Horvath, Community Development Agency
- Brooke Kuhn, MS, CHES, Public Health Agency
- Nathan Landau, AC Transit
- Roger Marshall, City of Hayward
- Mona Mena, Public Health Agency
- Jason Patton, City of Oakland
- Rochelle Wheeler, Alameda County Transportation Improvement Authority
- Lucy Wicks, United Seniors of Oakland and Alameda County

Consultant Team

- | | |
|--|---|
| Alice Chen, Dowling Associates, Inc. | Tim Gilbert, MIG |
| John Dowden, Dowling Associates, Inc. | Gail Payne, MIG |
| Allen Huang, Dowling Associates, Inc. | Barnali Ghosh, MIG |
| Debbie Chan, Dowling Associates, Inc. | Steve Fitzsimons, T. Y. Lin International |
| Kamala Parks, Dowling Associates, Inc. | Y. Y. Lin International |

Funding provided by an Alameda County Measure B grant administered by the Alameda County Transportation Improvement Authority (ACTIA) and TDA Article 3 funds.

PEDESTRIAN MASTER PLAN FOR UNINCORPORATED AREAS
 Alameda County, California

Funding provided by an Alameda County Measure B administered by the Alameda County Transportation Improvement Authority (ACTIA)

Attachment B & C

PowerPoint Presentation to ACTIA's CAC 6-15-06

Lewelling Boulevard / East Lewelling Boulevard Improvements

ACTIA Project No. 13

Hesperian Blvd. Mission Blvd. Meekland Ave. Phase I Phase II

ACTIA Alameda County Public Works Agency

ACTIA LOGO

**PowerPoint Presentation to
Unincorporated Services Committee 6-28-06**

Lewelling Boulevard / East Lewelling Boulevard Improvements

Hesperian Blvd. Mission Blvd. Meekland Ave. Phase I Phase II

ACTIA Alameda County Public Works Agency

ACTIA LOGO

Attachment B & C

Construction Project Sign Cherryland Streetscape Project



ACTIA LOGO

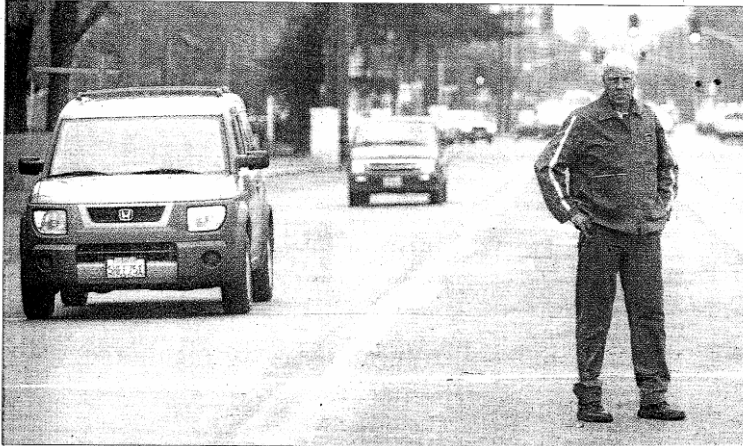
Construction Project Sign Cherryland Streetscape Project



ACTIA LOGO

Attachment B & C Newspaper Article

Widening Lewelling not safe, activist says



■ San Lorenzo resident says project puts high school students at risk

By Michelle Beaver
STAFF WRITER

Traffic deflectors, offsets, speed limits, medians. Not exactly the sexiest topics, but to one local man, these issues are a matter of life and death.

To the school district and government agency he is working with, the issue has become an amicable dance of duck and hide, he said she said.

The source of controversy is the project to widen Lewelling Boulevard and how it affects student safety at San Lorenzo High School.

The multimillion-dollar proposal will expand the road from two lanes to four and includes new medians, bike paths, trees, "street furniture," sidewalks and left-turn lanes.

Construction will start in 2008 and comprises two phases. The first is from Hesperian Boulevard to Meekland Avenue and includes San Lorenzo High School.

