

Measure B and Measure BB Program Compliance Report

Reporting Fiscal Year 2017-18



This Page Intentionally Left Blank.

Measure B and Measure BB Program Compliance Report

Reporting Fiscal Year 2017-18

TABLE OF CONTENTS

Introduction	4
Measure B and Measure BB Summary of Revenues	6
Measure B and Measure BB Summary of Expenditures	7
Revenue and Expenditure Trends	10
Detail of Expenditures	12
Performance Monitoring	16
Timely Use of Funds Policy	32
Fiscal Year 2017-18 Compliance Determination.....	40
Future Compliance Monitoring	41

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 2017-18 (FY 17-18), Alameda CTC distributed approximately \$81.0 million in Measure B and \$78.1 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 17-18 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 2017-2018 (FY 17-18), from July 1, 2017 to June 30, 2018. All data within this report is based on jurisdiction submitted information included in FY 17-18 compliance reports and audited financial statements. The individual reports are available for review online at: <https://www.alamedactc.org/funding/reporting-and-grant-forms/>.

Measure B Direct Local Distributions

Measure B sales tax revenue has gradually increased over the last five years, generating annual net collections of approximately \$108 million in 2011 and growing to \$145 million annually in 2017. Of these revenues, approximately 60 percent are distributed to eligible recipients for local transportation programs.

In FY 17-18, Alameda CTC provided approximately \$81.0 million in Measure B Direct Local Distribution funds to twenty Alameda County recipients including local jurisdictions, transportation authorities, and transit operators. The FY 17-18 revenues are approximately \$6.0 million more than the prior fiscal year, with a reported \$81.1 million in expenditures.

Measure BB Direct Local Distributions

With the first year of Measure BB sales tax collections, beginning April 1, 2015, FY 17-18 is the third full year of Measure BB sales tax revenue collections and DLD distributions. In FY 17-18, Measure BB sales tax generated a net revenue of approximately \$145.9 million with approximately \$78.1 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 2017-18			
Measure B and Measure BB Distributions by Program			
DLD Program	Measure B	Measure BB	Total
Local Streets and Roads	\$32,135,812	\$29,176,049	\$61,311,861
Mass Transit	\$30,524,706	\$31,437,193	\$61,961,899
Paratransit	\$12,975,158	\$13,129,222	\$26,104,380
Bicycle and Pedestrian	\$5,394,328	\$4,376,407	\$9,770,736
Total	\$81,030,004	\$78,118,871	\$159,148,875

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 17-18, jurisdictions expended a combined total of \$158.5 million in combined Measure B (\$81.1 million) and Measure BB (\$77.3 million) DLD funds on transportation improvements. This is approximately \$20.1 million in more expenditures than the prior year.

For Measure B, recipients' overall expenditures have increased by \$9.6 million from the prior year. The Measure BB expenditures for FY 17-18 have increased by approximately \$10.4 million from the prior year. Recipients are more aggressively incorporating Measure B and Measure BB program funds into local transportation programs. However, the fund balance is currently \$86.8 million for the two DLD programs. This is an increase by \$1.4 million from the prior year (\$0.3 million MB, and \$1.1 million in Measure BB). Generally, more program implementation is required to draw down the approximately \$86.8 million ending Measure B/BB DLD balances.

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.

The charts below reflect Measure B and Measure BB FY 17-18 Direct Local Distribution balances, annual revenue distributions, and expenditures.

FY 17-18 Measure B Expenditures and Fund Balances

Jurisdiction:	17-18 Starting MB Balance	17-18 MB Revenue	17-18 MB Interest	17-18 MB Expended	17-18 Ending MB Balance
AC Transit	\$4,406,923	\$30,826,788	\$0	\$30,369,028	\$4,864,683
BART	\$0	\$2,143,346	\$0	\$2,143,346	\$0
LAVTA	\$0	\$1,179,303	\$0	\$1,179,303	\$0
WETA	\$942,696	\$1,122,020	\$8,048	\$586,075	\$1,486,689
ACPWA	\$1,649,615	\$3,789,636	\$24,026	\$2,550,748	\$2,912,529
ACE	\$1,159,643	\$3,049,594	\$12,276	\$3,843,656	\$377,857
City of Alameda	\$3,774,895	\$2,554,432	\$25,064	\$3,992,211	\$2,362,180
City of Albany	\$713,926	\$579,136	\$0	\$388,468	\$904,594
City of Berkeley	\$2,498,331	\$3,947,490	\$25,353	\$3,613,134	\$2,858,040
City of Dublin	\$842,263	\$754,008	\$15,569	\$538,401	\$1,073,439
City of Emeryville	\$1,024,967	\$382,046	\$14,065	\$105,685	\$1,315,393
City of Fremont	\$3,154,839	\$4,346,234	\$10,545	\$3,704,610	\$3,807,008
City of Hayward	\$4,773,849	\$3,993,283	\$38,735	\$5,289,028	\$3,516,839
City of Livermore	\$2,706,144	\$1,353,375	\$20,397	\$1,108,294	\$2,971,622
City of Newark	\$832,684	\$874,793	\$9,554	\$741,750	\$975,281
City of Oakland	\$12,493,322	\$14,521,576	\$171,853	\$15,042,357	\$12,144,394
City of Piedmont	\$73,181	\$454,197	\$1,332	\$523,607	\$5,103
City of Pleasanton	\$1,424,633	\$1,225,646	\$8,113	\$2,189,008	\$469,383
City of San Leandro	\$2,313,732	\$2,071,488	-\$1,558	\$1,843,602	\$2,540,060
City of Union City	\$821,847	\$1,861,610	\$13,079	\$1,374,462	\$1,322,073
Total	\$45,607,490	\$81,030,001	\$396,451	\$81,126,773	\$45,907,169

Notes:

1. 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 financial data is as of April 2019.



