



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distributions Program Compliance Report Summary

Reporting Fiscal Year 2022-23



A presentation to the Commission
Alameda CTC Staff
June 27, 2024

DLD Program Overview

\$400M Generated Through Voter-Approved Measures



- **Over 50% of net revenues** generated from the Measure B, Measure BB and Vehicle Registration Fee (VRF) Programs are returned to source as “**Direct Local Distributions**” (DLDs)
- Twenty recipients (cities, transit agencies and the County)
- DLD Programs
 - Bicycle/Pedestrian
 - Local Streets and Roads (local transportation)
 - Transit
 - Special Transportation for Seniors and People with Disabilities (Paratransit)



DLD Allocations

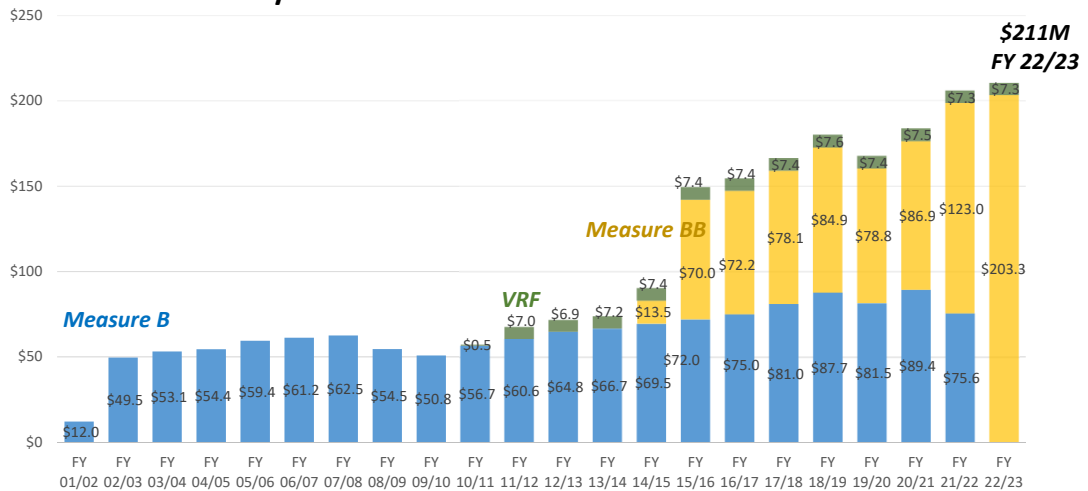
\$211M Total DLD

Direct Local Distributions FY2022-23 <i>(dollars in millions)</i>				
DLD Programs	Measure B	Measure BB	VRF	Total Funds
Local Streets and Roads <i>(Local Transportation for Measure B/BB)</i>	\$ -	\$ 75.9	\$7.3	\$ 83.2
Mass Transit	\$ -	\$ 81.8	\$ -	\$ 81.8
Special Transportation for Senior and People with Disabilities <i>(Paratransit)</i>	\$ -	\$ 34.2	\$ -	\$ 34.2
Bicycle and Pedestrian Safety	\$ -	\$ 11.4	\$ -	\$ 11.4
TOTAL	\$ -	\$ 203.3	\$7.3	\$210.6



