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Alameda County Technical Advisory Committee (ACTAC) Meeting Agenda
Thursday, January 8, 2026, 1:30 PM

The Commission and its Standing Committees will meet in the Mary V. King Conference Room at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see Alameda CTC's Meeting Code of Conduct for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Chair:	Tony Tavares	Staff Liaison:	John Nguyen
		Clerk:	Angie Ayers

Location Information:
Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800
Oakland, CA 94607

Zoom Link:
https://us06web.zoom.us/j/83823331010?pwd=QzRQSU43dUJJREt4bVdRQVc3Q01ldz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 838 2333 1010
Passcode: 232121

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1 Approve the November 6, 2025 Alameda County Technical Advisory Committee Meeting Minutes
Action
4.1_ACTAC_Minutes_20251106.pdf

4.2 Alameda County Federal Inactive Projects Update
Information
4.2_ACTAC_ALA_Federal_Inactive_20260108.pdf

4.3 One Bay Area Grant Cycles 2 and 3 Obligation Status Update
Information
4.3_ACTAC_OBAG_Status_20260108.pdf

5. Regular Matters

5.1 Direct Local Distribution Program Compliance Update
Information
5.1_ACTAC_DLD_Compliance_Process_Update_20260108.pdf

5.2 Direct Local Distribution Program Master Funding Agreement and Performance Measures Updates
Information
5.2_ACTAC_DLD_MPFA_Performance_Measures_20260108.pdf
5.2_MPFA_Performance_Measures_Presentations_20260108.pdf

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:
February 5, 2026

Notes:
- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the website calendar.

- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
    - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
    - 如需语言协助，请致电 (510) 208-7475. 请至少提前五个工作日通知，以便满足您的要求。
    - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
    - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.

1. **Call to Order**

2. **Roll Call**

   A roll call was conducted, and all members were present except for Josie Aherns, Lt. Austin Danmeier, Anthony Fournier, Michael Gougherty, Joanna Liu, Matt Maloney, Maritoni Maravilla, Gopika Nair, Dave Sorrell, and Zhongping "John" Xu.

   Sai Midididdi attended as an alternate for Pratyush Bhatia.
   Lisa Foster attended as an alternate for Susie Hufstader.
   Yvonne Chan attended as an alternate for Craig Raphael.
   George Foster attended as an alternate for Lucas Woodward.

   Subsequent to the Roll Call:
   Cedric Novenario left after item 5.1.

3. **Public Comment**

   There were no public comments.

4. **Consent Calendar**

   4.1. Approve the October 2, 2025 Alameda County Technical Advisory Committee (ACTAC) Meeting Minutes

   4.2. Alameda County Federal Inactive Projects Update

   Catherine Clark made a motion to approve the Consent Calendar. Shelehia Meisner seconded the motion. The motion passed with the following vote:

Yes:	*Ayupan, Chan, Ching, Clark, Foster, L., Foster, G., Fried, Heard, Hu, Meisner, Midididdi, Nair, Nguyen, Novenario, Victor, Yang, Yeamans*
No:	*None*
Abstain:	*None*
Absent:	*Aherns, Danmeier, Fournier, Gougherty, Liu, Maloney, Maravilla, Sorrell, Xu*

5. **Regular Matters**

   5.1. Annual Local Business Contract Equity Program Utilization Report for Payments Processed from July 1, 2024 to June 30, 2025

   Valerie Vijil and Sara Mee provided the Alameda County Technical Advisory Committee (ACTAC) with an update on the Annual Local Business Contract Equity

Program Utilization Report for payments processed from July 1, 2024 to June 30, 2025. This item was for information only.

5.2. Caltrans Disadvantaged Business Enterprise Program Interim Final Rule Update

Valerie Vijil requested ACTAC to review the Caltrans advisory on Disadvantaged Business Enterprise Program Interim Final Rule Update. This item was for information only.

5.3. Measure B/BB/Vehicle Registration Fee Direct Local Distribution Programs and Discretionary Programs Update

Christine Shin provided an update on the Measure B/Measure BB Vehicle Registration Fee Direct Local Distribution and Discretionary Programs. This item was for information only.

There was one verbal comment.

6. Committee Members Reports

There were no committee member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment

Memorandum

4.2

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DATE:	January 2, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	Jacki Taylor, Assistant Director of Programming and Allocations Seon Joo Kim, Senior Program Analyst
SUBJECT:	Alameda County Federal Inactive Projects Update

Recommendation

Review the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk for deobligation due to delayed invoicing, and take actions needed to keep funding obligations active. This item is for information only.

Summary

Federal regulations require local agencies receiving federal funds to regularly invoice against each obligation and close out projects in a timely manner. Caltrans maintains a list of inactive obligations with no invoice activity for the past six months. If Caltrans does not receive an invoice during the subsequent five-month period, the project's federal funds will be at risk for deobligation unless the local agency provides proper justification. To reduce the occurrence of inactive projects, MTC requires local agencies to implement quarterly invoicing, starting with the second invoice.

ACTAC members, in coordination with Single Points of Contact, are requested to review the latest inactive projects list (Attachment A, posted on 12/3/25 and reflective of sponsor updates as of 12/22/25). Project sponsors with inactive projects are to work directly with Caltrans Local Assistance to clear the inactive invoicing status and provide periodic status updates to Alameda CTC (via email to Seon Joo Kim, sjkim@alamedactc.org) until projects are removed from the Caltrans report.

Background

Federal and State Requirements

In response to the Federal Highway Administration's (FHWA's) requirements for processing inactive obligations, Caltrans proactively manages federal obligations, as follows:

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive Obligations. The list is updated regularly on the Caltrans Inactive Projects website.
- If Caltrans does not receive an invoice within the following five months (or 11 months without invoicing), Caltrans will require local agencies to provide proper justification for inactivity (causes beyond the control of the agency, such as litigation, unforeseen utility relocations, or unforeseen environmental concerns) and establish a timeframe for invoicing.
- FHWA could deobligate the unexpended balances if the local agency does not provide justification or invoice within the specified timeframe. The deobligation process is further detailed in FHWA's Obligation Funds Management Guide, which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

Regional Requirements

MTC Regional Project Delivery Policy, Resolution 3606, states, *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing / reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project recieves a reimbursement."* Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on federal funds.

MTC actively monitors inactive obligations, periodically contacts project sponsors for status updates, and requires sponsor agencies to update County Transportation Agencies (Alameda CTC for Alameda County) and MTC if they cannot award/encumber the federal funds within six months of obligation. MTC also encourages sponsors to consider including funds in the Construction Engineering phase so eligible staff costs can be invoiced should the construction contract process get delayed.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

A. Alameda County Federal Inactive Projects List, as reported by Caltrans 12/3/25

Alameda County Inactive Obligations
(as reported by Caltrans, 12/03/25)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance >$50,000											
15A5023	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Final invoice/report submitted in April 2025; sponsor to reach out to Caltrans to check on the status]	Alameda County	CALAVERRAS ROAD 8.65 PM INSTALL TEMPORARY K-RAIL AND END TREATMENT OF BURNT GUARDRAIL POSTS ,INSPECT EVALUATE EXISTING RETAINING WALL FOR STRUCTURAL ADEQUACY. REPAIR/ REPLACE DAMAGED INLETS. REPLACE BURNT GUARDRAIL POSTS AND RAILING ,	4/28/26	4/28/25	6	1,182,456	1,051,531	559,575	491,955.88
5933126	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Revised Finance Letter approved in Dec. 2025 to allow for CE reimbursements. Contract to be re-advertised in Jan. 2026 and awarded in Apr. 2026. Justification form submitted in Nov. 2025]	Alameda County	MISSION BLVD BETWEEN EAST LEWELLING BLVD/I-238 AND ROSE STREET CLASS IV SEPARATED BIKEWAYS, PROTECTED INTERSECTIONS, PEDESTRIAN BYBRID BEACONS, CURB EXTENSIONS, MEDIAN REFUGES, HIGH-VISIBILITY CROSSWALKS, SIGNAL TIMING, STREETSCAPING.	3/4/22	3/4/21	55	25,706,520	18,584,940	539,940	18,045,000.00
5933153	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Delay in procurement and approval of long-lead materials; invoice to be submitted in March 2026]	Alameda County	VARIOUS SIGNALIZED INTERSECTIONS THROUGHTOUT ALAMEDA COUNTY AND SUBURBAN CONTEXT: CASTRO VALLEY BLVD AT LAKE CHABOT RD; CASTRO VALLEY BLVD AT REDWOOD RD; CASTRO VALLEY BLVD AT CROW CANYON RD; GROVE WAY AT REDWOOD RD; AND LESSLEY AVE AT	2/21/26	2/21/25	8	2,437,980	2,437,980	162,958	2,275,021.94
5178016	Inactive	Invoice returned to agency. Contact DLAE. 08/27/2025 [Project End Date (PED) extension approved. Sponsor submitted a PED lapse exemption on 10/10/25; invoice to be submitted after Caltrans's determination on the exemption request (in Caltrans HQ as of 12/19/25)]	Albany	SAN PABLO AVE BETWEEN BRIGHTON AVE AND PORTLAND AVE. PHASE 1 PEDESTRIAN IMPROVEMENTS INCLUDING MEDIANS. BULB OUT, SIGNAL MODIFICATION , STRIPING OF HIGH VISIBILITY CROSSWALK.	12/11/25	12/11/24	10	1,230,160	340,000	170,710	169,290.01
5012143	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Final invoice/report submitted; sent to Caltrans HQ on 12/16/25]	Oakland	TELEGRAPH AVENUE BETWEEN 20TH STREET AND 42ND STREET INSTALLATION OF DEDICATED BICYCLE FACILITIES, PEDESTRIAN CROSSINGS, AND TRANSIT BOARDING ISLANDS (TC)	4/9/26	4/9/25	6	6,736,602	4,554,000	4,195,816	358,183.53
5012158	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Invoice delayed due to contracting backlog. Contract under advertisement; invoice to be submitted in spring 2026. Justification form submitted 10/20/25]	Oakland	TWO INTERSECTIONS: OAKLAND AVENUE & MOSS AVENUE; AND 98TH AVENUE & C STREET INSTALL FLASHING BEACONS, PAVEMENT MARKINGS AND SIGNS; CONSTRUCT A MEDIAN ISLAND, CURB RAMPS AND BULB OUTS.	11/1/25	11/1/24	11	410,135	250,000	0	250,000.00