FY 17-18 Measure BB Expenditures and Fund Balances

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

Notes:

1. 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 financial data is as of April 2019.

MEASURE B AND MEASURE BB REVENUE AND EXPENDITURE TRENDS

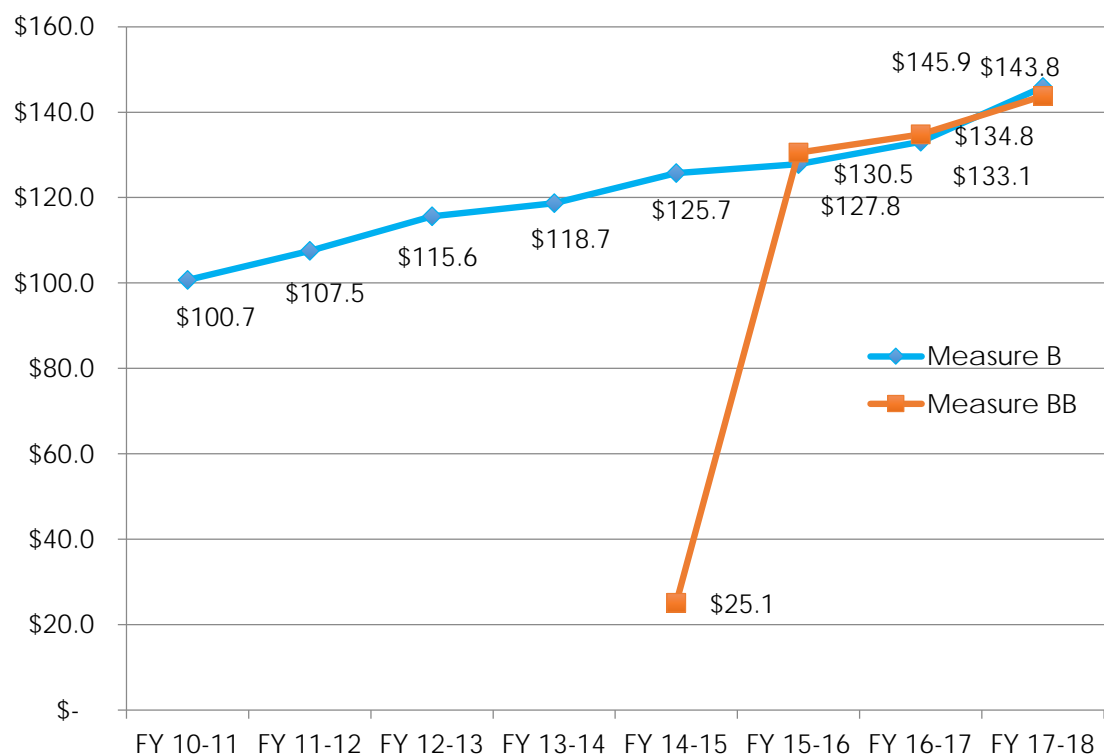


Measure B and Measure BB DLD Net Revenue Trends

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 17-18 (Dollars in Millions)



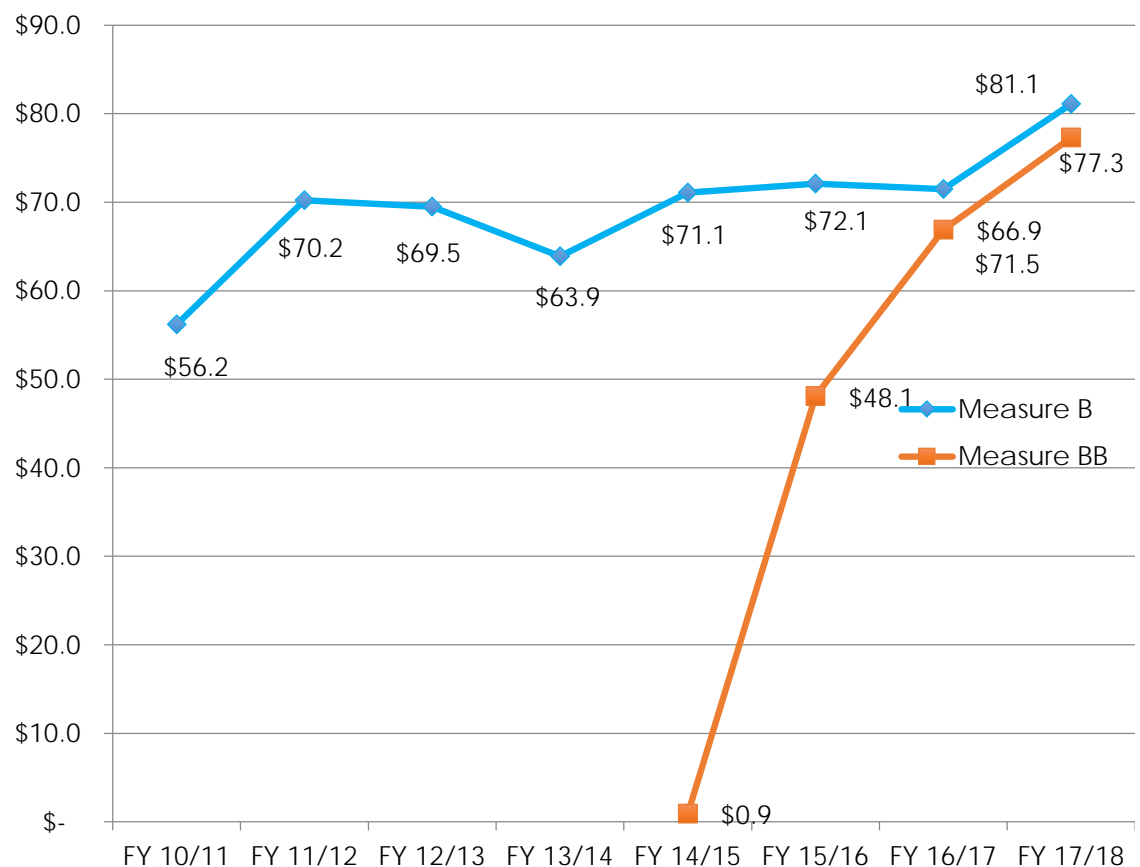
Measure B and Measure BB DLD Expenditure Trends

