



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distributions Program Compliance Report Summary Reporting Fiscal Year 2021-22



A presentation to the Alameda CTC Commission (6.22.23 meeting)
John Nguyen, Principal Transportation Planner
June 2023

DLD Program Overview

\$400M Generated Through Voter-Approved Measures

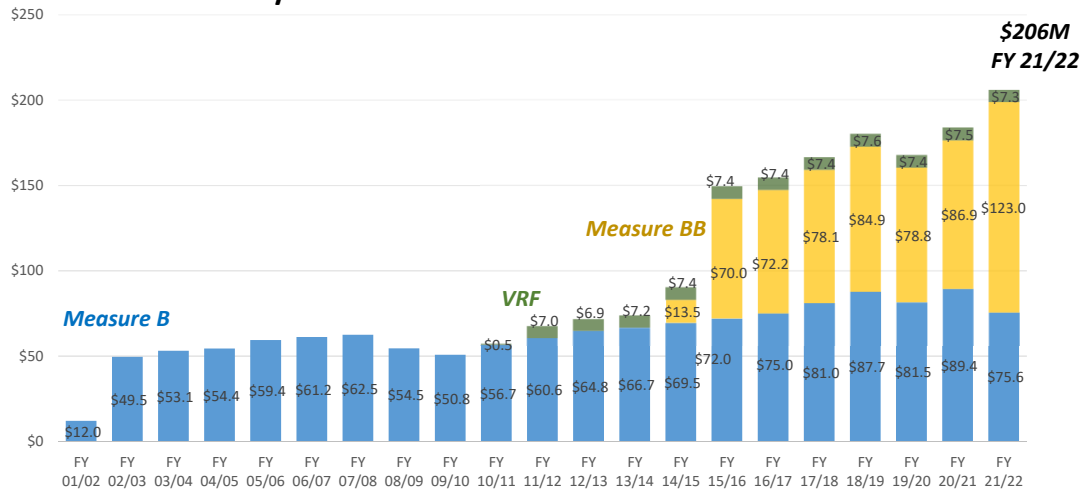


- **Over 50% of net revenues** generated from the Measure B, Measure BB and Vehicle Registration Fee (VRF) Programs are returned to source as “**Direct Local Distributions**” (DLDs)
- Twenty recipients (cities, transit agencies and the County)
- DLD Programs
 - Bicycle/Pedestrian
 - Local Streets and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



Measure B/BB/VRF DLD Historical Revenue

\$2.0 Billion in DLDs



DLD Revenues

\$206M Total DLD Revenues

Direct Local Distributions FY2021-22 <i>(dollars in millions)</i>				
DLD Programs	Measure B	Measure BB	VRF	Total Funds
Local Streets and Roads <i>(Local Transportation for Measure B/BB)</i>	\$ 30.0	\$ 46.0	\$ 7.3	\$ 83.3
Mass Transit	\$ 28.5	\$ 49.5	\$ -	\$ 78.0
Special Transportation for Senior and People with Disabilities <i>(Paratransit)</i>	\$ 12.1	\$ 20.7	\$ -	\$ 32.8
Bicycle and Pedestrian Safety	\$ 5.0	\$ 6.9	\$ -	\$ 11.9
TOTAL	\$ 75.6	\$ 123.1	\$ 7.3	\$ 206.0



Compliance Requirements and Review Process

1. Submit Compliance Report and Financial Statement
(Due end of December)

2. Review Process
Alameda CTC and Independent Watchdog Committee
(January to April)

3. Compliance Determination
Commission receives Summary Report
(June)

Compliance Purpose & Requirements

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

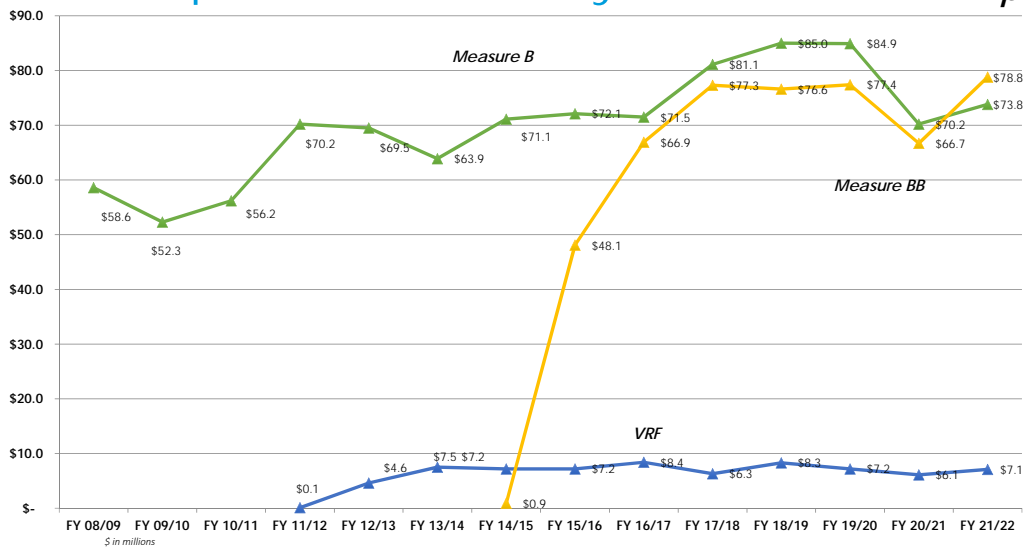
- Reviews revenues & expenses
- Confirms compliance with reporting requirements
- Monitor Timely Use of Funds
- Monitors DLD investments
- May request additional information from recipients