Alameda County Inactive Obligations
(as reported by Caltrans, 12/03/25)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5012160	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 11/26/2025	Oakland	BRIDGE NO. 33C0373R, EDGEWATER DRIVE NB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY REPLACE EXISTING TWO-LANE BRIDGE WITH A	4/28/26	4/28/25	6	800,000	708,240	131,573	576,666.55
5012175	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 11/21/2025	Oakland	OAKLAND: 7TH ST FROM MANDELA PKWY TO MARTIN LUTHER KING JR WAY COMPLETE STREETS IMPROVEMENTS INCLUDING ROAD	4/30/26	4/30/25	6	2,259,122	2,000,000	0	2,000,000.00
Unexpended Balance < or =$1,000											
5933138	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase fully billed; project delayed due to the expiration of the federally-funded on-call consultant contract. The next procurement contract submitted to Caltrans for review. PED extended to 12/31/26]	Alameda County	ARROYO ROAD, 1/2 MILE SOUTH OF WETMORE ROAD AT DRY CREEK. (BR 33C0448) BRIDGE REPLACEMENT (TC)	n/a	4/11/23	30	430,000	430,000	430,000	0.00
6481001	Inactive	Project is inactive. Funds at risk. Invoice immediately. [In coordination with Caltrans to close out]	Alameda County Waste Management Authority	BAY AREA WIDE EDUCATION AND OUTREACH FOR CLIMATE ACTION	n/a	11/28/14	131	980,000	806,545	806,545	0.00
6204124	Inactive	Project is inactive. Funds at risk. Invoice immediately.	Caltrans District 04	I-580 FROM SAN JOAQUIN COUNTY LINE TO STROBRIDGE AVENUE FREEWAY PERFORMANCE INITIATIVE(RAMP METERING) (TC)	n/a	5/19/20	65	4,749,900	4,749,900	4,749,900	0.00
5012137	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase was fully billed but must be returned unless CON funds are authorized in FY25-26. Sponsor is continuing to work with Caltrans towards meeting the FY 25-26 E-76 deadline and will resume invoicing after CON authorization.]	Oakland	TWO BRIDGE LOCATIONS: ON 98TH AVE BRIDGE NO. 33C0148 AND ON 23RD AVE. BRIDGE NO. 33C0218 TREAT BRIDGE DECK WITH METHACRYLATE AND PATCH SPALLS , REMOVE LOOSE CONCRETE, TREAT CORRODED REBAR, CLEAN AND REPLACE EXPANSION JOINTS, REPAIR DAMAGED CONCRETE RAILING POSTS AND PROVIDE SMOOTH TRANSITIONS AT AC APPROACHES.	n/a	9/1/20	61	181,000	160,239	160,239	0.00

Sorted by Sponsor > Project Number

NOTES: * Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA.
Potential Deobligation Date: Approaching and past dates are marked in red.
[sponsor status updates added in blue]

LEGEND

- **Inactive projects require justification form**. Justifications will be sent to FHWA.
- Project is inactive. Funds at risk. Invoice immediately.
- Invoice / Final invoice is under review
- Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
- In REPEAT Inactive List (>24 months of no activity)

ALAMEDA County Transportation Commission

Memorandum

4.3

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DATE:	January 2, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	Jacki Taylor, Assistant Director of Programming and Allocations Seon Joo Kim, Senior Program Analyst
SUBJECT:	One Bay Area Grant County Program Cycles 2 and 3 Obligation Status Update

Recommendation

Review One Bay Area Grant (OBAG) County Program Obligation Status Report (Attachment A). OBAG project sponsors are required to remain in compliance with OBAG program and project delivery requirements. This item is for information only.

Summary

In accordance with Metropolitan Transportation Commission (MTC) Resolutions 4202 (for OBAG Cycle 2) and 4505 (for OBAG Cycle 3), OBAG sponsors must comply with Regional Project Delivery requirements detailed in Resolution 3606 and its supplemental Annual Obligation Plan requirements, as well as various policy, assessment, and reporting requirements related to Complete Streets, pavement condition and needs, and housing.

As a County Transportation Agency (CTA), Alameda CTC is required by MTC to monitor the delivery of MTC discretionary funding, including OBAG, and as such provides periodic OBAG obligation status updates to ACTAC to help identify risks to timely funding delivery in order to avoid any loss of funding. ACTAC members with unobligated OBAG funds are requested to coordinate with their respective Single Point of Contacts (SPOCs) to take the actions needed to remain in compliance with MTC's requirements and email updates to Seon Joo Kim, sjkim@alamedactc.org.

Background

MTC Resolutions 4202 and 4505 established the programming policies and project delivery requirements for the Federal Highway Administration's (FHWA's) funds programmed through OBAG 2 and OBAG 3, respectively. Specifically, OBAG project sponsors must comply with Regional Project Delivery requirements in MTC Resolution 3606 and its supplemental Annual Obligation Plan Requirements, as well as various OBAG-specific policy, assessment, and reporting requirements related to Complete Streets, pavement condition and needs, and housing.

OBAG program requirements and compliance status are noted below:

- Complete Streets policy compliance and resolution *(all compliant)*
- Highway Performance Monitoring System traffic streets checklist (*annually, last due by 4/30/25 - all compliant; next due ~4/30/26)*
- Pavement Management Program certification *(deadline varies by sponsor; all compliant or will be pending completion of the latest Technial Assistance Program*)
- Local Streets and Roads Survey *(biennially, last due 5/15/25 - all compliant)*
- Housing Law Self-Certification (*by 12/31/24; all compliant)*
- Housing and Community Development (HCD) Annual Progress Report *(annually, last due 4/1/25 - all compliant; next due 4/1/26)*
- HCD Housing Element Certification (*by 12/31/24, for the current Regoinal Housing Needs Allocation cycle for OBAG 3 sponsors; all compliant*)

OBAG project delivery requirements include deadlines for Field Review, Request for Authorization (RFA), FHWA Authorization to Proceed (E-76), and Contract Advertisement and Award, as well as invoicing frequencies, as established in MTC Resolution 3606.

MTC actively manages federal obligations in partnership with Caltrans by developing an Annual Obligation Plan (AOP), which consists of projects with certain funding requiring oversight by Caltrans Local Assistance and FHWA, such as OBAG funds. Once the AOP is provided to Caltrans, MTC continues to monitor the status of individual projects against those deadlines.

After the January 31 obligation deadline, sponsors who'd like to advance a project currently programmed in a future year and not included in the FY 2025-26 AOP can submit their RFAs to Caltrans without a TIP revision (subject to the remaining Obligation Authority for the region). Following the obligation, sponsors must submit the first invoice within 6 months, receive reimbursement from Caltrans within 9 months, and implement quarterly invoicing thereafter.

Key delivery deadlines for FY 2025-26 include:

- October 1, 2025 — MTC's Final Obligation Plan due to Caltrans
- December 1, 2025 — RFAs due to Caltrans (for projects in the AOP)
- January 31, 2026 — Obligation deadline (for projects in the AOP)
Allocation request deadline for CTC-administered funds
- February 1, 2026 — Unused Obligation Authority made available to projects that want to advance funding from a future year
- March 31, 2026 — Allocation deadline for CTC-administered funds
- June 2026 — RFAs due to Caltrans (for any remaining unobligated FY 2025-26 Funds, subject to the Obligation Authority capacity)

OBAG project delivery status, as shown in the OBAG County Program Obligation Status Report (Attachment A), indicates that all projects programmed in FY 2025-26 won't meet MTC's delivery deadlines and therefore were not included in the final AOP. These projects can access the OBAG funds after 1/31/26, which would still give the sponsors sufficient time to receive obligation in time to proceed with construction according to the current schedule.

FY 2026-27 is the final year of OBAG 3, and any OBAG 3 funds unobligated after the regoinal deadline of 1/31/27 may be reprogrammed by MTC to other projects. Project sponsors are to report to Alameda CTC any actual or potential delivery issues/delays as soon as possible in order to allow sufficient time to avoid any loss of funds. Potential solutions may include reprogramming OBAG 3 funds from projects that cannot meet MTC's obligation deadline to projects that can obligate the funds within the required timelines.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

A. Alameda County OBAG County Program Obligation Status Report, December 2025

One Bay Area Grant (OBAG) County Program Obligation Status Report - Projects with Unobligated OBAG Funds

Project status updates received through 12/23/25 *(changes from the prior report are highlighted in blue)*

Index	Sponsor	Project	TIP ID	OBAG Cycle	Remaining Unobligated Balance	Unobligated Phase	Unobligated Prog Year [1]	Annual Obligation Deadline [2]	Next Delivery Milestone	Design & ROW Cert Complete (RTL)	Submit Con RFA/ FTA Transfer Req	Con Start (award)	Project Completion (accept contract)	Housing Element Compliance	Rezoning Requirement Due	Delivery Status Notes / Risk
1	Alameda CTC	East Bay Greenway MM Phase 1 Lake Merritt-Bayfair	ALA230007	3	15,941,000	Con	2026 [1]	1/31/26	Complete Design	Apr. 2026	Apr. 2026	Oct. 2026	Dec. 2028	n/a	n/a	
2	Alameda CTC	San Pablo Avenue Parallel Bike Network	ALA230010	3	13,059,000	Con	2026 [1]	1/31/26	Complete Env	Jan. 2026	Apr. 2026	Oct. 2026	Jun. 2028	n/a	n/a	
3	Newark	Old Town Streetscape and Complete Streets	ALA230203	3	5,141,000	Con	2026 [1]	1/31/26	Complete Env	Jan. 2026	Jan. 2026	Summer 2026	Early 2028	Yes	Completed	
4	Alameda County	Upper San Lorenzo Creekway Trail	ALA230205	3	9,621,000	Con	2027	1/31/27	Complete Env	Sep. 2026	Oct. 2026	Jun. 2027	Dec. 2029	Yes	Completed	
5	Alameda CTC / Albany	Jackson Street Parallel Bike Improvements	ALA230233	3	1,000,000	Con	2027	1/31/27	Complete Env	Jul. 2026	Sep. 2026	Feb. 2027	Dec. 2027	n/a	n/a	
6	MTC	West Oakland Link	ALA130030	3	4,200,000	Con	2027	1/31/27	Complete Design	Aug. 2026	Nov. 2026	Feb. 2027	Aug. 2029	n/a	n/a	Also has OBAG 3 Regional funds of $1.9m

Sorted by Prog Year > Sponsor > Project

Total Unobligated **48,962,000**

Total OBAG 2 Funds [2]	Obligated to Date [3]	Remaining Balance
88,409,000	**100%**	**0%**
Total OBAG 3 Funds [2]	**Obligated to Date [3]**	**Remaining Balance**
74,625,000	**34%**	**66%**

Notes:

1. These projects, while shown as programmed in FY 2025-26, was removed from the final FY 2025-26 Annual Obligation Plan as they won't meet MTC's regional delivery deadlines. The projects can access the OBAG funds after January 31, 2026.

2. Total OBAG fund amounts include County Transportation Agency Planning/Programming funds ($8.803M for OBAG 2 and $7.505M for OBAG 3).

3. Obligated projects and programming info are shown on the next page. Any OBAG 3 funds remaining unobligated after January 31, 2027, may be reprogrammed by MTC to other projects.

