

Measure B and Measure BB Program Compliance Report

Reporting Fiscal Year 2016-17



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INTRODUCTION



In 1986, Alameda County voters approved the Measure B Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to finance transportation improvements throughout the county. With the revenue generated through the sales tax, Alameda County became one of the first “self-help” counties in California. As the 1986 expenditure plan neared expiration, in November 2000, approximately 81.5 percent of Alameda County voters reauthorized the Measure B Transportation Expenditure Plan to continue sales tax collections through 2022. Alameda CTC distributes approximately 60 percent of net Measure B revenues to local Alameda County jurisdictions on a monthly formulaic basis which are known as Direct Local Distributions (DLDs).

In 2014, Alameda County voters approved the Measure BB Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to augment the existing 2000 Measure B sales tax program. Collections of this new sales tax began April 1, 2015 and will continue through March 30, 2045. Similarly to Measure B, approximately 54 percent of net Measure BB revenues are returned to source, as DLD funds to local cities, the county, and transit operators for use on locally prioritized transportation improvements.

Alameda County jurisdictions rely on Measure B and Measure BB DLD funds to support numerous types of projects including bikeways, bicycle parking facilities, pedestrian crossing improvements, intersection and signal improvements, guardrails, street resurfacing and maintenance, bus and ferry operations, rail services, shuttle and fixed transit operations, and programs for seniors and people with disabilities.

In Fiscal Year 2016-17 (FY 16-17), Alameda CTC distributed approximately \$75.0 million in Measure B and \$72.2 million in Measure BB DLD funds to the

twenty local jurisdictions in Alameda County. The combined Measure B and Measure BB DLD funds provide local agencies with the financial means to invest in transportation improvements and services that improve the mobility, access, and long-term infrastructure substantiality of Alameda County's diverse transportation system. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B and Measure BB revenues and expenditures.

This Compliance Report provides a summary of FY 16-17 revenues and expenditures reported by Measure B and Measure BB recipients, as required by Master Programs Funding Agreements (MPFA) that were executed between Alameda CTC and the local jurisdictions. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax dollars.

Each year, recipients are required to submit annual audited financial statements and compliance reports that capture the recipients' use of DLD funds to Alameda CTC. The audited financial statements are completed by an independent auditor who reviews and provides an auditor's opinion on the recipient's compliance with standard accounting practices and financial reporting requirements of the master agreement. The compliance reports include detailed reports on the recipient's use of funds and reporting deliverables such as the following:

- **Newsletter:** Documentation of a published article that highlights the Measure B and Measure BB funded improvements.
- **Website:** Documentation of program information on the agency's website including a link to Alameda CTC's website.
- **Signage:** Documentation of the public identification of program improvements as a benefit of Measure B and BB.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI).
- **Bicycle/Pedestrian Master Plans Update:** Confirm local Bicycle and Pedestrian Master Plans are updated regularly.
- **Bicycle/Pedestrian Investments:** Documentation that 15 percent of Measure BB Local Streets and Roads funds went towards bicycle and pedestrian benefits.

MEASURE B AND MEASURE BB REVENUES

Alameda CTC distributes Measure B and Measure BB DLD funds on a monthly basis to local Alameda County jurisdictions and transit operators in support of their transportation programs. Distributions are based on formulas identified in the 2000 Measure B Transportation Expenditure Plan and the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) to provide funds for the following programs:

- Mass Transit Operations
- Local Streets and Roads
- Bicycle and Pedestrian Safety
- Paratransit Services

This report summarizes the total Alameda CTC Measure B and Measure BB distributions and recipient expenditures for fiscal year 2016-2017 (FY 16-17), from July 1, 2016 to June 30, 2017. All data within this report is based on jurisdiction submitted information included in FY 16-17 compliance reports and audited financial statements. The individual reports are available for review online at: http://www.alamedactc.org/app_pages/view/4135.

Measure B Direct Local Distributions

Measure B sales tax revenue has gradually increased over the last five years, generating net collections of approximately \$108 million in 2011 to \$133 million in 2017. Of these revenues, approximately 60 percent are distributed to eligible recipients for local transportation programs.

In FY 16-17, Alameda CTC provided approximately \$75.0 million in Measure B Direct Local Distribution funds to twenty Alameda County recipients including local jurisdictions, transportation authorities, and transit operators. The FY 16-17 revenues are approximately \$3.0 million more than the prior fiscal year, with a reported \$71.5 million in expenditures.

Measure BB Direct Local Distributions

With the first year of Measure BB sales tax collections, beginning April 1, 2015, FY 16-17 is the second full year of Measure BB sales tax revenue collections and DLD distributions. In FY 16-17, Measure BB sales tax generated a net revenue of approximately \$134.8 million with approximately \$72.2 million distributed to local DLD recipients. Similar to the Measure B DLD program, eligible Measure BB recipients receive formula-based funds mandated by the 2014 TEP.

Fiscal Year 2016-17 Measure B and Measure BB Distributions by Program			
DLD Program	Measure B	Measure BB	Total
Local Streets and Roads	\$29,732,887	\$26,963,576	\$56,696,463
Mass Transit	\$28,242,250	\$29,053,253	\$57,295,503
Paratransit	\$12,004,952	\$12,133,609	\$24,138,561
Bicycle and Pedestrian	\$4,990,972	\$4,044,536	\$9,035,508
Total	\$74,971,061	\$72,194,974	\$147,166,035

MEASURE B AND MEASURE BB EXPENDITURES

Measure B and Measure BB

Direct Local Distribution Program Expenditures

Alameda County's sales tax dollars are invested in a wide variety of projects across the county to improve and maintain transportation infrastructure. Each fiscal year, local jurisdictions utilize DLD funds to implement projects and programs as identified in the 2014 TEP. In FY 16-17, jurisdictions expended a combined total of \$138.4 million in Measure B (\$71.5 million) and Measure BB (\$66.9 million) DLD funds on transportation improvements.

For Measure B, recipients' overall expenditures have decreased slightly from the prior year by approximately \$643,000. This decrease in expenditures, combined with the addition of the Measure B revenue distributions for FY 16-17, has resulted in an overall growth in the fund balance from the prior year. The Measure BB expenditures for FY 16-17 have increased by approximately \$18.8 million from the prior year. Recipients are more aggressively incorporating Measure BB program funds into local transportation programs. However, the fund balance in Measure BB has also increased, and more program implementation is required to draw down the approximately \$40.0 million ending balance.

Among the recipients, the most common explanations for an increase in fund balances include:

- Project delivery/delays in project implementation
 - Staffing limitations
 - Change in program delivery strategy
 - Prioritized delivery of major capital projects
- Accumulating funds for larger capital projects.

- Limited large expenditures in the current year due to focus on pre-construction work.
- Timing of expenditures occurring with construction season i.e. expenditures already incurred but captured in subsequent year's financials.

In addition to the explanations above, Measure BB still remains in its infancy. Only in its second full year of revenue, jurisdictions have yet to stabilize their expenditures between both Measure B and Measure BB.

The charts below reflect Measure B and Measure BB FY 16-17 Direct Local Distribution balances, annual revenue distributions, and expenditures.