The table below shows Measure B and Measure BB DLD expenditure trends by recipients over the past eight years. Positive Measure B expenditures have oscillated over this period of time, with the most significant decrease in expenditures in FY 13-14, and a slight decrease in FY 15-16, which can be attributed to the addition of Measure BB. Measure BB expenditures have increase in expenditures by more than \$1.1 million from FY 16-17 to FY 17-18.

Revenues from the Measure B and Measure BB sales tax programs in FY 17-18 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 17-18 (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 17-18 amounted to \$158.5 million for transportation improvements. By fund source, approximately \$81.1 million in Measure B and approximately \$77.3 million in Measure BB funds supported the following transportation modes within each program:

Bicycle and Pedestrian: Of the combined \$6.5 million used, local agencies spent:

- 66 percent on bicycle and pedestrian improvements;
- 24 percent on direct pedestrian improvements; and
- 10 percent on direct bicycle improvements.

Local Streets and Roads: Of the combined \$67.1 million used, local agencies spent:

- 75 percent on local road improvements projects;
- 11 percent on bicycle and pedestrian improvements;
- 7 percent on transit related improvements;
- 6 percent on pedestrian improvements; and
- 1 percent on bicycle only improvements.

Mass Transit: Of the combined \$60.7 million used, local agencies spent:

- 89 percent on bus operations;
- 10 percent on rail operations; and
- 1 percent on ferry operations.

Paratransit: Of the combined \$24.2 million used, local agencies spent:

- 71 percent on services for people with disabilities; and
- 29 percent on services for seniors and people with disabilities.



Measure B and Measure BB DLD

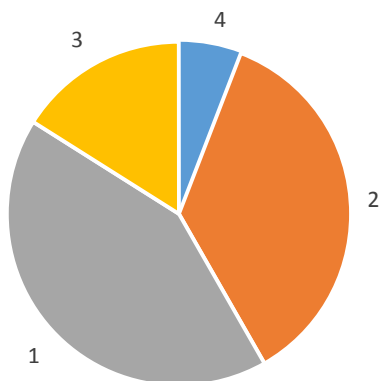
FY 17-17 Detail of Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$617,699	\$729,092	\$-	\$-	\$1,346,791
Bicycle and Pedestrian	\$4,293,784	\$7,544,215	\$-	\$-	\$11,837,999
Pedestrian	\$1,542,510	\$4,067,068	\$-	\$-	\$5,609,577
Local Streets and Roads	\$-	\$49,800,787	\$-	\$-	\$49,800,787
Bus	\$-	\$86,598	\$54,067,221	\$-	\$54,153,819
Ferry	\$-	\$-	\$586,075	\$-	\$586,075
Rail	\$-	\$-	\$6,029,996	\$-	\$6,029,996
Disabled Services	\$-	\$-	\$-	\$17,173,792	\$17,173,792
Meals on Wheels	\$-	\$-	\$-	\$81,748	\$81,748
Seniors and Disabled Services	\$-	\$-	\$-	\$6,966,367	\$6,966,367
Other	\$-	\$4,858,623	\$-	\$-	\$4,858,623
Total	\$6,453,992	\$67,086,384	\$60,683,292	\$24,221,908	\$158,445,576

Detail of Expenditures by Transportation Type

Measure B

In FY 17-18 agencies spent 42 percent of total Measure B funds on local transportation improvements, 37 percent on transit programs, 16 percent on paratransit, and 5 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.