OBAG Obligation Status Report - Obligated OBAG Funding

Obligated through 12/23/25 *(changes from the prior report are highlighted in blue)*

Index	Sponsor	Project	TIP ID	Cycle	OBAG 2 $ (Original Program)	OBAG 2 $ (2021 SSMQ)	OBAG 3	Obligated to Date	Project Completion (actual or *planned*)
1	AC Transit	AC Transit Quick Build Transit Lanes	ALA210018	2		$ 954,000		$ 954,000	7/7/25
2	AC Transit	Tempo Quick Build Transit Lane Delineation	ALA210017	2		$ 300,000		$ 300,000	2/28/25
4	Alameda	Alameda Grand Street Pavement Rehabilitation	ALA170074	2	$ 827,000			$ 827,000	*12/31/26*
5	Alameda	Central Avenue Safety Improvements	ALA170049	2, 3	$ 3,487,000		$ 2,325,000	$ 5,812,000	*6/30/26*
6	Alameda	Clement Avenue Complete Streets	ALA170073	2	$ 5,018,000			$ 5,018,000	9/2/25
7	Alameda County	Alameda Co-Various Streets and Roads Preservation	ALA130018	2	$ 3,950,000			$ 3,950,000	12/31/23
8	Alameda County	Anita Ave Safe and Accessible Route to School & Transit	ALA190019	2		$ 2,000,000		$ 2,000,000	3/31/24
10	Alameda County	Meekland Avenue Corridor Improvement, Phase II	ALA190019	2	9,300,000			$ 9,300,000	*12/31/27*
11	Alameda CTC	Alameda County Safe Routes to School	ALA110033	2	$ 7,919,000	$ 1,500,000		$ 9,419,000	6/30/23
12	Alameda CTC	Alameda County Safe Routes to School	ALA110033	2, 3	$ 1,267,000		$ 8,883,000	$ 10,150,000	*6/30/26*
13	Albany	San Pablo Ave & Buchanan St Pedestrian Imps.	ALA170088	2	$ 340,000			$ 340,000	*5/31/2026*
14	BART	BART Fare Collection Equipment (for East Bay Greenway Segment II)	ALA090065	2		$ 1,000,000		$ 1,000,000	7/30/25
15	Berkeley	Southside Complete Streets & Transit Improvement	ALA170067	2	$ 8,335,000			$ 8,335,000	10/30/25
16	Dublin	Dublin Blvd Rehabilitation	ALA170062	2	$ 661,000			$ 661,000	11/16/23
17	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint.	ALA170072	2	$ -			$ -	n/a
18	Fremont	City of Fremont Pavement Rehabilitation	ALA170069	2	$ 2,760,000			$ 2,760,000	7/21/20
19	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	ALA210015	2		$ 1,415,000		$ 1,415,000	6/30/24
20	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection	ALA210014	2		$ 1,271,000		$ 1,271,000	6/30/24
21	Fremont	Centerville Complete Streets Upgrade of Relinquished SR84	ALA170076	2	$ 7,695,000			$ 7,695,000	*4/30/26*
22	Hayward	Winton Ave Complete Street	ALA170066	2	$ 88,000			$ 88,000	7/31/23
23	Hayward	Hayward - Main Street Complete Street	ALA170065	2	$ 1,675,000			$ 1,675,000	*1/31/26*
24	LAVTA	LAVTA Passenger Facilities Enhancements	ALA210016	2		$ 2,000,000		$ 2,000,000	*5/31/27*
25	Livermore	Livermore Pavement Rehabilitation - MTS Routes	ALA170068	2	$ 1,382,000			$ 1,382,000	2/15/22
26	Newark	Thornton Avenue Pavement Rehabilitation	ALA170061	2	$ 592,000			$ 592,000	*9/30/26*
27	Oakland	Oakland Various Streets Improvements	ALA170064	2	$ 4,895,000			$ 4,895,000	9/12/23
28	Oakland	Oakland 14th Street Complete Streets	ALA170043	2		$ 1,000,000		$ 1,000,000	*2/13/27*
29	Oakland	Lakeside Family Streets	ALA170063	2	$ 4,792,000			$ 4,792,000	*7/31/27*
30	Piedmont	Piedmont - Oakland Avenue Improvements	ALA170084	2	$ 168,000			$ 168,000	11/21/22
31	Pleasanton	Pavement Rehabilitation Hacienda Business Park	ALA170070	2	$ 1,095,000			$ 1,095,000	4/6/21
32	San Leandro	San Leandro Washington Avenue Rehabilitation	ALA170075	2	$ 1,048,000			$ 1,048,000	3/1/24
33	Union City	Union City-Dyer Street Pavement Rehabilitation	ALA170071	2	$ 872,000			$ 872,000	6/14/22

Sorted by Sponsor > Project

	OBAG 2 $ (Original Program)	OBAG 2 $ (2021 SSMQ)	OBAG 3	Obligated to Date
Total to Projects	**$ 68,166,000**	**$ 11,440,000**	**$ 18,158,000**	**$ 97,764,000**
CTA Planning/Programming	$ 8,289,000	$ 514,000	$ 7,505,000	$ 16,308,000
Total Obligated	**$ 76,455,000**	**$ 11,954,000**	**$ 25,663,000**	**$ 114,072,000**

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DATE:	January 2, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	John Nguyen, Assistant Director of Programming and Project Controls Christine Shin, Senior Program Analyst
SUBJECT:	Direct Local Distribution Program Compliance Reporting Update

Recommendation

Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Program Compliance Reporting Update for reporting fiscal year 2024-25.

Summary

This item provides an update on the Annual Program Compliance Process and review structure for Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distributions (DLD) funds.

Each year, DLD recipients must submit to Alameda CTC Audited Financial Statements and compliance reports that summarize the DLD revenues received and expended during the fiscal year as part of the Annual Program Compliance Process. Alameda CTC, in conjunction with the IWC, will review Measure B/BB and VRF expenditures of DLD funds by examining the recipients' submittals for program compliance. This year's compliance reporting period covers activities in fiscal year 2024-25 (FY2024-25), from July 1, 2024, to June 30, 2025.

The reports are due at the end of December and will subsequently be posted on the Alameda CTC website: https://www.alamedactc.org/funding/reporting-and-grant-forms.

The review process begins in January, with Alameda CTC staff performing a preliminary review of the submittals to verify completion and data consistency across the reports. In March, the IWC will continue the review process and begin its review.

In June, a summary report will be provided to the IWC and the Commission on the recipients' program compliance.

Background

In 2000, voters approved Measure B, which extended Alameda County's half-cent transportation sales tax to 2022. In 2014, voters approved the extension of Measure B and its augmentation by one-half percent through 2045. The Measure B half-cent sales tax collection concluded on March 31, 2022, and as of April 1, 2022, under the 2014 Measure BB Transportation Expenditure Plan, MBB is collecting a full-cent sales tax through March 31, 2045. Annually, over half of the net Measure B/BB revenues are allocated by formula to twenty local agencies as Direct Local Distribution (DLD) funds. Funding agreements between the recipients and Alameda CTC authorize the flow of DLD funds to the recipients and describe the eligible usage within their bicycle and pedestrian, local transportation, mass transit, and paratransit programs.

The Annual Program Compliance process serves as Alameda CTC's monitoring mechanism to verify the recipient's compliance with the Measure B/BB expenditure plans and funding agreements. DLD recipients are required to submit audited financial statements and program compliance reports at the end of December to confirm Measure B, Measure BB, and VRF annual receipts and to summarize the fiscal year's expenditures. In conjunction with the IWC, Alameda CTC reviews the reported expenditures for program compliance.

The audited financial statements and compliance reports for the FY2024-25 reporting period are due on December 26, 2025. The recipients' reports will be subsequently posted online on Alameda CTC's website: https://www.alamedactc.org/funding/reporting-and-grant-forms.

The Annual Program Compliance Review begins in January, when Alameda CTC staff examine the financial statements and compliance reports to ensure the forms are completed accurately. In March, the IWC will begin its official review of expenditures and note any questions for the recipients, which will then be consolidated by the Alameda CTC and forwarded to the recipients. In April, recipients will respond to IWC comments, and their responses will be provided to the IWC in June.

In June, the Commission will receive a program compliance summary report that includes the recipients' revenues, expenditures, and accomplishments for FY2024-25.

The program compliance schedule is described below.

Dates	Action
By Dec. 26, 2025	Audited Financial Statements & Program Compliance Reports Due
January 2026	Staff posts recipients reports to the Alameda CTC website
Mid-January 2026	Alameda CTC reviews submissions for reporting compliance
February 2026	Alameda CTC staff verifies and finalizes recipients' submissions
March 2026	IWC reviews DLD expenditures.
April 2026	DLD recipients respond to comments
June 2026	Commission receives a summary Program Compliance Report and recipients' responses to comments.

Fiscal Impact: There is no fiscal impact. This is an information item only.

ALAMEDA
County Transportation Commission

Memorandum

5.2

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DATE:	January 2, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	John Nguyen, Assistant Director of Programming and Project Controls Christine Shin, Senior Program Analyst
SUBJECT:	Direct Local Distribution Program Master Funding Agreement and Performance Measures Update

Recommendation

Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) Master Programs Funding Agreement (MPFA) and Program Performance Measures Update. This item is for information only.

Summary

Alameda CTC will enter into new Measure B/BB/VRF Master Agreements with updated Implementation Guidelines and Performance Measures with DLD recipients by June 30, 2026.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and VRF Programs. A portion of Measure B/BB/VRF funds are distributed directly to twenty eligible jurisdictions by a prescribed distribution formula in the respective Transportation Expenditure Plans. These formula-based funds are known as Direct Local Distributions (DLD) funds. Annually, these distributions provide support to locally identified transportation improvements among the recipient's local transportation, bicycle/pedestrian, mass transit, and paratransit programs.

In 2016, Alameda CTC entered into ten-year Master Funding Agreements (MPFA) with Direct Local Distribution (DLD) recipients. The MPFA not only facilitates and authorizes the distribution of formula funds to the recipients but also establishes specific expenditure requirements. The MPFA states DLD recipient's obligations, reporting requirements, implementation guidelines, and performance measures for the DLD Programs. The current MPFA is set to expire on June 30, 2026.

To ensure the continued and uninterrupted distribution of formula funds, Alameda CTC is currently embarking on the development of the new MPFA with plans to have them executed by July 1, 2026.

MPFA Updates

The proposed revised DLD MPFA contains no significant changes to the existing 2016 Measure/Measure BB/ VRF MPFA boilerplate. Updates include updating outdated references and separation of Measure B and Measure B/VRF requirements. DLD Recipients will enter into one or both of the following DLD Master Agreements for the following:

1. Ten-year MPFAs for the Measure BB and VRF DLD Program.
2. One-year MPFAs for the Measure B DLD Program. This agreement will only be required if a DLD recipient has an existing DLD balance as of June 30, 2025.