FY 16-17 Measure B Expenditures and Fund Balances

Jurisdiction:	16-17 Starting MB Balance	16-17 MB Revenue	16-17 MB Interest	16-17 MB Expended	16-17 Ending MB Balance
AC Transit	\$4,307,532	\$28,521,744	\$0	\$28,422,353	\$4,406,923
BART	\$0	\$1,983,080	\$0	\$1,983,080	\$0
LAVTA	\$0	\$1,092,152	\$0	\$1,092,152	\$0
WETA	\$1,777,126	\$1,038,122	\$1,735	\$1,874,287	\$942,696
ACPWA	\$2,025,682	\$3,329,474	\$13,156	\$3,718,697	\$1,649,615
ACE	\$2,336,460	\$2,821,563	\$6,269	\$4,004,649	\$1,159,643
City of Alameda	\$4,220,309	\$2,279,106	\$10,360	\$2,734,883	\$3,774,892
City of Albany	\$275,118	\$503,207	\$0	\$56,948	\$721,377
City of Berkeley	\$2,289,359	\$3,636,037	\$8,329	\$3,437,374	\$2,496,351
City of Dublin	\$826,958	\$634,052	\$6,986	\$625,733	\$842,263
City of Emeryville	\$962,237	\$350,162	\$7,384	\$294,817	\$1,024,966
City of Fremont	\$2,488,555	\$3,976,985	\$39,043	\$3,349,745	\$3,154,838
City of Hayward	\$3,815,761	\$3,727,417	\$78,656	\$2,847,985	\$4,773,849
City of Livermore	\$2,112,181	\$1,299,060	\$6,863	\$711,960	\$2,706,144
City of Newark	\$789,539	\$824,971	\$4,559	\$786,385	\$832,684
City of Oakland	\$10,214,483	\$13,559,970	\$48,414	\$11,329,544	\$12,493,323
City of Piedmont	\$82,292	\$461,264	\$141	\$470,515	\$73,181
City of Pleasanton	\$696,163	\$1,175,390	\$4,441	\$451,361	\$1,424,633
City of San Leandro	\$2,340,457	\$2,005,614	\$8,321	\$2,040,660	\$2,313,732
City of Union City	\$306,691	\$1,751,689	\$5,082	\$1,241,615	\$821,847
Total	\$41,866,903	\$74,971,061	\$249,739	\$71,474,744	\$45,612,959

Notes:

1. The table above reflects total Measure B financials reported on the Audited Financial Statements.
2. Revenue and expenditure figures may vary due to number rounding.
3. The City of Albany's figures reflect the most current available data from the city.



FY 16-17 Measure BB Expenditures and Fund Balances

Jurisdiction:	16-17 Starting MBB Balance	16-17 MBB Revenue	16-17 MBB Interest	16-17 MBB Expended	16-17 Ending MBB Balance
AC Transit	\$4,686,801	\$31,412,566	\$0	\$31,239,951	\$4,859,416
BART	\$0	\$2,696,357	\$0	\$2,696,357	\$0
LAVTA	\$0	\$963,191	\$0	\$963,191	\$0
WETA	\$100,575	\$674,089	\$1,127	\$671,512	\$104,279
ACPWA	\$3,111,405	\$2,662,454	\$21,044	\$436,083	\$5,358,820
ACE	\$1,452	\$1,348,179	\$377	\$1,347,179	\$2,829
City of Alameda	\$2,007,504	\$2,114,837	\$8,742	\$2,422,001	\$1,709,082
City of Albany	\$350,879	\$465,797	\$0	\$27,297	\$789,379
City of Berkeley	\$3,521,419	\$3,375,448	\$12,875	\$2,986,997	\$3,922,745
City of Dublin	\$626,195	\$550,901	\$8,012	\$430,000	\$755,108
City of Emeryville	\$320,052	\$325,301	\$3,139	\$296,593	\$351,899
City of Fremont	\$2,416,806	\$3,233,845	\$26,184	\$4,386,212	\$1,290,623
City of Hayward	\$3,191,770	\$3,277,369	\$39,915	\$2,407,451	\$4,101,603
City of Livermore	\$993,560	\$1,135,983	\$3,616	\$353,090	\$1,780,069
City of Newark	\$612,076	\$669,540	\$5,516	\$568,563	\$718,569
City of Oakland	\$9,276,907	\$12,603,618	\$37,807	\$12,408,292	\$9,510,040
City of Piedmont	\$23,751	\$426,574	\$500	\$212,509	\$238,316
City of Pleasanton	\$1,100,578	\$1,110,605	\$9,735	\$460,362	\$1,760,556
City of San Leandro	\$1,706,819	\$1,764,025	\$7,561	\$2,068,183	\$1,410,222
City of Union City	\$257,566	\$1,384,295	\$7,166	\$536,252	\$1,112,775
Total	\$34,306,115	\$72,194,974	\$193,316	\$66,918,074	\$39,776,331

Notes:

1. The table above reflects total Measure BB financials reported on the Audited Financial Statements.
2. Revenue and expenditure figures may vary due to number rounding.
3. The City of Albany's figures reflect the most current available data from the city.

MEASURE B AND MEASURE BB REVENUE AND EXPENDITURE TRENDS

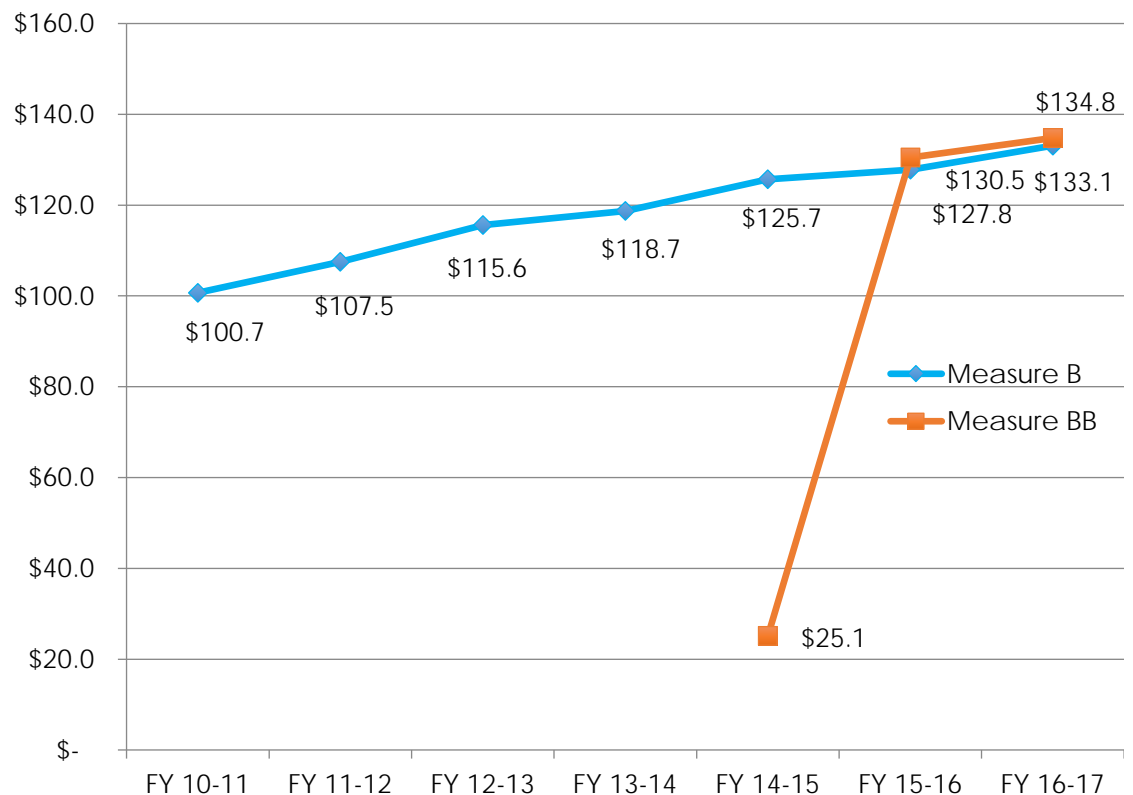


Measure B and Measure BB DLD Net Revenue Trends

The amount of revenue generated annually through Alameda County's sales tax is typically dependent on the state of the economy. Since its inception in 2002, the annual Measure B net sales tax revenue has steadily increased, as shown in the table below.