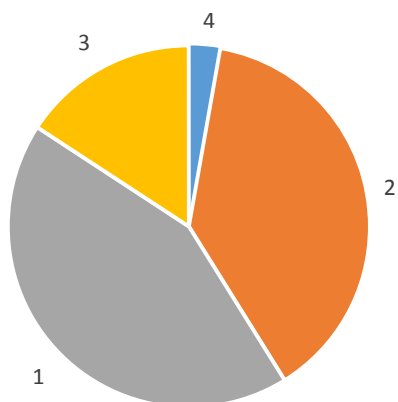


Measure B Expenditures by Type

1	Local Streets and Roads	\$ 34.4	42%
2	Mass Transit	\$ 30.4	37%
3	Paratransit	\$ 12.1	16%
4	Bicycle/Pedestrian	\$ 4.2	5%
Total		\$ 81.1	100%

Measure BB

By program type, of the \$66.9 million in Measure BB expenditures incurred in FY 17-18, 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	Local Streets and Roads	\$ 32.7	43%
2	Mass Transit	\$ 30.3	38%
3	Paratransit	\$ 12.1	16%
4	Bicycle/Pedestrian	\$ 2.2	3%
Total		\$ 77.3	100%

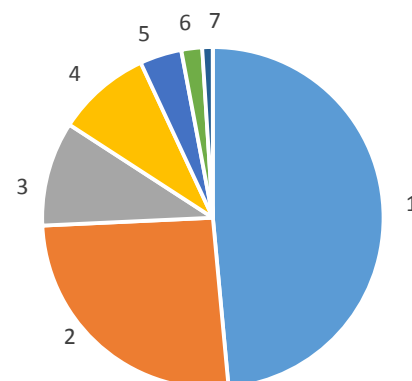
Detail of Expenditures by Project Phase

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 53 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 \$60.7 million in FY 17-18.

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

Other top expenditures by phase include:

- Construction (\$45.7 million)
- Maintenance (\$12.6 million)
- Scoping, Feasibility and Planning (\$5.5 million)



Measure B/BB Expenditures By Phase			
1	Operations	\$ 83.2	53%
2	Construction	\$ 45.7	29%
3	Maintenance	\$ 12.6	8%
4	Other	\$ 6.1	4%
5	Scoping, Feasibility and Planning	\$ 5.5	3%
6	PS&E	\$ 3.4	2%
7	Project Closeout	\$ 2.0	1%
Total		\$ 158.5	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	Anticipated Update Status
ACPWA	N/A	N/A	2012	Approval in 2019/20
City of Alameda	2010	2009	N/A	Approval in 2020/21
City of Albany	N/A	N/A	2014	Approval in 2020/21
City of Berkeley	2017	2012	N/A	Approval in 2019/20
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	2018	2016	N/A	No Update Required.
City of Hayward	2007	N/A	N/A	Begin update in 2018/19
City of Livermore	N/A	N/A	2018	No Update Required.
City of Newark	N/A	N/A	2017	No Update Required.
City of Oakland	2012	2017	N/A	Approval in 2018/19
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	2018	2018	2018	No Update Required.
City of Union City	N/A	N/A	2012	Approval in 2019/20

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 17-18, for the bicycle/pedestrian program, jurisdictions implemented approximately \$6.5 million in capital projects and programs to make Alameda County's bicycle/pedestrian transportation system safer, accessible, and connected. Of these expenditures, 89% were directly related to capital investments, while the remaining 11% were put towards program outreach, planning, and 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 17-18, jurisdictions implemented approximately \$67.1 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, 94% were directly related to capital investments while the remaining 6% 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 17/18	PCI Score > 60?
Alameda County	71	Yes
City of Alameda	64	Yes
City of Albany	58	No
City of Berkeley	56	No
City of Dublin	85	Yes
City of Emeryville	77	Yes
City of Fremont	72	Yes
City of Hayward	70	Yes
City of Livermore	77	Yes
City of Newark	76	Yes
City of Oakland	55	No
City of Piedmont	61	Yes
City of Pleasanton	79	Yes
City of San Leandro	56	No
City of Union City	81	Yes

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 25 percent of total Measure BB LSR expenditures going towards bicycle/pedestrian related improvements. This is a six percent increase from the prior fiscal year reporting. 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	\$3,041,727	\$2,378,758	78%	Yes
City of Alameda	\$4,581,446	\$2,390,264	52%	Yes
City of Albany	\$175,875	\$163,325	93%	Yes
City of Berkeley	\$4,210,014	\$1,166,574	28%	Yes
City of Dublin	\$1,020,000	\$243,874	24%	Yes
City of Emeryville	\$338,325	\$55,250	16%	Yes
City of Fremont	\$6,035,000	\$1,942,788	32%	Yes
City of Hayward	\$6,294,769	\$1,322,716	21%	Yes
City of Livermore	\$767,398	\$173,438	23%	Yes
City of Newark	\$1,117,332	\$390,212	35%	Yes
City of Oakland	\$31,235,844	\$4,947,344	16%	Yes
City of Piedmont	\$1,255,728	\$254,807	20%	Yes
City of Pleasanton	\$1,973,416	\$444,914	23%	Yes
City of San Leandro	\$3,008,337	\$507,420	17%	Yes
City of Union City	\$1,647,858	\$258,488	16%	Yes
Total	\$66,703,069	\$16,640,170	25%	Yes

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.

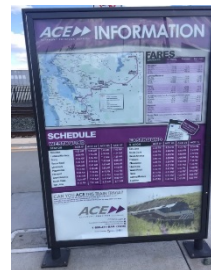
On-time Performance

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 17-18, 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.