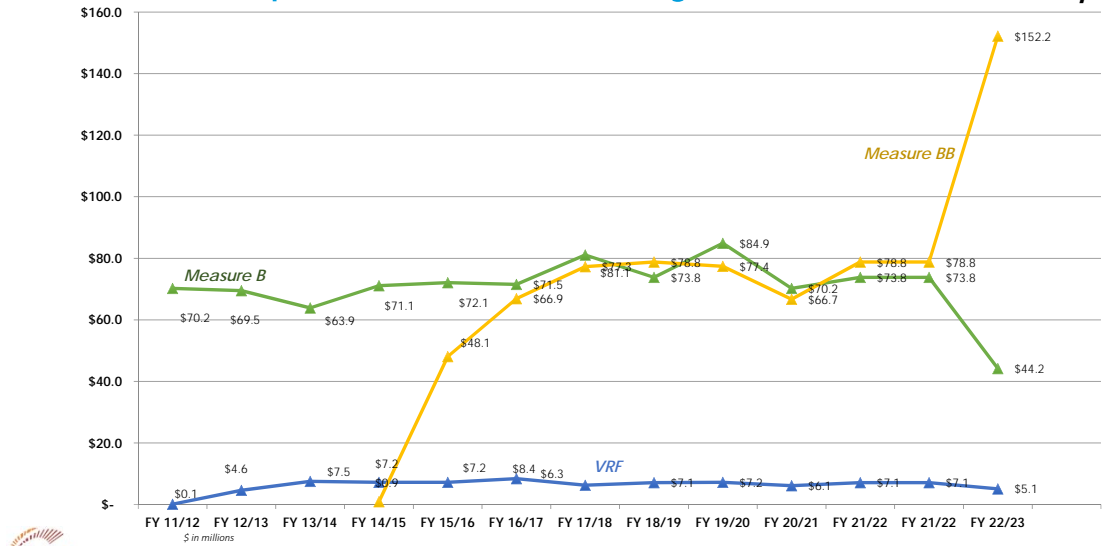
DLD Historical Allocations

\$2.2 Billion in DLDs



DLD Expenditure History

**\$201.5M Total
FY 22-23 Expenditures**



Measure B/BB/VRF DLD Program Compliance Report Summary

Compliance Requirements and Review Process

1. Submit Compliance Report and Financial Statement

(Due end of December)

Compliance Purpose & Requirements

- Reports revenues & expenses
- Documents DLD performance
- Documents current pavement condition index
- Confirmation of Updated Bike and Pedestrian Master Plans
- Documents 15% of MBB LSR funds expended on bike/ped
- Documents completion of publicity requirements
- Monitors timely use of funds

2. Review Process

Alameda CTC and Independent Watchdog Committee
(January to April)

- Reviews revenues & expenses
- Confirms compliance with reporting requirements
- Monitor Timely Use of Funds
- Monitors DLD investments
- May request additional information from recipients

3. Compliance Determination

Commission receives Summary Report
(June)

- Receives Summary Report of Compliance Submittals
- Considers exemption requests for Timely Use of Funds.



Measure B/BB/VRF DLD Program Compliance Report Summary

FY22/23 DLD Performance & Accomplishments

MEASURE B/BB FUNDED IMPROVEMENTS \$196.4 million in MB & MBB expenditures

Total Transit Trips	47.8 million trips
Total ADA mandated trips	462,802 trips
Total Meal Delivery <i>(transportation only)</i>	162,410 meals
Total Street Rehabilitation	113 lane miles
Total Bike Lane and Sidewalks	15 lane miles
Total Bike/Ped Masterplans	5 updates underway

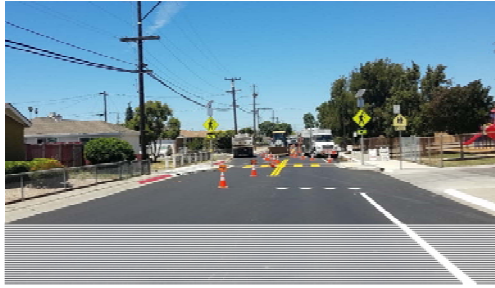
VRP FUNDED IMPROVEMENTS \$5.1 million in VRF expenditures

Total Street Rehabilitation	122 lane miles
Total Signal Improvements	109 signals improved (ITS, signal maintenance)

NOTES
 *Quantity completed are as reported by the jurisdictions, and represent a rounded value.
 **Not all improvement types or activities are shown.



City of Alameda – Park and Webster St. Street Repurposing Project

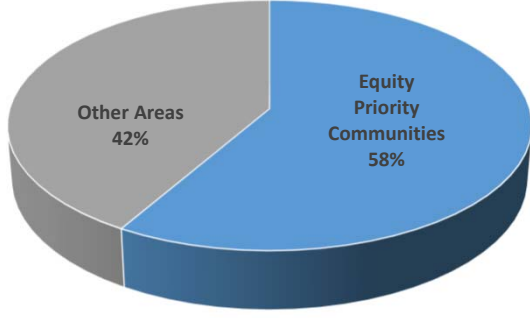


City of San Leandro – Pavement Rehabilitation Program (Brown Ct.)



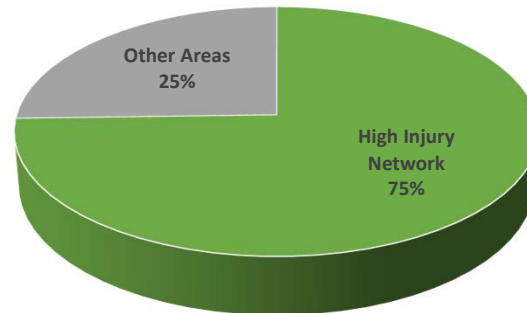
Equity Priority Communities Investments

- **58%** of total DLD Program Expenditures (\$117.7M of \$201.5M) are benefiting and serving Equity Priority Communities (EPCs)