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



DLD Expenditure History

**\$160M Total
FY 21-22 Expenditures**



FY21/22 DLD Performance & Accomplishments

MEASURE B/BB FUNDED IMPROVEMENTS \$152.6 million in MB & MBB expenditures

Total Transit Trips	39 million trips
Total ADA mandated trips	352,000 trips
Total Meal Delivery <i>(transportation only)</i>	186,000 meals
Total Street Rehabilitation	242 lane miles
Total Bike Lane and Sidewalks	18 lane miles
Total Bike/Ped Masterplans	1 plans approved 4 updates underway

VRF FUNDED IMPROVEMENTS \$7.1 million in VRF expenditures

Total Street Rehabilitation	109 lane miles
Total Signal Improvements	294 signals improved (ITS, signal maintenance)

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



City of San Leandro – Street Rehabilitation (Corvallis St.)

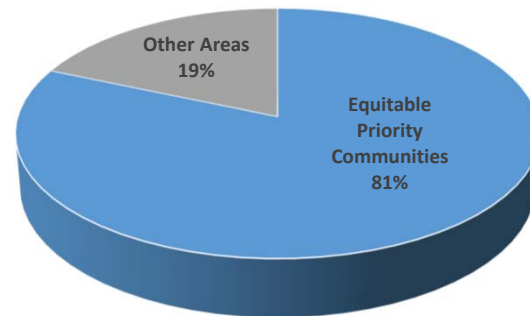


City of Berkeley – Pavement Rehabilitation Program (Milvia St.)



Equitable Priority Communities Investments

- **\$131M of the \$160M (81%)** total DLD Expenditures are benefiting and serving Equitable Priority Communities



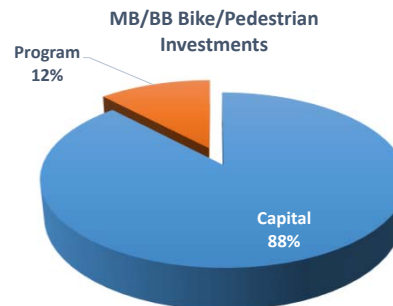
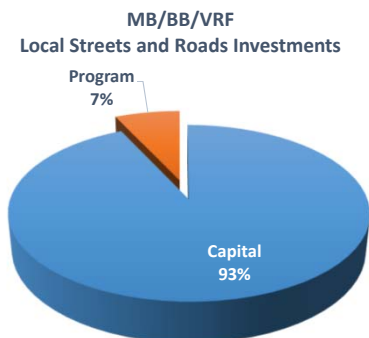
DLD Performance Measures

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



Capital Project and Program Administration Investment Metric

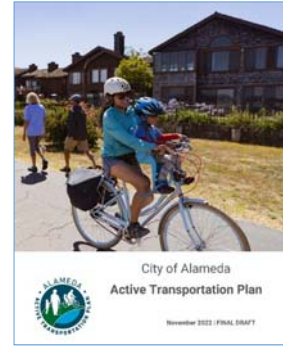
Capital versus Program Administration Metric: Investment into capital projects and programs is greater than program administration



Bicycle/Pedestrian Program Performance Measures

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

Bicycle and/or Pedestrian Master Plan Status (Adoption Year)				
Agency/Jurisdiction:	Bicycle Plan	Pedestrian Plan	Bicycle / Pedestrian	Anticipated Status
Plan Update Underway				
City of Alameda	2010	2009	N/A	Approval in 2022
City of Emeryville	2017	2017	2017	Approval in 2023
City of Fremont	2018	2016	N/A	Approval by 2024
City of Newark	N/A	N/A	2017	Approval in 2023
No Update Required: Plan current in the last five years				
ACPWA	N/A	N/A	2019	No Update Required.
City of Albany	N/A	N/A	2019	No Update Required.
City of Berkeley	2017	2021	2021	No Update Required.
City of Dublin	N/A	N/A	2023	No Update Required.
City of Hayward	N/A	N/A	2020	No Update Required.
City of Livermore	N/A	N/A	2018	No Update Required.
City of Oakland	2019	2017	N/A	No Update Required.
City of Piedmont	N/A	N/A	2021	No Update Required.
City of Pleasanton	N/A	N/A	2018	No Update Required.
City of San Leandro	N/A	N/A	2018	No Update Required.
City of Union City	N/A	N/A	2021	No Update Required.