Transit On-time Performance Goals vs Actual				
Jurisdiction:	Annual On-Time Performance Goal	Actual On-Time Performance	Under/ Over Goal	Goal Achieved?
AC Transit	72%	69%	-3%	No
ACE	95%	94%	-1%	No
BART	95%	89%	-6%	No
LAVTA	85%	81%	-4%	No
Union City Transit	90%	94%	4%	Yes

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 17-18, the operating costs per passenger trip is illustrated in the table below for each transit operator. Alameda CTC will continue to monitor the changes in costs per passenger trip in future reports.

FY 17-18 Operating Cost Per Passenger Trip			
Jurisdiction:	Measure B/BB	Total Passenger/Trips	Total MB/BB Cost Per Passenger
AC Transit	\$ 51,491,476	45,755,619	\$1.13
ACE	\$ 4,064,817	1,398,954	\$2.91
BART	\$ 729,401	43,000,000	\$0.02
LAVTA	\$ 1,721,958	1,647,003	\$1.05
Union City Transit	\$ 843,951	277,717	\$3.04
WETA	\$ -	-	-

Notes:

1. Costs per trip analysis only includes the total number of passenger trips provided by the transit operator.
2. 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.
3. WETA did not expend Measure B/BB funds on operations in FY 17-18.

In comparing FY 16-17, there is no significant increase in costs per trip that demonstrated performance issues. Increases generally were attributed to contract changes, or increased service costs with additions of routes or vehicles.

FY 16-17 and FY 17-18 Operating Cost Per Passenger Trip Comparison		
Jurisdiction:	FY 16-17 Total MB/BB Cost Per Passenger Trip	FY 17-18 MB/BB Cost Per Passenger Trip
AC Transit	\$1.03	\$1.13
ACE	\$2.29	\$2.91
BART	\$0.01	\$0.02
LAVTA	\$1.04	\$1.05
Union City Transit	\$2.85	\$3.04
WETA	-	-

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 second year of monitoring paratransit performance measures. The tables below provided an annual snapshot of analysis in key programs ridership and costs.

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	Number of One-way Trips	Total MB/BB Costs	Total Costs	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
AC Transit	531,840	\$12,327,122	\$25,873,096	\$23.18	\$48.65
BART	238,942	\$4,331,550	\$12,013,729	\$18.13	\$50.28
LAVTA	50,967	\$497,715	\$1,860,252	\$9.77	\$36.50
Union City	18,028	\$515,120	\$914,346	\$28.57	\$50.72
Total	839,777	\$17,671,507	\$40,661,423	\$21.04	\$48.42

Notes:

1. Costs per trip includes the total Measure B/BB costs divided by number of passenger trips reported by the recipient. 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

Agency	Number of One-way Trips	Total MB/BB Costs	Total Costs	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
Emeryville	2,281	\$60,600	\$60,600	\$26.57	\$26.57
Fremont	18,178	\$494,388	\$494,388	\$27.20	\$27.20
Hayward	1,525	\$75,000	\$75,000	\$49.18	\$49.18
Newark	5,438	\$168,677	\$168,677	\$31.02	\$31.02
Oakland	14,328	\$343,715	\$398,763	\$23.99	\$27.83
Pleasanton	7,555	\$181,002	\$181,002	\$23.96	\$23.96
Total	49,305	\$1,323,381	\$1,378,429	\$26.84	\$27.96

Notes:

1. Costs per trip includes the total Measure B/BB costs divided by number of passenger trips reported by the recipient. 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	Number of One-way Trips	Total MB/BB Costs	Total Costs	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
Alameda	43,392	\$73,411	\$73,411	\$1.69	\$1.69
Albany	850	\$8,556	\$8,556	\$10.07	\$10.07
Berkeley	12,940	\$434,507	\$434,507	\$33.58	\$33.58
Emeryville	662	\$3,746	\$3,746	\$5.66	\$5.66
Fremont	10,703	\$203,357	\$203,357	\$19.00	\$19.00
Hayward	662	\$3,746	\$3,746	\$5.66	\$5.66
Oakland	250	\$5,260	\$5,260	\$21.04	\$21.04
Pleasanton	2022	\$43,992	\$43,992	\$21.76	\$21.76
Total	71,481	\$776,575	\$776,575	\$10.86	\$10.86



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	Number of One-way Trips	Total MB/BB Costs	Total Costs	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
Alameda	6,155	\$128,667	\$128,667	\$20.90	\$20.90
San Leandro	15,369	\$330,384	\$330,384	\$21.50	\$21.50
Total	21,524	\$459,051	\$459,051	\$21.33	\$21.33

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	Number of One-way Trips	Total MB/BB Costs	Total Costs	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
Alameda	1,758	\$19,070	\$19,070	\$10.85	\$10.85
Albany	4,700	\$43,220	\$43,220	\$9.20	\$9.20
Emeryville	4,968	\$9,365	\$9,365	\$1.89	\$1.89
Fremont	4,013	\$39,769	\$39,769	\$9.91	\$9.91
Hayward	1,932	\$80,466	\$80,466	\$41.65	\$41.65
Oakland	14,742	\$226,946	\$226,946	\$15.39	\$15.39
Pleasanton	428	\$5,256	\$5,256	\$12.28	\$12.28
Total	32,541	\$424,092	\$424,092	\$13.03	\$13.03