High Injury Network Investments

- 75% of total DLD Bike/Ped and LSR Expenditures (\$61.5M of \$82.5M) invested in safety improvements to High Injury Network



DLD Performance Measures

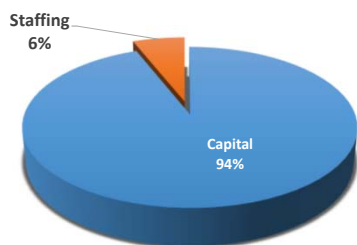
DLD Program	Performance Measure	Performance Metric and Standard
Bicycle/Pedestrian	Current Master Plans	Plan(s) no more than 5 years old, based on adoption date.
	Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration
Local Streets and Roads	Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration
	Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above.
	Maintain 15% of Measure BB LSR investments on Bicycle/Pedestrian Improvements	Maintain a 15% minimum Measure BB LSR investment to support bicycling and walking.
Mass Transit	On-time Performance	Agencies are expected to maintain or increase on-time performance annually based on operator's adopted on-time performance target
	Cost Effectiveness <ul style="list-style-type: none"> • Operating Cost per Passenger 	Maintain operating cost per passenger or per revenue vehicle hour/mile
Paratransit	Cost Effectiveness <ul style="list-style-type: none"> • Operating Cost per Passenger 	Maintain cost per trip or per passengers Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips



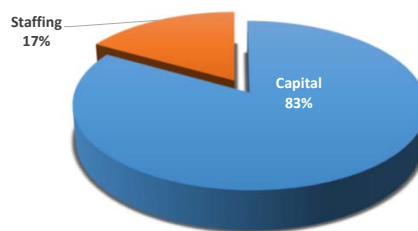
Capital Project and Program Administration Investment Metric

Capital versus Program Administration Metric: Investment into capital projects and programs is greater than program administration

MB/BB/VRF
Local Streets and Roads Investments



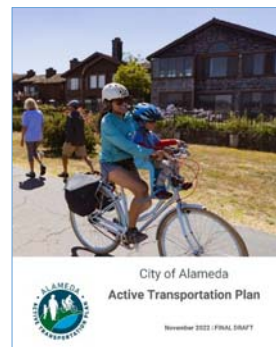
MB/BB
Bike/Pedestrian Investments



Bicycle/Pedestrian Program Performance Measures

Current Master Plan: Plan(s) no more than five years old, based on adoption date. Jurisdiction must indicate plans to update outdated plans.

Bicycle and/or Pedestrian Master Plan Status (Adoption Year)				
Agency/ Jurisdiction:	Bicycle Plan	Pedestrian Plan	Bicycle / Pedestrian	Anticipated Status
Plan Update Underway				
City of Berkeley	2017	2021	2021	Approval by 2024
City of Fremont	2018	2016	N/A	Approval by 2024
City of Livermore	N/A	N/A	2018	Approval by 2024
City of Oakland	2019	2017	N/A	Approval by 2024
City of Newark	N/A	N/A	2017	Approval by 2024
No Update Required: Plan current in the last five years				
ACPWA	N/A	N/A	2019	No Update Required.
City of Alameda	N/A	N/A	2022	No Update Required.
City of Albany	N/A	N/A	2019	No Update Required.
City of Dublin	N/A	N/A	2023	No Update Required.
City of Emeryville	2023	2023	2023	No Update Required.
City of Hayward	N/A	N/A	2020	No Update Required.
City of Piedmont	N/A	N/A	2021	No Update Required.
City of Pleasanton	N/A	N/A	2018	No Update Required.
City of San Leandro	N/A	N/A	2018	No Update Required.
City of Union City	N/A	N/A	2021	No Update Required.



Local Street and Roads Program Performance Measure

Pavement Condition Index: Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above.

	FY 22/23
Alameda County	72
City of Alameda	67
City of Albany	57
City of Berkeley	56
City of Dublin	80
City of Emeryville	76
City of Fremont	72
City of Hayward	69
City of Livermore	78
City of Newark	72
City of Oakland	54
City of Piedmont	63
City of Pleasanton	78
City of San Leandro	55
City of Union City	73

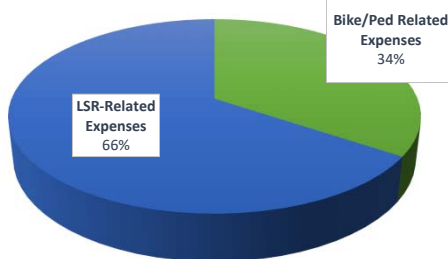


Source: MTC 2022 Pavement Condition of Bay Area Jurisdictions <https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>
PCI scores are based on a three-year rolling average.