Local Street and Roads Program Performance Measure

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

	FY 21/22
Alameda County	72
City of Alameda	68
City of Albany	57
City of Berkeley	57
City of Dublin	82
City of Emeryville	75
City of Fremont	72
City of Hayward	69
City of Livermore	79
City of Newark	73
City of Oakland	53
City of Piedmont	64
City of Pleasanton	78
City of San Leandro	55
City of Union City	76



City of Alameda



City of Newark



City of Albany

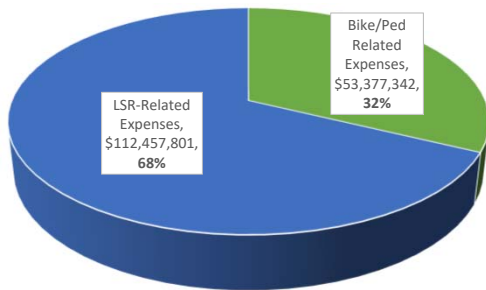


Source: MTC 2021 Pavement Condition of Bay Area Jurisdictions <https://mtc.co.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>
PCI scores are based on a three-year rolling average.

Local Street and Road Program Performance Measure

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

Measure BB LSR Expenditures on Bike/Pedestrian Improvements



Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expend	15% minimum LSR achieved?
ACPWA	\$13,454,637	\$11,818,913	88%	Yes
City of Alameda	\$10,108,503	\$6,900,970	68%	Yes
City of Albany	\$1,099,257	\$449,915	41%	Yes
City of Berkeley	\$14,300,339	\$3,245,792	23%	Yes
City of Dublin	\$3,118,103	\$1,335,085	43%	Yes
City of Emeryville	\$1,336,679	\$397,730	30%	Yes
City of Fremont	\$14,559,082	\$7,375,592	51%	Yes
City of Hayward	\$12,530,851	\$2,028,149	16%	Yes
City of Livermore	\$3,904,048	\$1,423,650	36%	Yes
City of Newark	\$2,539,155	\$878,356	35%	Yes
City of Oakland	\$71,052,160	\$13,438,597	19%	Yes
City of Piedmont	\$3,486,651	\$818,227	23%	Yes
City of Pleasanton	\$4,639,657	\$934,731	20%	Yes
City of San Leandro	\$7,208,275	\$1,730,679	24%	Yes
City of Union City	\$2,497,746	\$600,958	24%	Yes
Total	\$165,835,143	\$53,377,342	32%	Yes

Transit Program Performance Measures

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

Jurisdiction:	On-Time Goal	FY 19/20	FY 20/21	FY 21/22	Under/Over Goal for FY 21/22
AC Transit	72%	73%	76%	74%	2%
ACE	95%	76%	91%	89%	-6%
BART	91%	89%	95%	86%	-5%
LAVTA	85%	88%	92%	91%	6%
Union City Transit	90%	92%	95%	92%	2%
WETA	95%	97%	95%	98%	3%

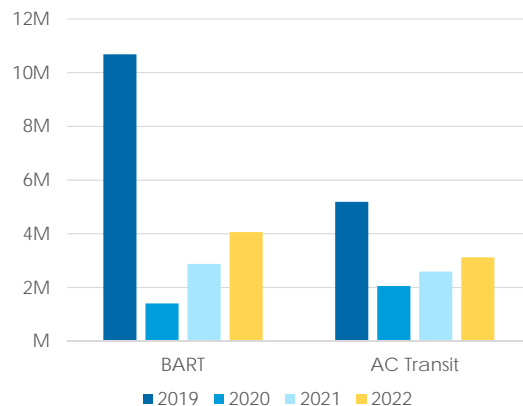
Cost Effectiveness: Maintain operating cost per passenger

Jurisdiction:	FY 19/20		FY 20/21		FY 21/22	
	Total MB/BB Cost	Total Cost	Total MB/BB Cost	Total Cost	Total MB/BB Cost	Total Cost
AC Transit	\$1.40	\$12.11	\$2.96	\$29.45	\$2.37	\$19.70
ACE	\$12.99	-	\$84.50	\$783.08	\$31.77	\$420.97
BART	\$0.03	-	\$0.14	\$129.02	\$0.09	\$71.04
LAVTA	\$1.23	\$10.91	\$4.54	\$30.71	\$2.47	\$17.36
Union City Transit	\$4.56	\$18.24	\$8.00	\$38.52	\$5.22	\$27.12