Redline changes comparing the existing 2016 MPFA to the proposed MPFAs are included in Attachment A – Measure BB/VRF MPFA and Attachment B – Measure B MPFA.

The MPFA also references DLD Program Implementation Guidelines for each of the four DLD programs (Bicycle/Pedestrian, Local Street and Roads (LSR, Local Transportation), Mass Transit, and Seniors and People with Disabilities (Paratransit) Programs, which serve as guides for eligible project and program investments under the DLD Programs. The Bicycle/Pedestrian, LSR, and Mass Transit guidelines were last adopted by the Commission in 2016, and Paratransit Guidelines were updated last October 2025 by the Paratransit Advisory and Planning Committee (PAPCO). As part of the new MPFA, the Implementation Guidelines have been refreshed to remove outdated references, but no substantive changes have been made. The Implementation Guidelines for all programs are included in Attachment C – DLD Implementation Guidelines.

DLD Performance Measures Update

Measure B/BB/VRF DLD Performance Metrics were updated to reflect current best practices and available data. The updated Performance Metrics were drafted and developed in consultation with Alameda CTC's planning staff, the Paratransit Advisory and Planning Committee (PAPCO), and current standards established by regional, state, and federal agencies. Attachment C – DLD Performance Measure Change Summary provides a matrix of changes between the current and revised performance metrics.

Alameda CTC considered a multitude of factors in development of the updated performance metrics, including but not limited to:

- Performance metrics origins are based on standard industry best practices used by peer agencies at the regional, state, and federal levels. This includes the Federal Transit Agency (FTA), Caltrans, Metropolitan Transportation Commission (MTC), Mineta Transportation Institute, San Francisco County Transportation Authority, and Contra Costa Transportation Authority.
- Performance metrics reflect quantifiable data on universal investments such as pavement condition index (PCI) for streets and roads, quantities of sidewalk or bike facility improvements, transit ridership, and trips provided/individuals served.
- Performance metrics serve to provide information on service availability, service reliability, community impact, financial accountability, and delivery performance of projects and programs.
- Performance evaluation considers fluctuations occurring from year to year due to varying transportation needs and/or project and program needs.

MPFA Development Schedule

The MPFA Development schedule is as follows:

Dates	Milestones
January 2026	ACTAC Review of MPFA updates including Performance Measures
February 2026	ACTAC Approval of MPFA, Guidelines, Performance Metrics
February 2026	Commission Approval of MPFA, Guidelines, Performance Metrics
March 2026	MPFAs Routed for signing
By June 30, 2026	All MPFAs Executed

This timeline allows for a four-month agreement execution period to ensure that all local jurisdiction approvals are obtained and all MPFAs are fully executed by June 30, 2026

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

A. Measure BB/VRF MPFA Boilerplate Redline Changes
B. Measure B MPFA Boilerplate Redline Changes
C. DLD Implementation Guidelines Redline Changes
D. Performance Measures Change Summary

MEASURE BB / VEHICLE REGISTRATION FEE
MASTER PROGRAMS FUNDING AGREEMENT
between the
ALAMEDA COUNTY TRANSPORTATION COMMISSION
and the
[INSERT RECIPIENT]

This Measure BB / Vehicle Registration Fee Master Programs Funding Agreement ("AGREEMENT~~",~~"), effective the 1st of July 1, ~~2016~~2026, is entered into by and between the Alameda County Transportation Commission ("ALAMEDA CTC") and the [Insert Recipient] ("RECIPIENT").

RECITALS

~~**A. On November 7, 2000, the voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. (the "Act"), approved the reauthorization of Measure B, thereby authorizing Alameda County Transportation Improvement Authority ("ACTIA") to administer the proceeds from a continued one-half cent transaction and use tax ("Measure B").**~~

~~**B. The duration of the Measure B sales tax will be 20 years from the initial year of collection, which began April 1, 2002, with said tax to terminate/expire on March 31, 2022. The tax proceeds will be used to pay for the programs and projects outlined in Alameda County's 20-Year Transportation Expenditure Plan (the "Measure B Expenditure Plan"), as it may be amended.**~~

~~**C. The Measure B Expenditure Plan authorizes the issuance of bonds to expedite delivery of transportation projects and programs. Costs associated with bonding will be borne only by the capital projects included in the Measure B Expenditure Plan and by any programs included in the Measure B Expenditure Plan that utilize the bond proceeds.**~~

~~D~~A. On November 2, 2010, the voters of Alameda County approved Measure F, the Vehicle Registration Fee ("VRF") Program, pursuant to Section 65089.20 of the Government Code, thereby authorizing the Alameda County Congestion Management Agency ("ACCMA") to administer the proceeds from a $10 per year vehicle registration fee on each annual motor-vehicle registration or renewal of registration in Alameda County, starting in May 2011, six months following approval of Measure F. Vehicles subject to the VRF include all motorized vehicles, including passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles, and motorized camper homes, unless vehicles are expressly exempted from the payment of the VRF.

~~E~~B. Funds raised by the VRF will be used exclusively for local transportation purposes in Alameda County that have a relationship or benefit to the owners of motor vehicles paying the VRF, including projects and programs identified in the expenditure plan approved by the voters as part of Measure F (the "VRF Expenditure Plan").

~~F~~C. On June 24, 2010, the Alameda County Transportation Improvement Authority ("ACTIA") and ACCMA took the final actions to create ALAMEDA CTC, ~~which has assumed the~~ a joint powers authority, with all of ACTIA and ACCMA's functions and responsibilities ~~of ACTIA and~~. Pursuant to resolutions adopted by the ACCMA and ACTIA Boards and the governing body of the ALAMEDA CTC ("COMMISSION"), ACCMA and ACTIA were terminated as of the close of business on February 29, 2012, with ALAMEDA CTC designated as the successor entity. All of its predecessors' functions and responsibilities have been assigned to, and accepted by, ALAMEDA CTC, including duties related to ~~Measure B and~~ the VRF Program.

~~G~~

D. On November 4, 2014, the voters of Alameda County, pursuant to the ~~Act,~~Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 *et seq.*, approved Measure BB, thereby authorizing ALAMEDA CTC to administer the proceeds from ~~the extension of the existing Measure B~~a one-half of one percent transaction ~~that is scheduled to terminate on~~ and use tax applicable from April 1, 2015 through March 31, 2022, and ~~the augmentation of the tax by one-half of~~a full one percent~~.~~

~~H. The duration of the Measure BB sales~~ tax ~~will be 30 years from the initial year of collection, which begins April 1, 2015, with said tax to terminate/expire on~~applicable from April 1, 2022 through March 31, 2045. The tax proceeds will be used to pay for the investments outlined in Alameda County's 30-Year Transportation Expenditure Plan ("Measure BB Expenditure Plan"), as it may be amended.

~~I~~E. This AGREEMENT delineates the requirements of the Measure ~~B/Measure~~ BB~~/~~ and VRF Direct Local Distribution ("DLD") funds that are directly allocated to local jurisdictions and transit operators, as authorized by the ~~Measure B Expenditure Plan, the~~ VRF Expenditure Plan, and the Measure BB Expenditure Plan. Discretionary funds identified in these expenditure plans are not the subject of this AGREEMENT, and RECIPIENT will be required to enter into a separate agreement for those funds.

~~J~~F. The parties to this AGREEMENT previously entered into a Master Programs Funding Agreement applicable to DLD funds distributed by ALAMEDA CTC, which expires as of June 30, 2026 ("ORIGINAL AGREEMENT"). This AGREEMENT is generally consistent with the ORIGINAL AGREEMENT, but the parties have determined that it is appropriate to enter into a new agreement rather than extending the ORIGINAL AGREEMENT.

G. This AGREEMENT was originally approved by the ~~governing body of the ALAMEDA CTC~~COMMISSION on February ~~25, 2016~~26, 2026.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: FUNDING ALLOCATIONS

1. This AGREEMENT authorizes the ALAMEDA CTC to allocate the DLD funds derived from Measure ~~B, Measure~~ BB~~,~~ and VRF receipts as described in their respective voter-approved expenditure plans and as summarized in Table A: DLD Investment Summary and described below for different fund types.

Table A: DLD Investment Summary	
DLD Program	**Fund Program**
Bicycle and Pedestrian Program	~~Measure B and~~ Measure BB
Local Streets and Roads Program	~~Measure B,~~ Measure BB~~,~~ and VRF
Mass Transit Program	~~Measure B and~~ Measure BB
Paratransit Program	~~Measure B and~~ Measure BB

2. All DLD distributions pursuant to this AGREEMENT, and all provisions contained herein, shall be effective as of July 1, ~~2016~~2026. The ORIGINAL AGREEMENT shall govern and control all DLD distributions paid on or before June 30, 2026.

A. BICYCLE AND PEDESTRIAN PROGRAM

~~1.~~4. ALAMEDA CTC will distribute ~~Measure B and~~ Measure BB DLD funds pursuant to a formula weighted 100 percent by the jurisdiction's population within the subarea. RECIPIENT's allocations are subject to change based on variations in annual population figures.

~~2.~~5. The Bicycle and Pedestrian Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

B. LOCAL STREETS AND ROADS (LOCAL TRANSPORTATION) PROGRAM

~~1.~~5. ALAMEDA CTC will distribute ~~Measure B and~~ Measure BB DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent by the number of road miles with the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and road mile figures.

~~2.~~6. ALAMEDA CTC will distribute VRF DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent of the number of registered vehicles in the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and number of registered vehicle figures, as they are made available.

~~3.~~7. The Local Streets and Roads Program Implementation Guidelines provide~~,~~ program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

~~4.~~8. RECIPIENT shall expend a minimum of 15 percent of all Measure BB funds received on project elements directly benefiting bicyclists and pedestrians.

C. MASS TRANSIT PROGRAM

1. ALAMEDA CTC will distribute Measure ~~B and Measure~~ BB DLD funds pursuant to set percentages detailed in the Measure ~~B Expenditure Plan and the Measure~~ BB Expenditure Plan. RECIPIENT's percentage fund distribution, if applicable, is detailed in ~~the Measure B and~~ Measure BB Mass Transit Direct Local Distribution Summary, attached hereto as Exhibit A and incorporated into this AGREEMENT by reference. RECIPIENT's allocations are subject to change based on transit service changes.

2. The Mass Transit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

D. PARATRANSIT PROGRAM

1. ALAMEDA CTC will distribute Measure ~~B and Measure~~ BB DLD funds by subarea pursuant to percentages in the Measure ~~B Expenditure Plan, and the Measure~~ BB Expenditure Plan. RECIPIENT's percentage fund distribution by subarea, if applicable, is shown on Exhibit ~~B~~A attached hereto and is incorporated into this AGREEMENT by reference.