For the Measure BB program, FY 14-15 was the inaugural year of sales tax collections and distributions. With collections starting April 2015, the current positive revenue trend is expected to continue with the state of the economy.

Measure B and Measure BB DLD Net Revenue Trends
FY 10-11 through FY 16-17 (Dollars in Millions)



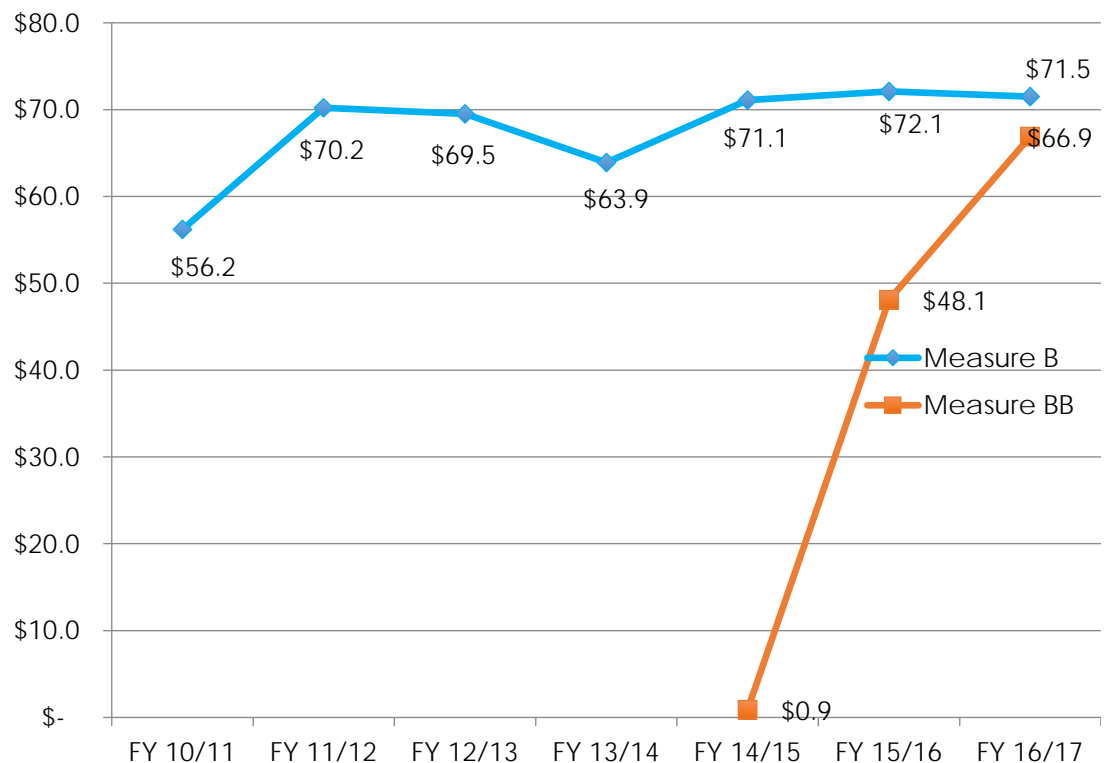
Measure B and Measure BB DLD Expenditure Trends

The table below shows Measure B and Measure BB DLD expenditure trends by recipients over the past seven years. Positive Measure B expenditures have oscillated over this period of time, with the most significant decrease in expenditures in FY 13-14. After a positive trend in expenditures over two fiscal years, Measure B expenditures by recipients have slightly decreased compared to the prior fiscal year (FY 15-16) which can be attributed to the addition of Measure BB. Since its inception, Measure BB expenditures have increase in expenditures by more than \$18.0 million from FY 15-16 to FY 16-17.

Revenues from the Measure B and Measure BB sales tax programs in FY 16-17 allow jurisdictions to plan and implement projects and programs that support the countywide transportation network. As DLD recipients ramp up future planned investments, expenditures for both Measure B and Measure BB are expected to increase over the next few years with more capital investments going into construction, transit operations, and programs.

Measure B and Measure BB DLD Expenditure Trends

FY 10-11 through FY 16-17 (Dollars in Millions)



DETAIL OF EXPENDITURES



Detail of Expenditures by Transportation Mode Bicycle and Pedestrian, Local Streets and Roads, Transit, and Paratransit programs

Total expenditures by jurisdictions for the FY 16-17 amounted to \$138.4 million for transportation improvements. By fund source, approximately \$71.5 million in Measure B and approximately \$66.9 million in Measure BB funds supported the following transportation modes within each program:

Bicycle and Pedestrian: Of the combined \$6.0 million used, local agencies spent:

- 53 percent on bicycle and pedestrian improvements;
- 34 percent on direct pedestrian improvements; and
- 13 percent on direct bicycle improvements.

Local Streets and Roads: Of the combined \$51.4 million used, local agencies spent:

- 86 percent on local road improvements projects;
- 7 percent on pedestrian improvements; and
- 7 percent on bicycle and pedestrian improvements.

Mass Transit: Of the combined \$59.1 million used, local agencies spent:

- 86 percent on bus operations;
- 10 percent on rail operations; and
- 4 percent on ferry operations.

Paratransit: Of the combined \$21.9 million used, local agencies spent:

- 73 percent on services for people with disabilities; and
- 27 percent on services for seniors and people with disabilities.

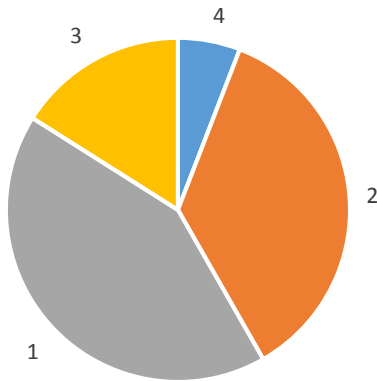


Measure B and Measure BB DLD

FY 16-17 Detail of Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$ 759,868	\$ 98,973	\$ -	\$ -	\$ 858,841
Bicycle and Pedestrian	\$ 3,204,930	\$ 3,317,057	\$ -	\$ -	\$ 6,521,988
Pedestrian	\$ 2,093,098	\$ 2,011,375	\$ -	\$ -	\$ 4,104,472
Local Streets and Roads	\$ -	\$ 44,223,803	\$ -	\$ -	\$ 44,223,803
Bus	\$ -	\$ -	\$ 50,519,738	\$ -	\$ 50,519,738
Ferry	\$ -	\$ -	\$ 2,542,668	\$ -	\$ 2,542,668
Rail	\$ -	\$ -	\$ 6,025,917	\$ -	\$ 6,025,917
Disabled Services	\$ -	\$ -	\$ -	\$ 16,053,157	\$ 16,053,157
Meals on Wheels	\$ -	\$ -	\$ -	\$ 154,895	\$ 154,895
Seniors and Disabled Services	\$ -	\$ -	\$ -	\$ 5,664,306	\$ 5,664,306
Other	\$ -	\$ 1,718,048	\$ 3,131	\$ 1,714	\$ 1,722,893
Total	\$ 6,057,896	\$ 51,369,256	\$ 59,091,455	\$ 21,874,072	\$ 138,392,678