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	Number of One-way Trips	Total MB/BB Costs	Total Costs	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
Hayward	45	\$75,000	\$75,000	\$1,666.67	\$1,666.67
Oakland	2,049	\$88,204	\$88,204	\$43.05	\$43.05
Total	2,094	\$163,204	\$163,204	\$77.94	\$77.94

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 Program					
Agency	Number of Meals Provided	Total MB/BB Costs	Total Costs	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
Emeryville	4,142	\$311	\$311	\$0.08	\$0.08
Fremont	62,190	\$74,437	\$74,437	\$1.20	\$1.20
Hayward	44,944	\$68,750	\$68,750	\$1.53	\$1.53
Newark	14,361	\$7,000	\$7,000	\$0.49	\$0.49
Total	125,637	\$150,498	\$75,750	\$1.20	\$0.60

In reviewing the prior fiscal year implementation of these programs, most programs were consistent with increasing the number of trips provided from the prior year, while keeping costs per trip comparable to the prior year. Variances in costs were reported attributed to increased service costs, new contracts, or route changes.

ADA Mandated Paratransit Services

	FY 16/17	FY 16/17	FY 17/18	FY 17/18
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip
AC Transit	502,755	\$22.92	531,840	\$23.18
BART	225,876	\$17.73	238,942	\$18.13
LAVTA	50,433	\$9.18	50,967	\$9.77
Union City	21,375	\$24.48	18,028	\$28.57
Total	800,439	\$20.63	839,777	\$21.04

City Based Door- to-Door Services

	FY 16/17	FY 16/17	FY 17/18	FY 17/18
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip
Emeryville	2,771	\$11.35	2,281	\$26.57
Fremont	17,249	\$30.74	18,178	\$27.20
Hayward	1,600	\$50.77	1,525	\$49.18
Newark	5,253	\$34.23	5,438	\$31.02
Oakland	12,100	\$22.40	14,328	\$23.99
Pleasanton	7,127	\$21.87	7,555	\$23.96
Total	46,100	\$27.11	49,305	\$26.84

Taxi Subsidy Program

	FY 16/17	FY 16/17	FY 17/18	FY 17/18
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip
Alameda	1,386	\$4.02	43,392	\$1.69
Albany	345	\$9.50	850	\$10.07
Berkeley	13,443	\$30.05	12,940	\$33.58
Emeryville	143	\$19.99	662	\$5.66
Fremont	12,152	\$4.28	10,703	\$19.00
Hayward	10,627	\$18.49	662	\$5.66
Oakland	19,252	\$24.01	250	\$21.04
Pleasanton	-	-	2,022	\$21.76
Total	55,962	\$19.64	71,481	\$10.86

Accessible Shuttle Service

	FY 16/17	FY 16/17	FY 17/18	FY 17/18
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip
Alameda	5,972	\$9.06	6,155	\$20.90
San Leandro	13,058	\$23.39	15,369	\$21.50
Total	19,030	\$18.90	21,524	\$21.33

Group Trips Service

	FY 16/17	FY 16/17	FY 17/18	FY 17/18
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip
Alameda	943	\$16.42	1,758	\$10.85
Albany	5,365	\$6.33	4,700	\$9.20
Emeryville	5,368	\$1.30	4,968	\$1.89
Fremont	3,690	\$12.09	4,013	\$9.91
Hayward	2921	\$21.63	1932	\$41.65
Oakland	9624	\$15.50	14742	\$15.39
Pleasanton	-	-	428	\$12.28
Total	26,968	\$11.23	32,541	\$13.03

Volunteer Driver Service

	FY 16/17	FY 16/17	FY 17/18	FY 17/18
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip
Hayward	308	\$243.51	45	\$1,666.67
Oakland	2,283	\$17.54	2,049	\$43.05
Total	2,591	\$44.40	2,094	\$77.94

Meal Delivery

	FY 16/17	FY 16/17	FY 17/18	FY 17/18
Agency	Number of Meals	MB/BB Cost Per Trip	Number of Meals	MB/BB Cost Per Trip
Emeryville	5,386	\$0.04	4,142	\$0.08
Fremont	59,359	\$1.22	62,190	\$1.20
Hayward	48,048	\$1.56	44,944	\$1.53
Newark	14,625	\$0.48	14,361	\$0.49
Total	127,418	\$1.22	125,637	\$1.20