~~a.~~2. Measure BB distributions to cities and local transit operators are based on a percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services of local bus transit providers.

~~b.~~3. ALAMEDA CTC will distribute Measure BB to the East Bay Paratransit Consortium pursuant to set percentages in the Measure BB Expenditure Plan to assist the Alameda-Contra Costa Transit District and the San Francisco Bay Area Rapid Transit in meeting its responsibilities under the American with Disabilities Act (ADA).

~~c.~~4. Measure ~~B and~~ BB DLD funds may be further distributed to individual cities within each planning area based on a formula refined by PAPCO~~,~~ and approved by the ~~ALAMEDA CTC~~ COMMISSION ~~(the "Commission").~~. RECIPIENT's allocations are subject to change based on updated annual population figures.

~~2.~~5. The Paratransit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

ARTICLE II: PAYMENTS AND EXPENDITURES

A. ALAMEDA CTC'S DUTIES AND OBLIGATIONS

1. Within five working days of actual receipt of the monthly Measure ~~B and Measure~~ BB sales tax revenues and VRF revenues from the ~~State Board~~California Department of ~~Equalization ("BOE"),~~Tax and Fee Administration, the bond trustee, or the California Department of Motor Vehicles,

Alameda CTC shall remit to the RECIPIENT its designated amount of available DLD funds disbursed on a monthly basis by the formulas described above.

2. ALAMEDA CTC shall annually update ~~the Measure B,~~ Measure BB~~,~~ and VRF fund revenue projections and the resulting fund allocation formulas to reflect the most current population using the California Department of Finance's annual population estimates (Report E-1 published in May); maintained road mileage from the California Department of Transportation; and the number of registered vehicles in each Alameda County subarea, using registered vehicle data provided by the California Department of Motor Vehicles, as it is made available. ALAMEDA CTC shall use the updated Measure ~~B, Measure~~ BB~~,~~ and VRF program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30.

3. ALAMEDA CTC shall report monthly to the public the amount of Measure ~~B, Measure~~ BB, and VRF revenues distributed to RECIPIENT by each fund type monthly and for the fiscal year.

4. ALAMEDA CTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and ~~also of~~ its calculation of the allocation formula for distributing Measure ~~B, Measure~~ BB~~,~~ and VRF revenues to the various recipients~~,~~ and render an annual report to the ~~ALAMEDA CTC~~ COMMISSION within 180 days following the close of the fiscal year.

5. ALAMEDA CTC shall provide timely notice to RECIPIENT prior to conducting an audit of expenditures made by RECIPIENT to determine whether such expenditures are in compliance with this AGREEMENT, ~~the Measure B Expenditure Plan, the~~ Measure BB Expenditure Plan, or the VRF Expenditure Plan.

B. RECIPIENT'S DUTIES AND OBLIGATIONS

1. RECIPIENT shall expend all Measure ~~B, Measure~~ BB~~,~~ and VRF funds received in compliance with the applicable guidelines and Plan(s), including the Implementation Guidelines and performance measures, as they may be adopted or amended by ALAMEDA CTC from time to time.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure ~~B, Measure~~ BB~~,~~ and VRF funds received. RECIPIENT must account for Measure ~~B, Measure~~ BB~~,~~ and VRF funds, including any interest received or accrued, separately for each fund type, and from any other funds received from the ALAMEDA CTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds. ALAMEDA CTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

3. RECIPIENT shall expend Measure ~~B, Measure~~ BB~~,~~ and VRF funds in compliance with the Timely Use of Funds Policies for Direct Local Distributions, as ~~approved by the Commission, and as~~ they may be adopted or amended by ~~ALAMEDA CTC~~the COMMISSION from time to time.

4. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure ~~B, Measure~~ BB~~,~~ and VRF revenues as reflected in the ballot measures~~, the Measure B Expenditure Plan~~, the Measure BB Expenditure Plan, and the VRF Expenditure Plan, and agrees to accept and utilize the California Department of Finance Estimates of Population figures (Report E-1, updated each May) for California cities and counties for the annual update of the sales tax allocation formulas to begin in each new fiscal year and registered vehicle data provided by the California Department of Motor Vehicles when available.

C. OTHER EXPENDITURE RESTRICTIONS

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure ~~B, Measure~~ BB~~,~~ and VRF funds solely for transportation purposes as defined by the authorizing ballot measures. Any jurisdiction that violates this provision must fully reimburse all misspent funds, including all interest which would have been earned thereon.

2. **Non-Substitution of Funds:** RECIPIENT shall use Measure ~~B and Measure~~ BB funds~~, pursuant to the Act,~~ and VRF funds to supplement and not replace existing property taxes used for transportation purposes.

3. **Fund Exchange:** Any fund exchanges made using Measure ~~B, Measure~~ BB~~,~~ or VRF funds must be made for transportation purposes. ALAMEDA CTC will consider exchange proposals on a case-by-case basis.

4. **Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects associated with Measure ~~B, Measure~~ BB~~,~~ and VRF programs, including direct staff costs and consultant costs, are eligible uses of Measure ~~B, Measure~~ BB~~,~~ and VRF funds. ALAMEDA CTC does not allow indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

ARTICLE III: REPORTING REQUIREMENTS

A. REQUIREMENTS AND WITHHOLDING

RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, ALAMEDA CTC may withhold payment of further Measure ~~B, Measure~~ BB~~,~~ and/or VRF funds to RECIPIENT until full compliance is achieved.

1. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, separate independently audited financial statements for the prior fiscal year ended June 30 of Measure ~~B, Measure~~ BB~~,~~ and VRF funds received and used.

2. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, annual program compliance reports ~~(covering the prior fiscal year)~~ regarding programs and projects on which RECIPIENT expended Measure ~~B, Measure~~ BB~~,~~ and VRF funds.

3. RECIPIENT shall document expenditure activities and report on the performance of Measure ~~B, Measure~~ BB~~,~~ and VRF 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. Program Performance Measures are attached hereto as Exhibit ~~C~~B.

4. RECIPIENT shall install or mount signage adjacent to Measure ~~B, Measure~~ BB~~,~~ and VRF funded construction projects, and on vehicles funded with Measure ~~B, Measure~~ BB~~,~~ and VRF funds (e.g., RECIPIENT and ALAMEDA CTC logos; "Your Transportation Tax Dollars Help Fund the Operation of This Vehicle!") where practical, so Alameda County taxpayers are informed as to how RECIPIENT is using Measure ~~B, Measure~~ BB~~,~~ and/or VRF funds.

5. RECIPIENT shall provide current ~~and accurate~~ information on RECIPIENT's website, to inform the public about how RECIPIENT is using Measure ~~B, Measure~~ BB~~,~~ and/or VRF funds.

~~6. RECIPIENT shall, at least annually, publish an article highlighting a project or program funded by Measure B, Measure BB, and/or VRF funds.~~

~~7.~~6. RECIPIENT shall actively participate in a Public Awareness Program, in partnership with ALAMEDA CTC and/or its community advisory committees, as a means of ensuring that the public has access to the ability to know which projects and programs are funded through Measure ~~B, Measure~~ BB~~,~~ and/or VRF funds.

~~8.~~7. RECIPIENT shall make its administrative officer or designated staff available upon request to render a report or answer any and all inquiries in regard to RECIPIENT's receipt, usage, and/or compliance audit findings regarding Measure ~~B, Measure~~ BB~~,~~ and/or VRF funds before the Commission and/or the Independent Watchdog Committee or community advisory committees, as applicable.

~~9.~~8. RECIPIENT agrees that ALAMEDA CTC may review and/or evaluate all project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of ALAMEDA CTC to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT's staff or governing board.

ARTICLE IV: OTHER PROVISIONS

A. GEOGRAPHIC BREAKDOWN

In all cases the geographic breakdown by subarea is as follows:

1. North Area refers to the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont.

2. Central Area includes the Cities of Hayward and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.

3. South Area includes the Cities of Fremont, Newark, and Union City.

4. East Area includes the Cities of Livermore, Dublin, and Pleasanton, and all unincorporated lands governed by Alameda County in the East Area.

B. INDEMNITY BY RECIPIENT

Neither ALAMEDA CTC, nor ~~its governing body, elected officials~~the COMMISSION, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure ~~B, Measure~~ BB~~,~~ or VRF funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless ALAMEDA CTC, ~~its governing body~~the COMMISSION, and all its officers, agents, and employees, from any liability imposed on ALAMEDA CTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure ~~B, Measure~~ BB~~,~~ or VRF funds distributed to RECIPIENT pursuant to this AGREEMENT.

C. INDEMNITY BY ALAMEDA CTC

Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, ALAMEDA CTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT.

D. JURISDICTION AND VENUE

The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims to which it relates. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Alameda County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

E. ATTORNEYS' FEES

Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

F. TERM

The term of this AGREEMENT shall be from July 1, ~~2016~~2026 to June 30, ~~2026~~2036, unless amended in writing or a new Master Programs Funding Agreement is executed between ALAMEDA CTC and RECIPIENT.

G. SEVERABILITY

If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

H. MODIFICATION

This AGREEMENT, and its Exhibits, as well as the referenced Implementation Guidelines, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings regarding Measure ~~B, Measure~~ BB~~,~~ and VRF program funds (but not project funding agreements), including but not limited to ~~ALAMEDA CTC Measure B/BB/VRF Master Programs Funding Agreements~~the ORIGINAL AGREEMENT, which ~~former agreements are~~is terminated as of the effective date hereof. This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the Implementation Guidelines, Performance Measures, and Timely Use of Funds Policies related to Measure ~~B, Measure~~ BB~~,~~ and VRF funds may be changed from time to time by the ALAMEDA CTC.

[Signatures on next page]

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

ENTER RECIPIENT NAME **(RECIPIENT)**	**ALAMEDA COUNTY** **TRANSPORTATION COMMISSION** **(ALAMEDA CTC)**
By: __________________________ ~~Name~~Enter Authorized Signatory Date Title	By: __________________________ ~~Arthur L. Dao~~Tony Tavares Date Executive Director
~~Approved as to Form and Legality:~~	Recommended~~:~~
~~By:~~ ~~Name Date~~ ~~Title~~	By: __________________________ Vivek Bhat Date Deputy Executive Director of ~~Date~~ ~~Programming and~~ Projects
	Reviewed as to Budget/Financial Controls:
	By: __________________________ Patricia Reavey Date Deputy Executive Director of Finance and Administration
Approved as to Legal Form:	Approved as to Legal Form:
By: __________________________ Enter Name, Title Date Legal Counsel to RECIPIENT	By: __________________________ ~~Wendel, Rosen, Black & Dean~~Fennemore LLP Date Legal Counsel to ALAMEDA CTC

EXHIBIT A

~~MEASURE B AND~~ MEASURE BB
MASS TRANSIT AND PARATRANSIT
DIRECT LOCAL DISTRIBUTION SUMMARY

Mass Transit

Alameda CTC distributes ~~Measure B and~~ Measure BB Mass Transit Direct Local Distribution funds based on the distribution percentages for net Measure ~~B and Measure~~ BB Revenues specified in the ~~Measure B Expenditure Plan and~~ Measure BB Expenditure Plan, as shown below.