Detail of Expenditures by Transportation Type

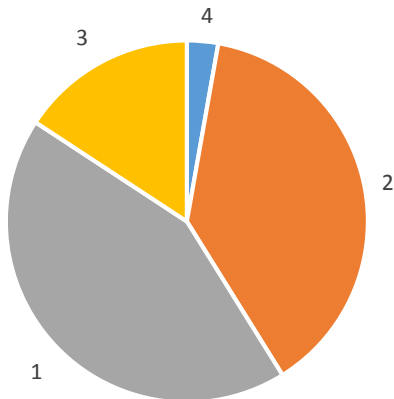


Measure B

In FY 16-17 agencies spent 42 percent of total Measure B funds on mass transit, 36 percent on local streets and roads, 16 percent on paratransit, and 6 percent on bicycle and pedestrian projects. The Local and road DLD program funds are the most flexible source in that funds can be expended on improvements to the local transportation system, including bicycle/pedestrian improvements, transit services, and paratransit programs.

Measure B Expenditures by Type

1	Mass Transit	\$ 30.2	42%
2	Local Streets and Roads	\$ 25.6	36%
3	Paratransit	\$ 11.5	16%
4	Bicycle/Pedestrian	\$ 4.2	6%
Total		\$ 71.5	100%



Measure BB

By program type, of the \$66.9 million in Measure BB expenditures incurred in FY 16-17, recipients expended 43 percent within the mass transit program to support transit operations and facilities maintenance. The other 57 percent was expended within the local streets and roads, paratransit, and bicycle and pedestrian programs. These expenditures were consistent in rates with Measure B expenditures.

Measure BB Expenditures by Type

1	Mass Transit	\$ 28.9	43%
2	Local Streets and Roads	\$ 25.7	38%
3	Paratransit	\$ 10.4	16%
4	Bicycle/Pedestrian	\$ 1.9	3%
Total		\$ 66.9	100%

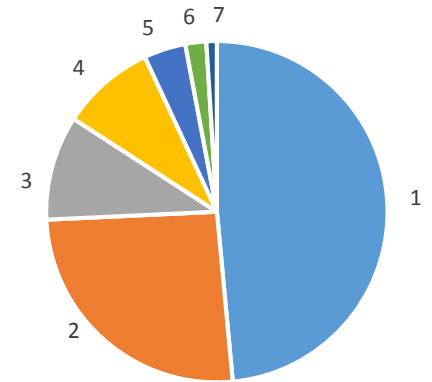
Detail of Expenditures by Project Phase

Alameda County's sales tax dollars are invested in a wide variety of projects across the county to improve and maintain the transportation infrastructure. By project phase, the twenty DLD fund recipients reported 49 percent of total expenditures on operations to improve and maintain roadways, bicycle trails, and transit operations that enable greater access, safety and travel convenience to commuters and residents. The six transit operators (AC Transit, ACE, BART, LAVTA, Union City Transit, and WETA) service operations alone amounted to \$54.7 million in FY 16-17.

This level of investment by phase is consistent with the prior year expenditures for operations.

Other top expenditures by phase include:

- Construction (\$35.9 million)
- Maintenance (\$11.9 million)
- Scoping, Feasibility and Planning (\$5.8 million)



Measure B/BB Expenditures By Phase			
1	Operations	\$ 68.1	49%
2	Construction	\$ 35.9	26%
3	Other	\$ 12.3	9%
4	Maintenance	\$ 11.9	9%
5	Scoping, Feasibility and Planning	\$ 5.8	4%
6	PS&E	\$ 3.1	2%
7	Project Closeout	\$ 1.3	1%
Total		\$ 138.4	100%

PERFORMANCE MONITORING

As required by the program, DLD recipients shall document expenditure activities and report on the performance of DLD funded activities through the Annual Program Compliance Reporting process, or through other Alameda CTC performance and reporting processes as they may be requested, including but not limited to, the annual performance report, annual program plan, planning monitoring reports.

Each jurisdiction provides a detail summary of expenditures and performance accomplishments as part of their agency's compliance report. Given all jurisdictions have fundamentally different transportation needs and operating procedures, a comparison of jurisdictions' DLD expenditures and investments may not provide equitable comparison analysis on some metrics.

The Measure B and Measure BB performance measures reviewed through the Annual Program Compliance Reporting process is identified in the table below.

Performance Measures Monitored by Program		
DLD Program	Performance Measure	Performance Metric and Standard
Bicycle/Pedestrian	Current Master Plans Maintain a current Bicycle/Pedestrian Master Plan (BPMP) that features required core elements	Plan(s) no more than 5 years old, based on adoption date.
	Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support) and by key corridors	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)
Local Streets and Roads	Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support) and by key corridors	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, administrative support)
	Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above.
	Complete Streets Implementation	Maintain a 15% annual minimum Measure BB LSR investment to support bicycling and walking.

Performance Measures Monitored by Program		
DLD Program	Performance Measure	- Performance Metric and Standard
Mass Transit	On-time Performance: System wide Average and Key Trunk Lines On time performance of transit system	- Average on-time performance based upon the mode of transit with a target of 75% to 90% or based on the transit agency's adopted performance goals and standards - Agencies are expected to maintain or increase on-time performance annually
	Cost Effectiveness - Operating Cost per Passenger - Operating Cost per Revenue Vehicle Hour/Mile	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI
Paratransit	Service Operations and Provisions Number of people served or trips provided	Track number of individuals served by program. Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery
	Cost Effectiveness Cost per Trip or Cost per Passenger Total Measure B/BB program cost per one-way passenger trip divided by total trips or total passengers during period.	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

Bicycle and Pedestrian Program Performance

Measure B and Measure BB bicycle/pedestrian funding is targeted towards completing high-priority projects and programs described in the local recipient's bicycle/pedestrian master plans. The goal is to complete and maintain the County's bicycle/pedestrian infrastructure and create greater access and travel options to non-motorized travel.

Bicycle/Pedestrian Master Plan Status

To receive Measure B and Measure BB funds, local jurisdictions must do all of the following with respect to local bicycle and pedestrian master plans.

1. Have an adopted Local Pedestrian Master Plan AND Local Bicycle Master Plan, OR have an adopted combined Local Pedestrian and Bicycle Plan; or demonstrate that the plan is being developed and will be adopted.
2. Each plan must be updated, at a minimum, every five years.

Per the compliance reports, all jurisdictions are in compliance with the requirement to have an updated plan in the last five years, or are in the process of updating their plans. The table below identifies the adoption of the current bicycle and/or pedestrian plan, and the current approval/update statuses.