Local Street and Road Program Performance Measure

15% Measure BB LSR Requirement: Requires 15% of Measure BB Local Streets and Roads (LSR) DLD funds to be spent on improvements benefiting bicyclists and pedestrians.

Measure BB LSR Expenditures on Bike/Pedestrian Improvements



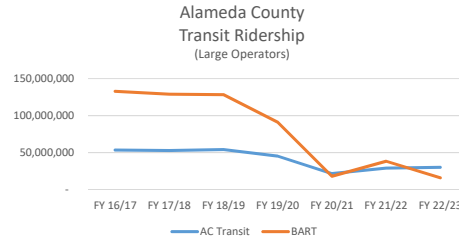
Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over 15% minimum Total LSR Expend	LSR achieved?
ACPWA	\$19,844,128	\$14,709,349	74%	Yes
City of Alameda	\$13,616,764	\$10,380,302	76%	Yes
City of Albany	\$2,042,864	\$649,915	32%	Yes
City of Berkeley	\$21,125,136	\$4,530,587	21%	Yes
City of Dublin	\$3,976,057	\$1,535,085	39%	Yes
City of Emeryville	\$1,895,727	\$520,180	27%	Yes
City of Fremont	\$16,956,518	\$9,209,465	54%	Yes
City of Hayward	\$15,459,299	\$2,924,466	19%	Yes
City of Livermore	\$4,388,817	\$1,845,491	42%	Yes
City of Newark	\$2,650,873	\$878,356	33%	Yes
City of Oakland	\$74,221,487	\$16,290,495	22%	Yes
City of Piedmont	\$3,702,723	\$827,860	22%	Yes
City of Pleasanton	\$5,470,078	\$1,099,731	20%	Yes
City of San Leandro	\$11,536,659	\$2,460,735	21%	Yes
City of Union City	\$2,580,214	\$670,141	26%	Yes
Total	\$199,467,344	\$68,532,156	34%	Yes



Transit Program Performance Measures

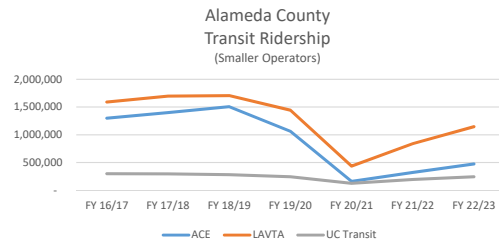
On-time Performance: Maintain performance annually based on operator's adopted on-time performance target

Jurisdiction:	On-Time Goal	FY 20/21	FY 21/22	FY 22/23	Under/Over Goal for FY 22/23
AC Transit	72%	76%	74%	74%	2%
ACE	90%	91%	89%	87%	-3%
BART	94%	95%	86%	85%	-9%
LAVTA	85%	92%	91%	88%	3%
Union City Transit	90%	95%	92%	94%	4%
WETA	95%	95%	98%	97%	2%



Cost Effectiveness: Maintain operating cost per passenger

Jurisdiction:	FY 20/21		FY 21/22		FY 22/23	
	Total MB/BB Cost	Total Cost	Total MB/BB Cost	Total Cost	Total MB/BB Cost	Total Cost
AC Transit	\$2.96	\$29.45	\$2.37	\$19.70	\$2.55	\$18.40
ACE	\$84.50	\$783.08	\$31.77	\$420.97	\$3.28	\$91.07
BART	\$0.14	\$129.02	\$0.09	\$71.04	\$0.12	\$57.10
LAVTA	\$4.54	\$30.71	\$2.47	\$17.36	\$1.66	\$15.03
Union City Transit	\$8.00	\$38.52	\$5.22	\$27.12	\$3.91	\$26.38



Notes:
 1. Costs per trip includes the total Measure B/BB and other source costs (if provided) divided by number of passenger trips reported by the operator.
 2. Cost per trip varies from agency to agency based on local needs, services provided, program administration, and DLD implementation.
 3. WETA reported no expenditures on service operations.