Table 1: Measure ~~B~~BB Mass Transit Distribution		
~~**Agency**~~	~~**Area**~~	~~**Percentage of Net Revenues**~~
~~AC Transit~~	~~North County~~	~~9.48%~~
~~AC Transit~~	~~Central County~~	~~4.74%~~
~~AC Transit~~	~~South County~~	~~1.61%~~
~~AC Transit Welfare to Work~~	~~North County~~	~~1.24%~~
~~AC Transit Welfare to Work~~	~~Central County~~	~~0.22%~~
~~LAVTA~~	~~East County~~	~~0.69%~~
~~Union City Transit~~	~~South County~~	~~0.34%~~
~~ACE~~	~~East/South County~~	~~2.12%~~
~~SF WETA~~	~~Alameda County~~	~~0.78%~~

~~**Table 2: Measure BB**~~		
Agency	**Area**	**Percentage of Net Revenues**
AC Transit	Alameda County	18.80 %
ACE	East/South County	1.00 %
BART	Alameda County	0.50 %
LAVTA	East County	0.50 %
Union City Transit	South County	0.25 %
SF WETA	Alameda County	0.50 %

~~**Countywide Local and Feeder Bus Service: Provides funding for countywide local and feeder bus service in every region of the county to link neighborhoods and commuters to BART, rail, and express bus connections throughout the county. Welfare to Work programs dedicate 1.46 percent of overall Measure B net sales tax revenues to enhancing transportation opportunities for persons making the transition from welfare to work.**~~

~~**Other Mass Transit Programs: Provides funding to San Francisco Water Emergency Transportation Authority (WETA) Transbay Ferry Service to expand transbay ferry service from Alameda. Provides funding to Altamont Commuter Express (ACE) for capital and operating costs for operations in South and East Alameda County.**~~

~~**Transit Operations: Provides funding to transit operators for maintenance of transit service, restoration of service cuts, expansion of transit service, and passenger safety and security. The transit operators will determine the priorities for these funds through public processes and will submit an annual audit to Alameda CTC.**~~

~~**AC Transit agrees to allocate 1.46 percent of overall net Measure B sales tax receipts to enhancing transportation opportunities for persons making the transition from welfare to work. These "welfare to work" funds can be used by AC Transit for service restoration and expansion or implementation of improved bus service to facilitate travel to and from work. AC Transit will prioritize the restoration and development of new service to meet the employment-related transit needs of low-income residents in northern and central Alameda County.**~~

~~**Additionally, these funds may be used, at the determination of AC Transit, to provide subsidies of regular bus fares for individuals living in northern and central Alameda County who are transferring from welfare to work as well as those who are economically disadvantaged. In the event that sufficient funds are otherwise available to AC Transit to meet these needs then "welfare to work" funds can be used for other general passenger service purposes in northern and central Alameda County.**~~

~~**AC Transit will work together with and actively seek input from bus riders, business leaders, mayors and other elected officials in San Leandro, Hayward, and the unincorporated areas in Central Alameda County to ensure that the additional transit funds in Central County are used for bus improvements such as night, weekend, and more frequent service, connections to residential growth areas, and access to major employment centers, including enhancement of east-west corridors.**~~

~~**AC Transit will continue to provide transit service similar to the Department of Labor-funded shuttle to and from job sites in East and West Oakland, as needed. AC Transit, Alameda County, the City of Oakland, the Port of Oakland and other entities will look for additional money from outside sources to fund the service. If needed, Measure B funds may be used.**~~

~~EXHIBIT B~~

~~MEASURE B AND MEASURE BB~~
~~PARATRANSIT DIRECT LOCAL DISTRIBUTION SUMMARY~~

Paratransit

Alameda CTC distributes ~~Measure B and~~ Measure BB paratransit funds to County subareas/planning areas and to AC Transit and BART based on the distribution percentages in the Measure ~~B Expenditure Plan and the Measure~~ BB Expenditure Plan, as shown below. Distributions to jurisdictions for non-mandated services within each subarea are based on allocation formulas refined by Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.

Table ~~1~~2: Measure ~~B~~BB Paratransit Distribution	
~~Area/Agency~~	~~Measure B Percentage[1]~~
~~**North County** (non-mandated)~~ ~~*Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland*~~	~~1.24%~~
~~**Central County** (non-mandated)~~ ~~*Cities of Hayward and San Leandro*~~	~~0.88%~~
~~**East County** (non-mandated)~~ ~~*LAVTA and City of Pleasanton*~~	~~0.21%~~
~~**South County** (non-mandated)~~ ~~*Cities of Fremont, Newark, and Union City*~~	~~1.06%~~
~~**North County**[2] (ADA-mandated)~~ ~~*AC Transit and BART*~~	~~4.53%~~
~~**Central County**[2] (ADA-mandated)~~ ~~*AC Transit and BART*~~	~~1.10%~~
~~1. Percentage of Measure B funds required to be distributed to each area in the County. Funding for special transportation for seniors and people with disabilities is provided for services mandated by the ADA to fixed-route public transit operators who are required to provide that service. Funds for the South County are allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County.~~ ~~2. Americans with Disabilities Act (ADA) mandated services are allocated to AC Transit and BART according to the percentages included in the Expenditure Plan.~~	

~~Table 2: Measure BB~~	
Area/Agency	Percentage[1]
City-based and Locally Mandated	3.0%
North County *Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland*	
Central County[2] *Cities of Hayward and San Leandro, and unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.*	
South County *Cities of Fremont, Newark, Union City, as well as Union City Transit.*	
East County[3] *Cities of Livermore, Dublin, and Pleasanton, and unincorporated lands governed by Alameda County in the East Area, and LAVTA.*	
AC Transit - East Bay Paratransit[4]	4.5%
BART- East Bay Paratransit[4]	1.5%

1. Funds are distributed based on the percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services. Funds can be further allocated to individual cities within each planning area based on a formula refined by PAPCO.
2. Funding will be assigned to Hayward to serve the unincorporated areas.
3. Funding for Livermore and Dublin will be assigned to LAVTA for their ADA-mandated paratransit program.
4. Measure BB funds are dispersed to AC Transit and BART to operate the East Bay Paratransit Consortium~~.~~ (EBPC).

EXHIBIT B

DIRECT LOCAL ~~DISTRIBUTIONS~~DISTRIBUTION PROGRAM ~~-~~PERFORMANCE ~~MEASURE SUMMARY~~MEASURES

Direct Local Distribution (DLD) recipients are to document the performance and benefits of the projects and programs funded with Measure ~~B, Measure~~ BB~~,~~ and/or Vehicle Registration Fee funds. The following performance measures are a selection of performance measures and associated standards, organized by funding program, that must be documented at minimum by ~~the~~DLD recipients~~,~~ as applicable. Additional performance measures may be requested by ~~the~~ Alameda CTC.

Performance reporting and monitoring will be done through Alameda CTC's standard reporting processes, including the ~~annual program compliance reports, annual performance report~~Annual Program Compliance Reports, Annual Performance Report, and various planning activities, as ~~they are~~ requested and applicable. ~~Performance~~ Alameda CTC's performance reporting will ~~be evaluated periodically through~~concentrate on key indicators at the ~~aforementioned evaluation reports to determine the effectiveness~~time of ~~investments and to inform future investment decisions.~~reporting.

BICYCLE AND PEDESTRIAN PROGRAM PERFORMANCE MEASURES

Performance Measure	Performance ~~Metric and Standard~~Metrics & Standards	Evaluation ~~Horizon~~Frequency & Method	Corrective Action
~~**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.~~	~~Annually via Compliance Report~~	~~Any agency without a current plan is required to explain and provide anticipated schedule and funding to achieve plan update.~~ ~~Schedule for update~~
Infrastructure Investment Report on bicycle and pedestrian projects completed or underway.	~~**Infrastructure Investment**~~ ~~- Number of linear feet or~~Directional lane miles of all bicycle facilities built or ~~maintained (~~improved (may include bike lanes, bike routes, multi-use ~~pathways)~~pathway improvements). ~~Number~~ ~~-~~Linear feet of all pedestrian ~~projects completed (linear feet of~~improvements built or improved (may include sidewalks, ~~number of~~trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing ~~improvements, quantify~~locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming ~~items~~elements, lighting, ~~landscaping/streetscape, number of curb/ADA ramps, linear feet of trail/pathway built or maintained)~~etc.).	Annually via Compliance Report	N/A; Report on investments
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks:	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways).	Annually via Compliance Report	N/A; Report on investments

- High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).		
Current Master Plan Maintain a local current Bicycle/Pedestrian Master Plan (BPMP) or Active Transportation Plan.	Plan(s) no more than 5 years old, based on adoption date.	Annually via Compliance Report	Any agency without a current plan is required to provide schedule for a plan update.
Capital Project and Program Investment ~~**Amount expended**~~Report on capital ~~**projects**~~ and ~~**programs by phase (design, row, con and capital support)**~~program administration costs	Investment into capital projects and programs is greater than ~~**funding**~~ program administration costs (outreach, staffing, administrative support~~)~~).	Annually via Compliance Report	Any agency ~~**expending less on capital investments compared to other activities**~~not achieving this metric must explain how capital ~~**investments**~~needs will be addressed in ~~**subsequent years**~~the future.

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads~~)~~ (LSR))
PERFORMANCE MEASURES

Performance Measure	Performance ~~Metric and Standard~~Metrics & Standards	Evaluation ~~Horizon~~Frequency & Method	Corrective Action
Infrastructure Investment Report on roadway and transportation improvements completed or underway.	Lane miles of roadway improvements, pavement rehabilitation, striping, etc. Linear feet of all bicycle/pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).	Annually via Compliance Report	N/A; Report on investments
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: - High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).	Annually via Compliance Report	N/A; Report on investments
Pavement ~~State of Repair~~Condition Index (PCI)	Maintain a ~~city-wide~~PCI moving average ~~Pavement Condition Index~~rating of ~~60 (Fair Condition)~~50 or above. PCI score of 50 indicates pavements will require rehabilitation. ~~Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/~~ Average PCI based on latest available data from MTC's Pavement Condition Index Summary Report.	Annually via ~~Performance~~ Compliance Report	Any agency ~~falling under 60 PCI~~ not achieving the target must ~~provide an explanation and/or~~ identify corrective ~~action will need~~actions needed to ~~increase~~address PCI ~~to target~~ levels.
Equitable Investments Report on investments within equity communities	Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities as the areas are defined in: - Equity Priority Communities as defined by MTC - Equity Areas as defined by Alameda CTC - Locally-defined equity areas - Opportunity Zones as certified by the U.S. Department of the Treasury	Annually via Compliance Report	N/A; Report on investments
~~Complete Streets Implementation~~ **Measure BB LSR 15% Requirement** Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only)	- Maintain a 15% annual minimum LSR investment to support bicycling and walking. - ~~Number of projects where accommodation for all users and modes of transportation not included~~	Annually via Compliance Report	~~**Fund expenditures:**~~ Any agency not achieving the target annual percentage must explain and/or identify plan to use LSR funds on future ~~plan.~~ ~~**Policy exceptions:** N/A~~bicycle/pedestrian improvements to meet this target over the duration of Measure BB.