Bicycle and/or Pedestrian Master Plan Status (Adoption Year)				
Agency/ Jurisdiction:	Bicycle Plan	Pedestrian Plan	Bicycle / Pedestrian Plan	Update Status
ACPWA	N/A	N/A	2012	Update approval in 2018
City of Alameda	2010	2009	N/A	Update to begin 2018-19
City of Albany	N/A	N/A	2012	Update to begin in 2018
City of Berkeley	2017	2012	N/A	Update to begin in 2018
City of Dublin	N/A	N/A	2014	No Update Required.
City of Emeryville	N/A	N/A	2017	No Update Required.
City of Fremont	2012	2016	N/A	Update approval in 2018
City of Hayward	2007	N/A	N/A	Update to begin in 2018
City of Livermore	2001	N/A	N/A	Update approval in 2018
City of Newark	N/A	N/A	2017	No Update Required.
City of Oakland	2012	2017	N/A	Update approval in 2018
City of Piedmont	N/A	N/A	2014	No Update Required.
City of Pleasanton	N/A	N/A	2017	No Update Required.
City of San Leandro	N/A	N/A	2010	Update approval in 2018
City of Union City	N/A	N/A	2012	Update approval in 2018

Bicycle/Pedestrian Capital vs Administrative Investments

Alameda CTC monitors the level of investment into capital project related activities vs. administrative staffing for program implementation. Tangible long term improvements i.e. capital projects are the desired expenditures amongst the DLD program. Thus, a majority of annual expenditures are expected to go towards capital investments.

In FY 16-17, for the bicycle/pedestrian program, jurisdictions implemented approximately \$6.1 million in capital projects and programs to make Alameda County's bicycle/pedestrian transportation system safer, accessible, and connected. Of these expenditures, 82% were directly related to capital investments, while the remaining 18% were put towards administrative investments that supported the delivery of the local bicycle/pedestrian programs.





Local Streets and Roads Program Performance

Measure B and Measure BB local streets and road funds support maintenance and repair of local transportation infrastructure. Funds may be used for many local transportation needs, including pavement rehabilitation, slurry seal, pothole repair, capital projects, transit operations, complete streets projects. Funds are prioritized at the local level for street maintenance, bicycle/pedestrian projects, transit infrastructure, and traffic calming based on local needs.

LSR Capital vs. Administrative Investments

Similarly to the bicycle/pedestrian program, Alameda CTC monitors the level of investment of local streets and roads (LSR) funds towards capital project related activities vs. administrative staffing for program implementation as a performance measure of LSR investments. The majority of annual expenditures are expected to go towards capital investments that the public can utilize once complete.

In FY 16-17, jurisdictions implemented approximately \$51.4 million in Measure B and Measure BB local road improvements and repairs to make Alameda County's transportation system more efficient and reliable. Of these expenditures, 95% were directly related to capital investments while the remaining 5% were put towards administrative investments that supported the delivery of the local streets and roads programs.

Pavement Condition Index (PCI)

As a key performance measures for local streets and roadways, Alameda CTC requires jurisdictions to report on the state of good repair for their roadways. This is measured through a city-wide average of pavement condition analysis called the Pavement Condition Index (PCI). The PCI index ranges from 0 to 100, with 0 representing a failed road and 100 representing a brand-new facility. Pavement conditions are measured on the scaled noted in the table below.

Pavement Condition Index Scale	
Scale	Description
Very Good-Excellent (PCI = 80-100)	Newly constructed for resurfaced pavement with few signs of distress.
Good (PCI = 70-79)	Pavement requiring mostly preventive maintenance and showing only low levels of distress.
Fair (PCI = 60-69)	Pavement at the low end of this range is significantly distressed and may require a combination of rehabilitation and preventive maintenance.
At Risk (PCI = 50-59)	Deteriorated pavement requiring immediate attention, including rehabilitative work.
Poor (PCI = 25-49)	Pavement showing extensive distress and requiring major rehabilitation or reconstruction.
Failed (PCI = 0-24)	Extremely rough pavement

Alameda CTC's performance metric for DLD LSR recipients requires a minimum PCI of 60 (Fair Condition) for local roadways. Most DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. Many factors affect a city's or county's PCI score. These include pavement age, climate and precipitation, traffic loads and available maintenance funding.

Countywide PCI Conditions	
Agency/ Jurisdiction:	FY 16/17
ACPWA	71
City of Alameda	71
City of Albany	59
City of Berkeley	59
City of Dublin	85
City of Emeryville	79
City of Fremont	71
City of Hayward	70
City of Livermore	76
City of Newark	76
City of Oakland	56
City of Piedmont	64
City of Pleasanton	78
City of San Leandro	56
City of Union City	82

Measure BB 15% LSR Requirement on Bicycle/Pedestrian Improvements

Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan requirement that states 15 percent of Local Streets and Roads (LSR) DLD funds are to be spent on improvements benefiting bicyclists and pedestrians.

Based on the collective Measure BB LSR expenditures to date, the DLD recipients are collectively meeting the requirement with approximately 19 percent of total Measure BB LSR expenditures going towards bicycle/pedestrian related improvements. Recipients have indicated future expenditures dedicated towards meeting the requirement for their agency.

Measure BB Local Streets and Roads Requirement Summary

Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$456,276	\$144,496	32%	Yes
City of Alameda	\$2,482,513	\$506,561	20%	Yes
City of Albany	\$175,875	\$163,325	93%	Yes
City of Berkeley	\$2,785,610	\$1,093,810	39%	Yes
City of Dublin	\$230,000	\$66,830	29%	Yes
City of Emeryville	\$270,859	\$45,130	17%	Yes
City of Fremont	\$4,444,139	\$842,788	19%	Yes
City of Hayward	\$2,133,222	\$330,525	15%	Yes
City of Livermore	\$644,467	\$143,349	22%	Yes
City of Newark	\$521,154	\$370,728	71%	Yes
City of Oakland	\$16,030,930	\$2,023,924	13%	No
City of Piedmont	\$648,414	\$135,024	21%	Yes
City of Pleasanton	\$539,183	\$110,554	21%	Yes
City of San Leandro	\$1,965,907	\$350,000	18%	Yes
City of Union City	\$733,359	\$220,600	30%	Yes
Total	\$34,061,908	\$6,547,643	19%	Yes

Mass Transit Program Performance

Measure B and Measure BB contributes significant revenues towards the six transit operators (AC Transit, ACE, BART, LAVTA, Union City Transit, WETA) providing services to Alameda County. Increasing the number of people that can be served by BART, buses, commuter rail, and other transit services is critical to all residents of Alameda County to provide transportation choices, relieve congestion, and support a vibrant economy. The Measure B and Measure BB Transportation Expenditure Plans represent a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid service disruption and preserve affordability and access to transit services.

The Annual Program Compliance Reporting process monitors the levels of investment of DLD funds based on on-time performance and cost effectiveness (operating costs per passenger/trip in relation to the Measure B and Measure BB costs). It is important to note a cross comparison of transit operators is inherently difficult due to the complexity and variety of services offered by the transit operators and the population and areas served. All performance is therefore monitored relative to the transit operator's individual performance over time.

On-time Performance

On-time Performance		
Jurisdiction:	On-Time Performance Goal	On-Time Performance Actual
AC Transit	72%	69%
ACE	95%	94%
BART	95%	89%
LAVTA	85%	81%
Union City Transit	90%	94%
WETA	95%	89%

Alameda CTC's transit performance measures requires that the average on-time performance for the transit operators be based on the local operator's adopted performance goals and standards. Agencies are expected to maintain or

increase on-time performance annually or provide an explanation and/or corrective action plan to improve services. For FY 16-17, transit operators are within +/- 6 percent from their agency's goal. Transit operators with a below on-time performance are revisiting service routes, circulation patterns, and capital investments to improve the annual on-time performance.