Paratransit Program Performance Measures

Cost Effectiveness of Services: Maintain cost per trip or per passengers
 Service types such as ADA mandated paratransit, city-based door-to-door service, taxi programs, accessible van service, shuttle service, group trips

ADA Mandated Services

Agency	FY 20/21			FY 21/22			FY 22/23		
	No. of one-way Trips	MB/BB Cost	Total Cost	No. of one-way Trips	MB/BB Cost	Total Cost	No. of one-way Trips	MB/BB Cost	Total Cost
East Bay Paratransit	199,824	\$89.78	\$136.21	316,791	\$62.63	\$114.39	316,791	\$57.41	\$105.40
LAVTA	14,960	\$40.04	\$75.20	22,454	\$32.95	\$67.68	26,892	\$35.35	\$68.17
Union City	7,462	\$82.89	\$82.89	12,892	\$49.28	\$87.79	16,624	\$31.60	\$91.49

AC Transit and BART ADA Mandated services are through the East Bay Paratransit Consortium



City-Based Door to Door Program

Agency	FY 20/21			FY 21/22			FY 22/23		
	No. of one-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	No. of one-way Trip	MB/BB Cost Per Trip	Total Cost Per Trip	No. of one-way Trip	MB/BB Cost Per Trip	Total Cost Per Trip
Emeryville	1,211	\$24.95	\$66.24	2,500	\$24.13	\$45.30	3,600	\$16.89	\$30.77
Fremont	8,254	\$36.28	\$36.28	10,257	\$34.97	\$34.97	8,010	\$44.33	\$44.33
Newark	2,731	\$39.30	\$39.30	4,158	\$33.22	\$33.22	3,027	\$39.18	\$39.18
Oakland	14,090	\$51.00	\$51.00	13,243	\$53.51	\$56.23	21,552	\$29.48	\$31.24
Pleasanton	1,810	\$96.83	\$96.83	3,463	\$93.08	\$93.08	5,376	\$56.51	\$56.51
San Leandro	6,699	\$17.97	\$17.97	7,235	\$63.74	\$63.74			



DLD Fund Balance and Utilization

- Fund Balance represents accounting balance as of June 30, 2023.
- Recipients are in-compliance with Timely Use of Funds Policies (max. allowable balance is 4 times the annual revenue)
- Recipients actively expending balances with encumbrances towards ongoing projects and programs.
- Fund balances are also strategically planned and committed as a leveraging source for competitive opportunities.

Jurisdiction:	Total MB/BB/VRF Balance	Total Encumbrance	Total Remaining (Bal. - Encumbered)
AC Transit	\$15,684,973	\$15,684,973	\$0
BART	\$0	\$0	\$0
LAVTA	\$0	\$0	\$0
WETA	\$6,617,243	\$6,617,243	\$0
ACE	\$7,199,059	\$879,043	\$6,320,016
Alameda County	\$9,445,946	\$2,122,233	\$7,323,713
City of Alameda	\$9,332,216	\$3,713,151	\$5,619,065
City of Albany	\$4,754,483	\$1,865,253	\$2,889,230
City of Berkeley	\$18,153,746	\$6,306,441	\$11,847,305
City of Dublin	\$2,488,160	\$2,488,160	\$0
City of Emeryville	\$2,229,494	\$465,303	\$1,764,191
City of Fremont	\$13,994,421	\$4,208,507	\$9,785,914
City of Hayward	\$20,313,307	\$7,861,129	\$12,452,178
City of Livermore	\$10,379,059	\$8,001,911	\$2,377,148
City of Newark	\$5,080,181	\$409,442	\$4,670,739
City of Oakland	\$54,311,034	\$7,927,448	\$46,383,586
City of Piedmont	\$795,244	\$795,244	\$0
City of Pleasanton	\$5,908,913	\$4,394,424	\$1,514,489
City of San Leandro	\$6,927,176	\$4,632,110	\$2,295,066
City of Union City	\$7,763,098	\$0	\$7,763,098
Total	\$201,377,753	\$78,372,015	\$123,005,738



Measure B/BB/VRF DLD Program Compliance Report Summary

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Program Compliance Determination

Reporting Fiscal Year 2022/23

- **Nineteen of the Twenty Recipients In-Compliance**
 - Union City's Compliance Status is pending submittal of their reports in Fall 2024
 - Remaining recipients complied with:
 - 2000 Measure B Transportation Expenditure Plan
 - 2014 Measure BB Transportation Expenditure Plan
 - 2010 Measure F (VRF) Expenditure Plan
 - Alameda CTC Policies and Program Compliance requirements
 - Met performance targets or provided corrective plans
- **Next Steps: Monitoring DLD Performance and Balances**
 - Pavement Condition Index (Albany, Berkeley, Oakland, San Leandro)
 - On-time Performance improvements for ACE and BART operations
 - Monitoring status of transit and paratransit program ridership recovery
 - Expedient use of fund balances and adherence to Timely Use of Funds Policies



Program Compliance Reports Available: <https://www.alamedactc.org/funding/reporting-and-grant-forms/>

Measure B/BB/VRF DLD Program Compliance Report Summary

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