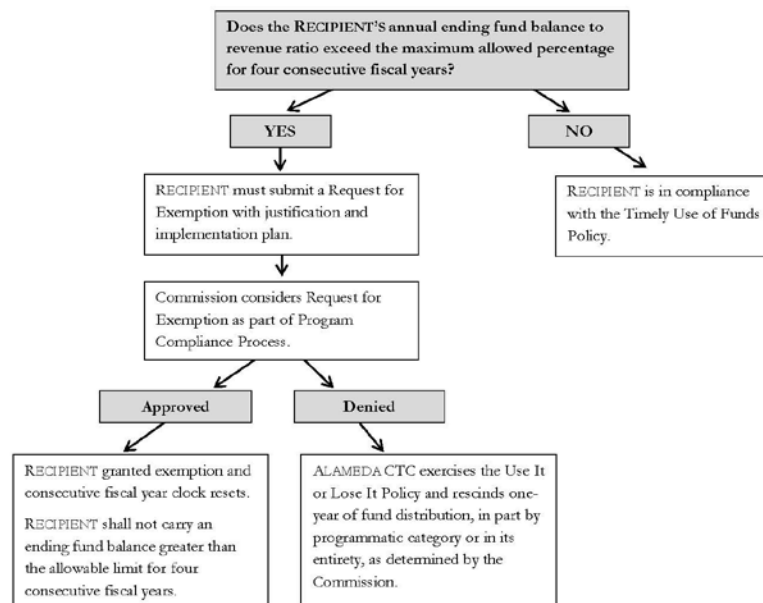
TIMELY USE OF FUNDS

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	16%	15%
BART	0%	0%
LAVTA	0%	0%
WETA	133%	15%
ACE	12%	0%
Alameda County	77%	192%
City of Alameda	92%	81%
City of Albany	156%	169%
City of Berkeley	72%	116%
City of Dublin	142%	137%
City of Emeryville	344%	108%
City of Fremont	88%	40%
City of Hayward	88%	125%
City of Livermore	220%	157%
City of Newark	111%	107%
City of Oakland	84%	75%
City of Piedmont	1%	56%
City of Pleasanton	38%	159%
City of San Leandro	123%	80%
City of Union City	71%	80%

Note: Red indicates exceeding the 40% max. Ending Balance to Annual Revenue ratio.



In the second year of policy implementation/monitoring, 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 2017-18 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 two 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 17-18 DLD recipients carry a collective ending fund balance of approximately \$45.9 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 17-18.

Timely Use of Funds Monitoring Ratio of the Ending Balance to Annual Revenue Received					
Measure B				Policy Compliance Targets	
Agency/ Jurisdiction:	17-18 MB Revenue	17-18 Ending MB Balance	Ratio Ending Balance / Annual Revenue	Target 40% Ending Balance	Actual Balance Overage
AC Transit	\$ 30,826,788	\$ 4,864,683	16%	\$ 12,330,715	\$ -
BART	\$ 2,143,346	\$ -	0%	\$ 857,338	\$ -
LAVTA	\$ 1,179,303	\$ -	0%	\$ 471,721	\$ -
WETA	\$ 1,122,020	\$ 1,486,689	133%	\$ 448,808	\$ 1,037,881
ACE	\$ 3,049,594	\$ 377,857	12%	\$ 1,219,838	\$ (841,981)
ACPWA	\$ 3,789,636	\$ 2,912,529	77%	\$ 1,515,854	\$ 1,396,675
Alameda	\$ 2,554,432	\$ 2,362,180	92%	\$ 1,021,773	\$ 1,340,407
Albany	\$ 579,136	\$ 904,594	156%	\$ 231,654	\$ 672,940
Berkeley	\$ 3,947,490	\$ 2,858,040	72%	\$ 1,578,996	\$ 1,279,044
Dublin	\$ 754,008	\$ 1,073,439	142%	\$ 301,603	\$ 771,836
Emeryville	\$ 382,046	\$ 1,315,393	344%	\$ 152,818	\$ 1,162,575
Fremont	\$ 4,346,234	\$ 3,807,008	88%	\$ 1,738,494	\$ 2,068,514
Hayward	\$ 3,993,283	\$ 3,516,839	88%	\$ 1,597,313	\$ 1,919,526
Livermore	\$ 1,353,375	\$ 2,971,622	220%	\$ 541,350	\$ 2,430,272
Newark	\$ 874,793	\$ 975,281	111%	\$ 349,917	\$ 625,364
Oakland	\$ 14,521,576	\$ 12,144,394	84%	\$ 5,808,630	\$ 6,335,764
Piedmont	\$ 454,197	\$ 5,103	1%	\$ 181,679	\$ -
Pleasanton	\$ 1,225,646	\$ 469,383	38%	\$ 490,258	\$ (20,875)
San Leandro	\$ 2,071,488	\$ 2,540,060	123%	\$ 828,595	\$ 1,711,465
Union City	\$ 1,861,610	\$ 1,322,073	71%	\$ 744,644	\$ 577,430
Total	\$ 81,030,001	\$ 45,907,169			