Cost-Effectiveness

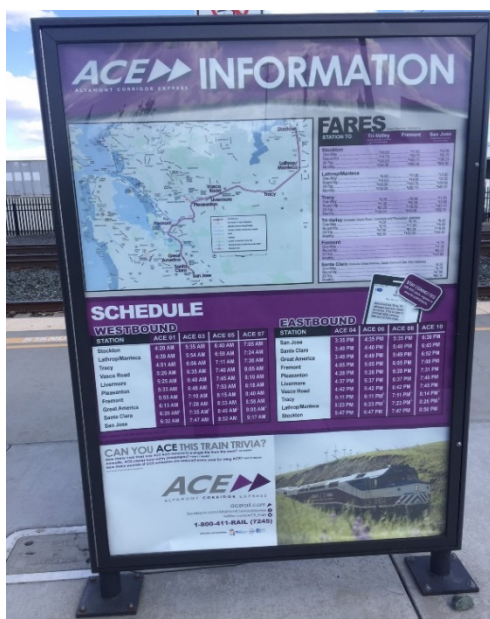
Each year, Measure B and Measure BB Transit DLD funds are expended towards transit operations and services to sustain and expand transportation services to county residents. To analyze the performance of the transit expenditures, Alameda CTC's transit performance metric evaluates the operating cost per passenger trip within the respective transit operator's reported annual passenger trips and costs. The aim is to encourage transit operators to maintain an operating costs less than or equal to inflation as measured by the Consumer Price Index (CPI) over time.

For FY 16-17, the operating costs per passenger trip is illustrated in the table below for each transit operator. Alameda CTC will monitor the changes in costs per passenger trip in future reports.

FY 16-17 Operating Cost Per Passenger Trip			
Jurisdiction:	Total Measure B/BB Cost	Total Passenger Trips	Operating Cost Per Passenger Trip
AC Transit	\$ 48,138,004	46,542,112	\$1.03
ACE	\$ 2,982,000	1,299,717	\$2.29
BART	\$ 647,089	43,200,000	\$0.01
LAVTA	\$ 1,592,428	1,536,084	\$1.04
Union City Transit	\$ 789,560	277,202	\$2.85
WETA	\$ -	-	-

Notes:

- Costs per trip analysis only includes the total number of passenger trips provided by the transit operator.
- Costs per trip includes the total Measure B/BB costs divided by number of passenger trips reported by the operator. It does not include total program costs (other funds). Cost per trip varies from agency to agency based on local needs, services provided, program administration, and DLD implementation.
- WETA did not expend Measure B/BB funds on operations in FY 16-17.



Paratransit Program Performance

The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated paratransit services and city-based non-mandated paratransit programs that provide vital transportation options for seniors and people with disabilities as defined by the needs of the particular jurisdiction.

The Master Programs Funding Agreements between the Alameda CTC and the DLD recipients, and its companion Paratransit Implementation Guidelines defines the individual performance measure by program type (ADA mandated, door-to-door, shuttle, mobility management/travel training, and volunteer driver services). In general, the primary performance metrics monitored are the number of one-way trips/passenger ridership provided by the programs, and cost effectiveness of those trips (Measure B/BB costs by program divided by the number of passengers).

It is important to note a cross comparison of recipient programs to one another has inherent limitations. The program costs by one jurisdiction will vary from another jurisdiction's program costs due to a number of local factors including - how a jurisdiction decides to implement their programs, how much Measure B/BB is dedicated to their programs during a particular fiscal year period, and the local ridership/paratransit service needs. Therefore, a cross comparison requires more expenditure and program details beyond the scope of the Program Compliance Reporting process. This detailed information is collected through the Alameda CTC Annual Paratransit Program Plan Review process, and prior year's performance data is analyzed with each of the recipients to strategically plan the paratransit programs for the upcoming fiscal year.

For program compliance, the jurisdiction's paratransit program performance is monitored relative to annual trends within its own jurisdiction. Jurisdictions with significant changes in cost per trip or ridership are to provide explanation in changes in service with their compliance reports. This is the first year of monitoring paratransit performance measures, and thus the analysis in the table below is intended to serve as a baseline of some key programs to be used to compare against in future years.

ADA Mandated Paratransit Services: Programs mandated by the American's with Disabilities Act are implemented and administered according to federal guidelines

ADA Mandated Paratransit Services			
Agency	Total Measure B/BB Costs	Number of One-way Trips	MB/BB Cost Per Trip
AC Transit/BART	\$ 15,529,648	728,631	\$ 21.31
LAVTA	\$ 462,915	50,433	\$ 9.18
Union City	\$ 523,255	21,375	\$ 24.48
Total	16,515,818	800,439	\$ 20.63

Notes:

1. Costs per trip includes the total Measure B/BB costs divided by number of passenger trips reported by the recipient. It does not include total program costs (other funds). Cost per trip varies from agency to agency based on local needs, services provided, program administration, and program implementation of DLD funds.
2. ADA Mandated Services for AC Transit/BART are provided through the East Bay Paratransit Consortium (EBPC).

City Based Door-to-Door Services:

City-based door-to-door services provide pre-scheduled, accessible, door-to-door trips. Some programs allow same day reservations on a space-available basis. They provide a similar level of service to mandated ADA services. These services are designed to fill gaps that are not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.



City Based Door-to-Door Services			
Agency	Total MB/BB Costs	Number of One-way Trips	MB/BB Cost Per Trip
Emeryville	\$ 31,463	2,771	\$ 11.35
Fremont	\$ 530,308	17,249	\$ 30.74
Newark	\$ 179,826	5,253	\$ 34.23
Oakland	\$ 271,016	12,100	\$ 22.40
Pleasanton	\$ 155,861	7,127	\$ 21.87
Total	1,168,474	45,600	\$ 25.62

Notes:

1. Costs per trip includes the total Measure B/BB costs divided by number of passenger trips reported by the recipient. It does not include total program costs (other funds). Cost per trip varies from agency to agency based on local needs, services provided, program administration, and program implementation of DLD funds.

Taxi Subsidy Program: Taxis provide curb-to-curb service that can be scheduled on a same-day basis. They charge riders on a distance/time basis using a meter. Taxi subsidy programs allow eligible consumers to use taxis at a reduced fare by reimbursing consumers a percentage of the fare or by providing some fare medium, e.g. scrip or vouchers, which can be used to cover a portion of the fare. These programs are intended for situations when consumers cannot make their trip on a pre-scheduled basis.



Taxi Subsidy Program			
Agency	Total MB/BB Costs	Number of One-way Trips	MB/BB Cost Per Trip
Alameda	\$ 5,576	1,386	\$ 4.02
Albany	\$ 3,278	345	\$ 9.50
Berkeley	\$ 403,962	13,443	\$ 30.05
Emeryville	\$ 2,859	143	\$ 19.99
Fremont	\$ 52,071	12,152	\$ 4.28
Hayward	\$ 196,486	10,627	\$ 18.49
Oakland	\$ 462,256	19,252	\$ 24.01
Total	1,126,488	57,348	\$ 19.64



Accessible Shuttle Service: Shuttles are accessible vehicles that operate on a fixed, deviated, or flex-fixed route and schedule. They serve common trip origins and destinations visited by eligible consumers, e.g. senior centers, medical facilities, grocery stores, BART and other transit stations, community centers, commercial districts, and post offices.