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

Transit Ridership Recovering Slowly (2022 Performance Report)



Paratransit Program Performance Measures

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

ADA Mandated Services

Agency	FY 19/20			FY 20/21			FY 21/22		
	No. of one-way Trips	MB/BB Cost	Total Cost	No. of one-way Trips	MB/BB Cost	Total Cost	No. of one-way Trips	MB/BB Cost	Total Cost
East Bay Paratransit	556,430	\$30.77	\$70.53	199,824	\$89.78	\$136.21	316,791	\$62.63	\$114.39
LAVTA	34,687	\$15.19	\$46.56	14,960	\$40.04	\$75.20	22,454	\$32.95	\$67.68
Union City	14,638	\$38.11	\$65.77	7,462	\$82.89	\$82.89	12,892	\$49.28	\$87.79

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



City-Based Door to Door Program

Agency	FY 19/20			FY 20/21			FY 21/22		
	No. of one-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	No. of one-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	No. of one-way Trip	MB/BB Cost Per Trip	Total Cost Per Trip
Emeryville	2,330	\$15.27	\$36.73	1,211	\$24.95	\$66.24	2,500	\$24.13	\$45.30
Fremont	14,058	\$33.34	\$33.34	8,254	\$36.28	\$36.28	10,257	\$34.97	\$34.97
Newark	2,057	\$66.18	\$66.18	2,731	\$39.30	\$39.30	4,158	\$33.22	\$33.22
Oakland	20,271	\$27.00	\$27.00	14,090	\$51.00	\$51.00	13,243	\$53.51	\$56.23
Pleasanton	5,815	\$47.62	\$47.62	1,810	\$96.83	\$96.83	3,463	\$93.08	\$93.08
San Leandro	-	-	-	6,699	\$17.97	\$17.97	7,235	\$63.74	\$63.74



DLD Fund Balance and Utilization

- Fund Balance represents accounting balance as of June 30, 2022.
- All recipients are in-compliance with Timely Use of Funds Policies (max. allowable balance is 4 times the annual revenue)
- Recipients actively expending balances with encumbrances towards ongoing projects and programs.
- Fund balances are also strategically planned and committed as a leveraging source for competitive opportunities.

Jurisdiction:	Total MB/BB/VRF Balance	Total Encumbrance	Total Remaining (Bal. - Encumbered)
AC Transit	\$22,389,574	\$22,367,127	\$22,447
BART	\$0	\$0	\$0
LAVTA	\$0	\$0	\$0
WETA	\$5,281,184	\$4,708,382	\$572,802
ACE	\$5,036,413	\$1,698,610	\$3,337,803
Alameda County	\$12,522,595	\$2,713,335	\$9,809,260
City of Alameda	\$9,967,496	\$5,973,000	\$3,994,496
City of Albany	\$5,572,549	\$2,217,792	\$3,354,757
City of Berkeley	\$17,399,968	\$2,914,029	\$14,485,939
City of Dublin	\$2,652,788	\$2,652,788	\$0
City of Emeryville	\$2,202,956	\$56,070	\$2,146,886
City of Fremont	\$9,777,656	\$1,619,445	\$8,158,211
City of Hayward	\$21,818,212	\$8,382,786	\$13,435,426
City of Livermore	\$8,238,739	\$5,082,788	\$3,155,951
City of Newark	\$3,595,779	\$453,430	\$3,142,350
City of Oakland	\$43,372,285	\$6,032,170	\$37,340,115
City of Piedmont	\$751,539	\$583,539	\$168,000
City of Pleasanton	\$5,515,507	\$4,616,975	\$898,532
City of San Leandro	\$7,928,133	\$2,797,280	\$5,130,854
City of Union City	\$7,020,834	\$0	\$7,020,834
Total	\$191,044,207	\$74,869,545	\$116,174,662



Program Compliance Determination

Reporting Fiscal Year 2021/22

- **Nineteen of the Twenty Recipients In-Compliance**

- Union City's Compliance Status is pending submittal of their reports this month
- Remaining recipients complied with:
 - 2000 Measure B Transportation Expenditure Plan
 - 2014 Measure BB Transportation Expenditure Plan
 - 2010 Measure F (VRF) Expenditure Plan
 - Alameda CTC Policies and Program Compliance requirements
 - Met performance targets or provided corrective plans

- **Next Steps: Monitoring DLD Performance and Balances**

- Pavement Condition Index (Albany, Berkeley, Oakland, San Leandro)
- On-time Performance improvements for ACE and BART operations
- Expeditious use of fund balances and adherence to Timely Use of Funds Policies
- Changes in cost-effectiveness of transit and paratransit trips post pandemic



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

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