~~- Number of exceptions to adopted local complete streets policies issued~~				
Capital Project and Program Investment ~~Amount expended on capital projects and programs by phase (design, row, con and capital support) and by key corridors~~Report on capital and program administration costs	Investment into capital projects and programs is greater than ~~funding~~ program administration costs (outreach, staffing, administrative support~~)~~).	Annually via Compliance Report	Any agency ~~expending less on capital investments compared to other activities~~not achieving this metric must explain how capital ~~investments~~needs will ~~increase~~be addressed in the ~~subsequent years~~future.	
~~**Corridor-level Vehicle Speed and Reliability** Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments~~	~~Speed and reliability trends should maintain or improve if corridor had Capital or Operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.~~	~~Bi-annually via Alameda CTC's (LOS) Report~~	~~Any agency that shows worsening speed or reliability trend after improvements must provide an explanation and identify corrective steps.~~	~~Develop corrective actions~~

MASS TRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Performance ~~Metric and Standard~~Metrics & Standards	Evaluation ~~Horizon and~~Frequency & Method	Corrective Action
Ridership/Service Utilization Annual Ridership (Unlinked Passenger ~~trips per revenue vehicle hour/mile~~Trips) -	~~Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons~~Annual Unlinked Trips as reported to the National Transit Database (NTD). Note: Latest fiscal year data is provided provisionally by transit operators and is subject to change. NTD regularly revises historical year data as part of new data releases. Alameda CTC analysis will be based on the latest available NTD data.	Annually ~~via Performance Report~~reported by Transit Operators.	N/A
On-~~time~~Time Performance~~: System wide Average and Key Trunk Lines~~ ~~On~~ Systemwide on-time performance ~~of transit system~~	Average on-time performance ~~based upon the mode of~~as reported by transit ~~with a target~~operator. 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~~ .	Annually ~~via Performance Report~~reported by Transit Operators.	~~Any agency not meeting this target must prepare a deficiency plan with short- and long-term actions to correct, and explain what would be required to provide this level of service. The deficiency plan should include the involvement of agencies that have jurisdiction over areas that may be impacting transit performance, where applicable.~~ Any agency with significant decline below adopted target must provide an explanation and specify plan to improve performance.
~~**Travel Time**~~ ~~Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)~~	~~Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually~~	~~Bi-annually via Alameda CTC's LOS Monitoring Report~~	~~Any agency not meeting this target must prepare a deficiency plan with short- and long-term actions to correct, and explain what would be required to provide this level of service. The deficiency plan should include the involvement of agencies that have jurisdiction over areas that may be impacting transit performance, where applicable.~~ ~~Through the deficiency plan, identify any corrective actions, responsibilities, and funding opportunities to improve system performance.~~
Cost Effectiveness - Operating Cost ~~per Passenger~~Metrics ~~Operating Cost per Revenue Vehicle Hour/Mile~~	~~Maintain operating~~Operating Cost Metrics as reported to the National Transit Database (NTD) as requested such as: - Operating cost per passenger ~~or~~mile	Annually ~~via Performance Report~~reported by Transit Operators.	Any agency with significant increase in costs must provide an explanation.

-	- Operating cost per vehicle revenue ~~vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI~~mile			
~~**Transit Fleet State of Good Repair**~~ ~~- Distance between breakdowns/service interruptions~~ ~~- Missed trips~~ ~~- Miles between road calls~~	~~- Maintain or increase average distance between break downs or road calls~~ ~~- Maintain or reduce the number of missed trips~~	~~Annually via Performance Report~~	~~Any agency not meeting expected performance must provide an explanation~~	~~N/A~~
~~**Service Provision**~~ ~~- Frequency and service span on major corridors or trunk lines~~ ~~- Revenue hours~~ ~~- Revenue miles~~	~~- 15 minute or better frequencies on major corridors or trunk lines: 10 minute or better frequencies during weekday peak periods~~ ~~- Service span of 7 days/week, 20 hours per day~~ ~~- Maintain or increase revenue hours/miles~~	~~Annually via performance report~~	~~Any agency not meeting expected performance must provide an explanation and a description of how service provision will be met in the future~~	~~N/A~~

PARATRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Performance ~~**Metric and Standard**~~Metrics & Standards	Evaluation ~~**Horizon and**~~Frequency & Method	Corrective Action
Ridership/Service ~~Operations and Provisions~~Utilization Number of people served or trips provided	~~Track number~~Number of individuals served or trips provided by program~~.~~ - ~~Service~~ (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery)	Annually via Compliance Report and Program Plan Review.	N/A
Cost Effectiveness Operating Cost ~~per Trip or~~Metrics ~~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~~Cost per trip or per ~~passengers~~ - ~~Service~~passenger (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips)	Annually via Compliance Report and Program Plan Review.	Any agency with significant increase in costs must provide an explanation.

Note: The Paratransit Program Implementation Guidelines ~~contains~~contain additional listing of performance measures by program type.

MEASURE B
MASTER PROGRAMS FUNDING AGREEMENT
between the
ALAMEDA COUNTY TRANSPORTATION COMMISSION
and the
[INSERT RECIPIENT]

This Measure B Master Programs Funding Agreement ("AGREEMENT~~",~~"), effective the 1st of July 1, ~~2016~~2026, is entered into by and between the Alameda County Transportation Commission ("ALAMEDA CTC") and the [Insert Recipient] ("RECIPIENT").

RECITALS

A. On November 7, 2000, the voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 *et seq*~~.~~ ~~(the "Act"),~~., approved the reauthorization of Measure B, thereby authorizing Alameda County Transportation Improvement Authority ("ACTIA") to administer the proceeds from a continued one-half cent transaction and use tax ("Measure B").

B. The ~~duration of the~~ Measure B sales tax ~~will be~~ was collected for a period of 20 years from ~~the initial year of collection, which began~~ April 1, 2002, ~~with said tax to terminate/expire on~~through March 31, 2022. The tax proceeds ~~will~~must be used to pay for the programs and projects outlined in Alameda County's 20-Year Transportation Expenditure Plan (the "Measure B Expenditure Plan"), as it may be amended.

C. ~~The Measure B Expenditure Plan authorizes the issuance of bonds to expedite delivery of transportation projects and programs. Costs associated with bonding will be borne only by the capital projects included in the Measure B Expenditure Plan and by any programs included in the Measure B Expenditure Plan that utilize the bond proceeds~~On June 24, 2010, ACTIA and ACCMA took the final actions to create ALAMEDA CTC, a joint powers authority, with all of ACTIA and ACCMA's functions and responsibilities. Pursuant to resolutions adopted by the ACCMA and ACTIA Boards and the governing body of the ALAMEDA CTC ("COMMISSION"), ACCMA and ACTIA were terminated as of the close of business on February 29, 2012, with ALAMEDA CTC designated as the successor entity. All of its predecessors' functions and responsibilities have been assigned to, and accepted by, ALAMEDA CTC, including duties related to the Measure B Program.

~~D. On November 2, 2010, the voters of Alameda County approved Measure F, the Vehicle Registration Fee ("VRF") Program, pursuant to Section 65089.20 of the Government Code, thereby authorizing the Alameda County Congestion Management Agency ("ACCMA") to administer the proceeds from a $10 per year vehicle registration fee on each annual motor-vehicle registration or renewal of registration in Alameda County, starting in May 2011, six months following approval of Measure F. Vehicles subject to the VRF include all motorized vehicles, including passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles, and motorized camper homes, unless vehicles are expressly exempted from the payment of the VRF.~~

~~E. Funds raised by the VRF will be used exclusively for local transportation purposes in Alameda County that have a relationship or benefit to the owners of motor vehicles paying the VRF, including projects and programs identified in the expenditure plan approved by the voters as part of Measure F (the "VRF Expenditure Plan").~~

~~F. On June 24, 2010, ACTIA and ACCMA took the final actions to create ALAMEDA CTC, which has assumed the responsibilities of ACTIA and ACCMA, including duties related to Measure B and the VRF.~~

~~G. On November 4, 2014, the voters of Alameda County, pursuant to the Act, approved Measure BB, thereby authorizing ALAMEDA CTC to administer the proceeds from the extension of the existing Measure B one-half of one percent transaction that is scheduled to terminate on March 31, 2022, and the augmentation of the tax by one-half of one percent.~~

~~H. The duration of the Measure BB sales tax will be 30 years from the initial year of collection, which begins April 1, 2015, with said tax to terminate/expire on March 31, 2045. The tax proceeds will be used to pay for the investments outlined in Alameda County's 30-Year Transportation Expenditure Plan ("Measure BB Expenditure Plan"), as it may be amended.~~

~~I~~D. This AGREEMENT delineates the requirements of the Measure B~~/Measure BB/VRF~~ Direct Local Distribution ("DLD") funds that ~~are~~have been directly allocated to local jurisdictions and transit operators, as authorized by the Measure B Expenditure Plan~~, the VRF Expenditure Plan, and the Measure BB Expenditure Plan.~~. Discretionary funds identified in ~~these~~this expenditure ~~plans~~plan are not the subject of this AGREEMENT, and RECIPIENT will be required to enter into a separate agreement for those funds.

~~J.~~ E. RECIPIENT's Measure B Audited Financial Statement for Fiscal Year Ended June 30, 2025 reports a Measure B DLD fund balance of $XXX,XXX.

F. The parties to this AGREEMENT previously entered into a Master Programs Funding Agreement applicable to DLD funds distributed by ALAMEDA CTC, which expires as of June 30, 2026 ("ORIGINAL AGREEMENT"). The parties have determined that it is appropriate to enter into a new agreement rather than extending the ORIGINAL AGREEMENT, in part because the ORIGINAL AGREEMENT governed separate ALAMEDA CTC funds which will be distributed for many years after the deadline for expenditure of the funds governed by this AGREEMENT, and those funds shall now be governed by a separate agreement between the parties.