Accessible Shuttle Service			
Agency	Total MB/BB Costs	Number of One-way Trips	MB/BB Cost Per Trip
Alameda	\$ 54,092	5,972	\$ 9.06
San Leandro	\$ 305,491	13,058	\$ 23.39
Total	359,583	19,030	\$ 18.90

Group Trips Service: Group trips are round-trip rides for pre-scheduled outings, including shopping trips, sporting events, and community health fairs. These trips are specifically designed to serve the needs of seniors and people with disabilities and typically originate from a senior center or housing facility and are generally provided in accessible vans and other vehicle types or combinations thereof.



Group Trips Service			
Agency	Total MB/BB Costs	Number of One-way Trips	MB/BB Cost Per Trip
Alameda	\$ 15,484	943	\$ 16.42
Albany	\$ 33,941	5,365	\$ 6.33
Emeryville	\$ 6,979	5,368	\$ 1.30
Fremont	\$ 44,602	3,690	\$ 12.09
Hayward	\$ 63,178	2,921	\$ 21.63
Oakland	\$ 149,205	9,624	\$ 15.50
Total	313,389	27,911	\$ 11.23

Volunteer Driver Service: Volunteer driver services are pre-scheduled, door-through-door services that are typically not accessible. These programs rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. Programs may use staff to complete intake or fill gaps. This service meets a key mobility gap by serving more vulnerable populations and should complement existing primary services (i.e. ADA-mandated, City-based Door-to-Door, or Taxi).

Volunteer Driver Service			
Agency	Total MB/BB Costs	Number of One-way Trips	MB/BB Cost Per Trip
Hayward	\$ 75,000	308	\$ 243.51
Oakland	\$ 40,038	2,283	\$ 17.54
Total	115,038	2,591	\$ 44.40

Meal Delivery Program: Meal Delivery Funding programs provide funding to programs that deliver meals to the homes of individuals who are generally too frail to travel outside to congregate meal sites.

Meal Delivery			
Agency	Total MB/BB Costs	Number of Meals	MB/BB Cost Per Trip
Emeryville	\$ 190	5,386	\$ 0.04
Fremont	\$ 72,705	59,359	\$ 1.22
Hayward	\$ 75,000	48,048	\$ 1.56
Newark	\$ 7,000	14,625	\$ 0.48
Total	154,895	127,418	\$ 1.22

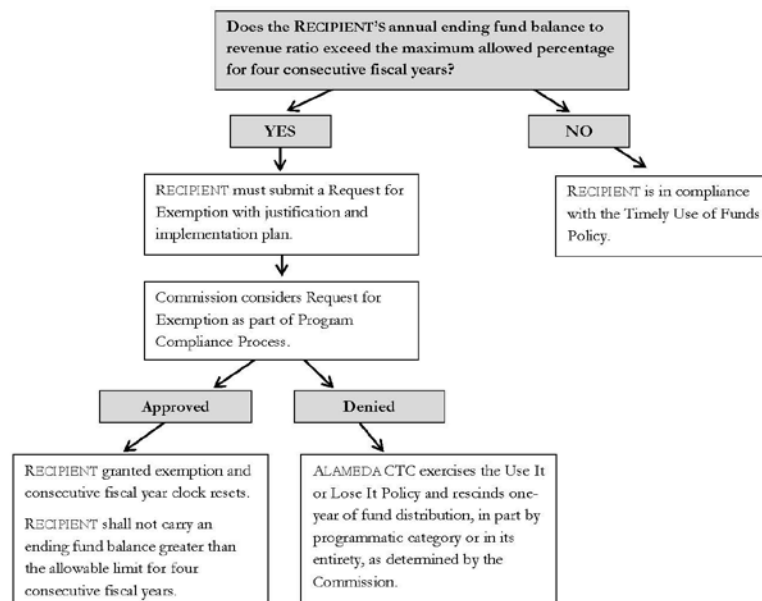
TIMELY USE OF FUNDS

In 2016, Alameda CTC adopted an updated Timely Use of Funds Policy on DLD funds to encourage the expeditious use of funds across all DLD recipients.

POLICY INTENT: The intent of the Timely Use of Funds Policy is to encourage Measure B/Measure BB recipients to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

POLICY: DLD recipient shall not carry a fiscal year ending fund balance greater than 40 percent of the Direct Local Distribution revenue received for that same fiscal year for four consecutive fiscal years, by funding program. Non-compliance with this policy may invoke rescission penalties per the Use it or Lose It Policy.

DLD recipient may seek an exemption from the Timely Use of Funds Policy through the Annual Program Compliance reporting process. DLD recipients must demonstrate that extraordinary circumstances have occurred and provide a timely expenditure plan that would justify the exemption.



Exemption requests must be submitted to Alameda CTC and approved by the Commission.

IMPLEMENTING AND MONITORING TIMELY USE OF FUNDS POLICY

The Timely Use of Funds policy applies to fiscal year 2016-17 DLD funds. As such, this year's analysis serves as the first year of implementation of the Timely Use of Funds Policy. Recipients have until fiscal year 2019-20 to reduce their fund balances to under the 40 percent allowable level. Through the Annual Program Compliance reporting process, Alameda CTC will monitor the DLD recipient's annual ending fund balance to revenue received ratio, cumulatively across the DLD recipient programmatic categories by fund program, to verify policy compliance.

The fund balances across the DLD programs have increased from the prior year with recipients building reserve funds identified for future and/or larger capital improvements. As of June 30, 2017, there is a collective fund balance of approximately \$85 million in Measure B/Measure BB DLD.

The following summary table notes the current balance to revenue percentage ratio for each recipient.

Ratio of Ending Fund Balance to Annual Revenue		
Jurisdiction	MEASURE B	MEASURE BB
AC Transit	15%	15%
BART	0%	0%
LAVTA	0%	0%
WETA	91%	15%
ACE	41%	0%
Alameda County	50%	201%
City of Alameda	166%	81%
City of Albany	143%	77%
City of Berkeley	69%	116%
City of Dublin	133%	137%
City of Emeryville	293%	108%
City of Fremont	79%	40%
City of Hayward	128%	125%
City of Livermore	208%	157%
City of Newark	101%	107%
City of Oakland	92%	75%
City of Piedmont	16%	56%
City of Pleasanton	121%	159%
City of San Leandro	115%	80%
City of Union City	47%	80%

As a one year snapshot for fiscal year 2016-17, most jurisdictions hold an ending fund balance that exceeds the 40 percent allowable threshold. The target annual ending balance and the amount each recipient is over is included in the following tables.

The ending balances are reportedly noted as being a byproduct of the following:

1. Project delivery / project implementation delays: Jurisdictions cited limited staff resources or staffing changes, local changes in the program deliver strategy of projects i.e. changing local priorities, and prioritizing the delivery of major capital projects instead of annual maintenance and operational programs as reasons for unspent or accumulating fund balances.
2. Limited large expenditures in the current year due to focus on pre-construction work: Jurisdictions noted within their capital programs, the annual focus for fiscal year 2016-17 was primarily on design work, which require professional services or staff time that is not as costly compared to construction contracts. Jurisdictions intent to implement construction projects over the following fiscal year to draw down the balances.
3. Timing of expenditures occurring with construction season i.e. expenditures already incurred but captured in subsequent year's financials. In some cases, the ending fund balance reflects funds that are not yet expended, but are encumbered into construction contracts that are schedule to be expended/implemented, or contracts that have work already performed, but not yet charged to the individual Measure B/BB accounts in the current fiscal year. Once these contracts go into implementation, the fund balances are expected to decrease.