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 \$40.9 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:	17-18 MBB Revenue	17-18 Ending MBB Balance	Ratio Ending Balance / Annual Revenue	Target 40% Ending Balance	Actual Balance Overage
AC Transit	\$ 33,990,097	\$ 5,399,943	16%	\$ 13,596,039	\$ -
BART	\$ 2,917,605	\$ -	0%	\$ 1,167,042	\$ -
LAVTA	\$ 1,040,370	\$ -	0%	\$ 416,148	\$ -
WETA	\$ 729,401	\$ 836,258	115%	\$ 291,760	\$ -
ACE	\$ 1,458,802	\$ 5,000	0%	\$ 583,521	\$ -
ACPWA	\$ 3,052,666	\$ 5,875,911	192%	\$ 1,221,066	\$ 4,654,845
Alameda	\$ 2,373,216	\$ 1,642,626	69%	\$ 949,286	\$ 693,339
Albany	\$ 536,866	\$ 1,169,639	218%	\$ 214,746	\$ 954,893
Berkeley	\$ 3,669,242	\$ 5,684,401	155%	\$ 1,467,697	\$ 4,216,704
Dublin	\$ 656,963	\$ 492,717	75%	\$ 262,785	\$ 229,932
Emeryville	\$ 355,308	\$ 598,751	169%	\$ 142,123	\$ 456,628
Fremont	\$ 3,542,737	\$ 2,545,115	72%	\$ 1,417,095	\$ -
Hayward	\$ 3,514,613	\$ 3,262,805	93%	\$ 1,405,845	\$ 1,856,960
Livermore	\$ 1,183,831	\$ 2,657,587	224%	\$ 473,532	\$ 2,184,055
Newark	\$ 707,385	\$ 622,483	88%	\$ 282,954	\$ 339,529
Oakland	\$ 13,513,057	\$ 5,815,949	43%	\$ 5,405,223	\$ 410,726
Piedmont	\$ 420,134	\$ 2,370	1%	\$ 168,054	\$ (165,684)
Pleasanton	\$ 1,162,642	\$ 1,280,120	110%	\$ 465,057	\$ 815,063
San Leandro	\$ 1,823,037	\$ 1,900,693	104%	\$ 729,215	\$ 1,171,478
Union City	\$ 1,470,902	\$ 1,062,384	72%	\$ 588,361	\$ 474,024
Total	\$ 78,118,874	\$ 40,854,751			

Monitoring Timely Use of Funds

With the Timely Use of Funds policy implemented with the FY 16/17 funds, Alameda CTC is monitoring the drawdown of the fund balances per the four year policy, and is looking for balances to go down under 40% at least once between FY 16/17 and the end of FY 19/20.

Agencies that fall under the 40% threshold have their timely use of funds window reset to begin at the next year after they fell under the 40% ratio.

The following table reflects the Measure B Ratio of Ending Balance to Annual Revenue by each jurisdiction since the implementation and monitoring of fund balances.

Agency	Measure B Ratio Ending Balance / Annual Revenue	
	FY 16/17	FY 17/18
AC Transit	15%	16%
BART	0%	0%
LAVTA	0%	0%
WETA	91%	133%
ACE	41%	12%
ACPWA	50%	77%
City of Alameda	166%	92%
City of Albany	143%	156%
City of Berkeley	69%	72%
City of Dublin	133%	142%
City of Emeryville	293%	344%
City of Fremont	79%	88%
City of Hayward	128%	88%
City of Livermore	208%	220%
City of Newark	101%	111%
City of Oakland	92%	84%
City of Piedmont	16%	1%
City of Pleasanton	121%	38%
City of San Leandro	115%	123%
City of Union City	47%	71%

The following table reflects the Measure BB Ratio of Ending Balance to Annual Revenue by each jurisdiction since the implementation and monitoring of fund balances.

Agency	Measure BB Ratio Ending Balance / Annual Revenue	
	FY 16/17	FY 17/18
AC Transit	15%	16%
BART	0%	0%
LAVTA	0%	0%
WETA	15%	115%
ACE	0%	0%
ACPWA	201%	192%
City of Alameda	81%	69%
City of Albany	169%	218%
City of Berkeley	116%	155%
City of Dublin	137%	75%
City of Emeryville	108%	169%
City of Fremont	40%	72%
City of Hayward	125%	93%
City of Livermore	157%	224%
City of Newark	107%	88%
City of Oakland	75%	43%
City of Piedmont	56%	1%
City of Pleasanton	159%	110%
City of San Leandro	80%	104%
City of Union City	80%	72%

As of now, all agencies are currently in compliance with the timely use of funds requirements and have until the end of FY 19/20 to bring balances down further.



COMPLIANCE DETERMINATION FOR FISCAL YEAR 2017-18

For the FY 17-18 reporting year, Measure B and Measure BB DLD recipients submitted compliance reports and audited financial statements that reported on the compliance with the Measure B and Measure BB Transportation Expenditure Plans and agreement requirements. From these reports and follow-up correspondences with the individual recipients, with the exception of the City of Albany, Alameda CTC has determined that the remaining DLD recipients are in compliance with the reporting, expenditure requirements, and Timely Use of Funds policy for expenses incurred in FY 17-18.



The City of Albany's submitted audited financial statements and compliance reports that did not meet the reporting requirements. The purpose of the audited financial statements is to provide independent auditor assurances to Alameda CTC that a DLD recipient is conforming to the Measure B/BB program requirements. Upon reviewing Albany's FY 2016-17 (which was also not submitted until April 4, 2019) and FY 2017-18 MB/BB Audited Financial Statements, Alameda CTC concluded that the reports were not sufficient in order to determine program compliance and financial appropriate accounting controls. Based on the Albany's Measure B/BB audited financial statements, the independent auditor noted "we were not able to obtain sufficient appropriate audit evidence to provide a basis for an audit opinion". Alameda CTC is working with the City to resolve the issues, however, at this time, Albany's cannot provide sufficient and satisfactory documentation to reconcile its Measure B/BB accounts. Due to non-program compliance, Alameda CTC staff recommends withholding the City of Albany's Measure B/BB DLD funds until the City is able to certify that appropriate financial controls are setup to properly record and maintain internal control over financial reporting, and that an auditor can obtain sufficient evidence to garner an auditor's opinion of the City's financial statements and program 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





Alameda County Transportation Commission

1111 Broadway Suite 800

Oakland, CA 94607

www.alamedactc.org