San Lorenzo resident and community-activist Keith Barros is convinced that the changes in front of the school will encourage people to drive faster — dangerously faster.

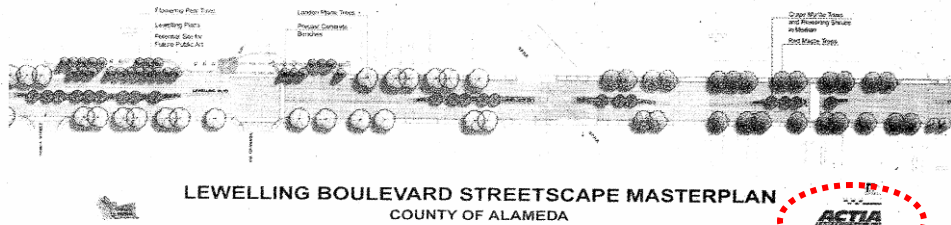
"It's going to be a highway," Barros said. "I'm extremely worried about our children. I want to sound the alarm that the next generation of San Lorenzo High School students' lives are in jeopardy. It's as simple as that."

According to Barros, the solution is simple too. He is convinced that an offset (known as a deflector) that will veer the road to the side and then straighten out again, would keep people from speeding. It would give the impression of boundaries, instead of a superhighway that zooms ahead into infinity.

Public Works engineer and program leader Art Carrera said the offset might do some good, but is not necessary.

Please see **STREET**, Local 2

SAN LORENZO activist Keith Barros stands Friday near a site that he thinks could be dangerous in the future. The Lewelling Boulevard widening project is slated to start in 2008, and Barros wants a traffic deflector put in so people will drive slower. He fears that students, who already jaywalk frequently, will get hurt on the four-lane road. Below, an architect's rendering of the completed project.



Daily Review

Sunday, December 25, 2005

ACTIA LOGO

Attachment B & C

Letter to Citizen



COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY
399 Elmhurst Street • Hayward, CA 94544-1307
(510) 670-5480

November 3, 2006

XX. XXXX XXXXXX
XXXX XXXXX Avenue
Castro Valley, Ca 94546

Dear Property Owner(s):

Subject: Sidewalk Repair- XXXX XXXXX Avenue

Thank you for your interest in sidewalk repair. . The California Streets and Highways Code (Section 5610), places on each property owner the responsibility to maintain the adjacent sidewalk (www.leginfo.ca.gov). This letter is sent to advise you of the requirement to repair the sidewalk adjacent to your property. It also provides you the opportunity to apply for the Alameda County Measure B Sidewalk Repair Funds to assist in making these repairs. The Alameda County Board of Supervisors approved the Plan on August 5, 2003, to offer a 50% match fund to help pay for this kind of repair. The plan offers single-family homeowners 50% matching fund up to \$750.00, to help with the cost of sidewalk repair. Enclosed is an application for this Measure B funding. The three options for completing this sidewalk repair work are:

1. Do the sidewalk repair yourself.
2. Hire a licensed contractor to perform the repair work.
3. Authorize the County of Alameda Public Works Agency to perform the repair work.

If you choose the first or the second option, a Consent to Repair form must be obtained by calling the number below. However, if you choose to have the County of Alameda undertake the sidewalk repair, please fill out the enclosed Authorization Notice form and return it to this office.

The Measure B funding is limited in amount by the District so it is important to return this application to the above address in a timely manner if you wish to participate in this program. Please understand that whether you receive the funds or not, you must still comply with the California State Codes mentioned previously. If you have any questions regarding this letter, the application, or the sidewalk program, please contact Jim Tarantino at 670-5236. Your participation in this program is sincerely appreciated.

Yours truly,

James R. Tarantino
Engineering Staff Assistant III

JRT:jcj

Enclosure

POO-M&O

"To Serve and Preserve Our Community"

***Alameda County Measure B
Sidewalk Repair Funds***