As jurisdictions are addressing the ending fund balances over the course of the next three fiscal years, Alameda CTC will monitor the drawdown of the fund balances and seek additional information from recipients that appear to have potential issues with increasing transportation expenditures.

For the Measure B Program, in FY 16-17 DLD recipients carry a collective ending fund balance of approximately \$45.6 million. Most jurisdictions exceed the allowable target balance of 40 percent of the annual revenue. The table below details the target ending balance for each jurisdiction, and the actual balance overage for FY 16-17.

Timely Use of Funds Monitoring Ratio of the Ending Balance to Annual Revenue Received					
Measure B			Ratio Ending Balance / Annual Revenue	Policy Compliance Targets	
Agency/ Jurisdiction:	16-17 MB Revenue	16-17 Ending MB Balance		Target 40% Ending Balance	Actual Balance Overage
AC Transit	\$ 28,521,744	\$ 4,406,923	15%	\$ 11,408,698	\$ -
BART	\$ 1,983,080	\$ -	0%	\$ 793,232	\$ -
LAVTA	\$ 1,092,152	\$ -	0%	\$ 436,861	\$ -
WETA	\$ 1,038,122	\$ 942,696	91%	\$ 415,249	\$ 527,447
ACE	\$ 2,821,563	\$ 1,159,643	41%	\$ 1,128,625	\$ 31,018
ACPWA	\$ 3,329,474	\$ 1,649,615	50%	\$ 1,331,790	\$ 317,825
Alameda	\$ 2,279,106	\$ 3,774,892	166%	\$ 911,643	\$ 2,863,250
Albany	\$ 503,207	\$ 721,377	143%	\$ 201,283	\$ 520,094
Berkeley	\$ 3,636,037	\$ 2,496,351	69%	\$ 1,454,415	\$ 1,041,936
Dublin	\$ 634,052	\$ 842,263	133%	\$ 253,621	\$ 588,642
Emeryville	\$ 350,162	\$ 1,024,966	293%	\$ 140,065	\$ 884,901
Fremont	\$ 3,976,985	\$ 3,154,838	79%	\$ 1,590,794	\$ 1,564,044
Hayward	\$ 3,727,417	\$ 4,773,849	128%	\$ 1,490,967	\$ 3,282,882
Livermore	\$ 1,299,060	\$ 2,706,144	208%	\$ 519,624	\$ 2,186,520
Newark	\$ 824,971	\$ 832,684	101%	\$ 329,988	\$ 502,696
Oakland	\$ 13,559,970	\$ 12,493,323	92%	\$ 5,423,988	\$ 7,069,335
Piedmont	\$ 461,264	\$ 73,181	16%	\$ 184,505	\$ -
Pleasanton	\$ 1,175,390	\$ 1,424,633	121%	\$ 470,156	\$ 954,477
San Leandro	\$ 2,005,614	\$ 2,313,732	115%	\$ 802,246	\$ 1,511,486
Union City	\$ 1,751,689	\$ 821,847	47%	\$ 700,676	\$ 121,171
Total	\$ 74,971,061	\$ 45,612,959			

For the Measure BB Program, most jurisdictions hold an ending fund balance that exceeds the 40 percent allowable threshold, with a total balance of nearly \$40 million overall. The target annual ending balance and the amount each recipient is over is included in the following table.

Timely Use of Funds Monitoring Ratio of the Ending Balance to Annual Revenue Received					
Measure BB			Policy Compliance Targets		
Agency/ Jurisdiction:	16-17 MBB Revenue	16-17 Ending MBB Balance	Ratio Ending Balance / Annual Revenue	Target 40% Ending Balance	Actual Balance Overage
AC Transit	\$ 31,412,566	\$ 4,859,416	15%	\$ 12,565,026	\$ -
BART	\$ 2,696,357	\$ -	0%	\$ 1,078,543	\$ -
LAVTA	\$ 963,191	\$ -	0%	\$ 385,276	\$ -
WETA	\$ 674,089	\$ 104,279	15%	\$ 269,636	\$ -
ACE	\$ 1,348,179	\$ 2,829	0%	\$ 539,272	\$ -
ACPWA	\$ 2,662,454	\$ 5,358,820	201%	\$ 1,064,982	\$ 4,293,838
Alameda	\$ 2,114,837	\$ 1,709,082	81%	\$ 845,935	\$ 863,147
Albany	\$ 465,797	\$ 789,379	169%	\$ 186,319	\$ 603,061
Berkeley	\$ 3,375,448	\$ 3,922,745	116%	\$ 1,350,179	\$ 2,572,566
Dublin	\$ 550,901	\$ 755,108	137%	\$ 220,360	\$ 534,748
Emeryville	\$ 325,301	\$ 351,899	108%	\$ 130,120	\$ 221,779
Fremont	\$ 3,233,845	\$ 1,290,623	40%	\$ 1,293,538	\$ -
Hayward	\$ 3,277,369	\$ 4,101,603	125%	\$ 1,310,948	\$ 2,790,655
Livermore	\$ 1,135,983	\$ 1,780,069	157%	\$ 454,393	\$ 1,325,676
Newark	\$ 669,540	\$ 718,569	107%	\$ 267,816	\$ 450,753
Oakland	\$ 12,603,618	\$ 9,510,040	75%	\$ 5,041,447	\$ 4,468,593
Piedmont	\$ 426,574	\$ 238,316	56%	\$ 170,630	\$ 67,687
Pleasanton	\$ 1,110,605	\$ 1,760,556	159%	\$ 444,242	\$ 1,316,314
San Leandro	\$ 1,764,025	\$ 1,410,222	80%	\$ 705,610	\$ 704,612
Union City	\$ 1,384,295	\$ 1,112,775	80%	\$ 553,718	\$ 559,057
Total	\$ 72,194,974	\$ 39,776,331			



COMPLIANCE DETERMINATION FOR FISCAL YEAR 2016-17

For the FY 16-17 reporting year, Measure B and Measure BB DLD recipients submitted compliance reports and audited financial statements that complied with the Measure B and Measure BB Transportation Expenditure Plans and agreement requirements. From these reports and follow-up correspondences with the individual recipients, Alameda CTC has determined that the DLD recipients are in compliance with the reporting, expenditure requirements, and Timely Use of Funds policy for expenses incurred in FY 16-17. Note the City of Albany's reports are still under review at the time of this report, and from initial review, Alameda CTC has determined the agency to be in preliminary compliance.



FUTURE REPORTING AND COMPLIANCE MONITORING

Alameda CTC will continue to monitor the recipients' compliance with the Measure B and Measure BB Transportation Expenditure Plans and funding agreement requirements through future compliance reporting processes.

The focus of future reports will include:

- Monitoring the drawdown of existing fund balance
- Performance monitoring of the use of funds
- Monitoring consistency with Expenditure Plan requirements
- Verifying compliance with the timely use of fund requirements
- Verifying recipient's completion of general reporting obligations





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