G. Notwithstanding anything to the contrary in the ORIGINAL AGREEMENT, RECIPIENT is granted until June 30, 2027 to expend its remaining Measure B DLD Balance, pursuant to action taken on February 26, 2026 by the COMMISSION to complete the closeout of the RECIPIENT's Measure B DLD program.

This AGREEMENT was originally approved by the ~~governing body of the ALAMEDA CTC~~COMMISSION on February ~~25, 2016~~26, 2026.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: ~~FUNDING ALLOCATIONS~~MEASURE B DLD PROGRAM FUND BALANCE

1. This AGREEMENT shall be effective as of July 1, 2026. The ORIGINAL AGREEMENT shall govern and control all expenditures of DLD distributions made on or before June 30, 2026. There will no further distributions of DLD funds from Measure B after such effective date.

2. This AGREEMENT authorizes ~~the ALAMEDA CTC~~RECIPIENT to ~~allocate the DLD funds derived from~~expend its remaining Measure B~~, Measure BB, and VRF receipts~~ DLD Program balance as ~~described~~stated in ~~their respective voter-approved expenditure plans and~~RECIPIENT's Measure B Audited Financial Statement for Fiscal Year Ended June 30, 2025 as summarized in Table A: DLD ~~Investment~~Program Fund Balance Summary ~~and described below for different fund types.~~.

Table A: DLD ~~Investment~~Program Fund Balance Summary	
DLD Program	**Fund ~~Program~~Balance**
Bicycle and Pedestrian Program	~~Measure B and Measure BB~~$
Local Streets and Roads Program	~~Measure B, Measure BB, and VRF~~$
Mass Transit Program	~~Measure B and Measure BB~~$
Paratransit Program	~~Measure B and Measure BB~~$

~~2. All DLD distributions pursuant to this AGREEMENT shall be effective as of July 1, 2016.~~

~~A. BICYCLE AND PEDESTRIAN PROGRAM~~

~~ALAMEDA CTC will distribute Measure B and~~ 3. The Measure B DLD Program Fund Balance must be expended fully by June 30, 2027. Any portion of such Fund Balance which is not expended by that date shall revert to ALAMEDA CTC.

~~1.~~ 4. The Measure ~~BB~~B DLD Program funds ~~pursuant to a formula weighted 100 percent by the jurisdiction's population within the subarea. RECIPIENT's allocations are subject to change based on variations~~must be used in ~~annual population figures.~~

~~2.~~ ~~The~~accordance with the applicable Bicycle and Pedestrian Program Implementation Guidelines~~ provide program~~, Local Streets and Roads Program Implementation Guidelines, Mass Transit Program Implementation Guidelines, and Paratransit Program Implementation Guidelines, which define eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

~~B. LOCAL STREETS AND ROADS (LOCAL TRANSPORTATION) PROGRAM~~

~~1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent by the number of road miles with the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and road mile figures.~~

~~2. ALAMEDA CTC will distribute VRF DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent of the number of registered vehicles in the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and number of registered vehicle figures, as they are made available.~~

~~3. The Local Streets and Roads Program Implementation Guidelines provide, program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.~~

~~4. RECIPIENT shall expend a minimum of 15 percent of all Measure BB funds received on project elements directly benefiting bicyclists and pedestrians.~~

~~C. MASS TRANSIT PROGRAM~~

~~1. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds pursuant to set percentages detailed in the Measure B Expenditure Plan and the Measure BB Expenditure Plan. RECIPIENT's percentage fund distribution, if applicable, is detailed in the Measure B and Measure BB Mass Transit Direct Local Distribution Summary, attached hereto as Exhibit A and incorporated into this AGREEMENT by reference. RECIPIENT's allocations are subject to change based on transit service changes.~~

~~2. The Mass Transit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.~~

~~D. PARATRANSIT PROGRAM~~

~~3. ALAMEDA CTC will distribute Measure B and Measure BB DLD funds by subarea pursuant to percentages in the Measure B Expenditure Plan, and the Measure BB Expenditure Plan. RECIPIENT's percentage fund distribution by subarea, if applicable, is shown on Exhibit B attached hereto and is incorporated into this AGREEMENT by reference.~~

~~a. Measure BB distributions to cities and local transit operators are based on a percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services of local bus transit providers.~~

~~b. ALAMEDA CTC will distribute Measure BB to the East Bay Paratransit Consortium pursuant to set percentages in the Measure BB Expenditure Plan to assist the Alameda-Contra Costa Transit District and the San Francisco Bay Area Rapid Transit in meeting its responsibilities under the American with Disabilities Act (ADA).~~

~~c. Measure B and BB DLD funds may be further distributed to individual cities within each planning area based on a formula refined by PAPCO, and approved by the ALAMEDA CTC Commission (the "Commission"). RECIPIENT's allocations are subject to change based on updated annual population figures.~~

~~4. The Paratransit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.~~

ARTICLE II: PAYMENTS AND EXPENDITURES

A. ALAMEDA CTC'S DUTIES AND OBLIGATIONS

~~5. Within five working days of actual receipt of the monthly Measure B and Measure BB sales tax revenues and VRF revenues from the State Board of Equalization ("BOE"), the bond trustee or the California Department of Motor Vehicles, Alameda CTC shall remit to the RECIPIENT its designated amount of available DLD funds disbursed on a monthly basis by the formulas described above.~~

~~6. ALAMEDA CTC shall annually update the Measure B, Measure BB, and VRF fund revenue projections and the resulting fund allocation formulas to reflect the most current population using the California Department of Finance's annual population estimates (Report E-1 published in May); maintained road mileage from the California Department of Transportation; and the number of registered vehicles in each Alameda County subarea, using registered vehicle data provided by the California Department of Motor Vehicles, as it is made available. ALAMEDA CTC shall use the updated Measure B, Measure BB, and VRF program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30.~~

~~7. ALAMEDA CTC shall report monthly to the public the amount of Measure B, Measure BB, and VRF revenues distributed to RECIPIENT by each fund type monthly and for the fiscal year.~~

~~8.~~1. ALAMEDA CTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and also of its calculation of the allocation formula for distributing Measure B~~, Measure BB, and VRF~~ revenues to various recipients and render an annual report to the ~~ALAMEDA CTC~~ COMMISSION within 180 days following the close of the fiscal year.

~~9.~~2. ALAMEDA CTC shall provide timely notice to RECIPIENT prior to conducting an audit of expenditures made by RECIPIENT to determine whether such expenditures are in compliance with this AGREEMENT~~,~~ and the Measure B ~~Expenditure Plan, the Measure BB Expenditure Plan, or the VRF~~ Expenditure Plan.

B. RECIPIENT'S DUTIES AND OBLIGATIONS

1. RECIPIENT shall expend all Measure B~~, Measure BB, and VRF~~ funds received in compliance with the applicable guidelines and the Measure B Expenditure Plan~~(s),~~, including the Implementation Guidelines and performance measures, as they may be adopted or amended by ALAMEDA CTC from time to time.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure B~~, Measure BB, and VRF~~ funds received. RECIPIENT must account for Measure B~~, Measure BB, and VRF~~ funds, including any interest received or accrued, separately for each fund type, and from any other funds received from the ALAMEDA CTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds. ALAMEDA CTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

~~3.~~ 3. RECIPIENT shall expend Measure B~~, Measure BB, and VRF~~ funds in compliance with the Timely Use of Funds Policies for Direct Local Distributions, as approved by the COMMISSION, and as they may be adopted or amended by ALAMEDA CTC from time to time.

~~4. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure B, Measure BB, and VRF revenues as reflected in the ballot measures, the Measure B Expenditure Plan, the Measure BB Expenditure Plan, and the VRF Expenditure Plan, and agrees to accept and utilize the California Department of Finance Estimates of Population figures (Report E-1, updated each May) for California cities and counties for the annual update of the sales tax allocation formulas to begin in each new fiscal year and registered vehicle data provided by the California Department of Motor Vehicles when available.~~

C. OTHER EXPENDITURE RESTRICTIONS

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure B~~, Measure BB, and VRF~~ funds solely for transportation purposes as defined by the authorizing ballot ~~measures~~measure. Any jurisdiction that violates this provision must fully reimburse all misspent funds, including all interest which would have been earned thereon.

2. **Non-Substitution of Funds:** RECIPIENT shall use Measure B ~~and Measure BB funds, pursuant to the Act, and VRF~~ funds to supplement and not replace existing property taxes used for transportation purposes.

3. **Fund Exchange:** Any fund exchanges made using Measure B~~, Measure BB, or VRF~~ funds must be made for transportation purposes. ALAMEDA CTC will consider exchange proposals on a case-by-case basis.

4. **Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects associated with Measure B, ~~Measure BB, and VRF programs,~~ including direct staff costs and consultant costs, are eligible uses of Measure B~~, Measure BB, and VRF~~ funds. ALAMEDA CTC does not allow indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

ARTICLE III: REPORTING REQUIREMENTS

A. REQUIREMENTS AND WITHHOLDING

RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, ALAMEDA CTC may ~~withhold payment of further~~rescind Measure B~~, Measure BB, and/or VRF~~ funds ~~to~~from the RECIPIENT until full compliance is achieved.

1. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, separate independently audited financial statements for the prior fiscal year ended June 30 of Measure B~~, Measure BB, and VRF~~ funds received and used.

2. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, annual program compliance reports ~~(covering the prior fiscal year)~~ regarding programs and projects on which RECIPIENT expended Measure B~~, Measure BB, and VRF~~ funds.

3. RECIPIENT shall document expenditure activities and report on the performance of Measure B~~, Measure BB, and VRF~~ 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. Program Performance Measures are attached hereto as Exhibit ~~C~~A.

4. RECIPIENT shall install or mount signage adjacent to Measure B~~, Measure BB, and VRF~~ funded construction projects, and on vehicles funded with Measure B~~, Measure BB, and VRF~~ funds (e.g., RECIPIENT and ALAMEDA CTC logos; "Your Transportation Tax Dollars Help Fund the Operation of This Vehicle!") where practical, so Alameda County taxpayers are informed as to how RECIPIENT is using Measure B~~, Measure BB, and/or VRF~~ funds.

5. RECIPIENT shall provide current ~~and accurate~~ information on RECIPIENT's website, to inform the public about how RECIPIENT is using Measure B~~, Measure BB, and/or VRF~~ funds.

~~6. RECIPIENT shall, at least annually, publish an article highlighting a project or program funded by Measure B, Measure BB, and/or VRF funds.~~

~~7.~~6. RECIPIENT shall actively participate in a Public Awareness Program, in partnership with ALAMEDA CTC and/or its community advisory committees, as a means of ensuring that the public has access to the ability to know which projects and programs are funded through Measure B~~, Measure BB, and/or VRF~~ funds.

~~8.~~7. RECIPIENT shall make its administrative officer or designated staff available upon request to render a report or answer any and all inquiries in regard to RECIPIENT's receipt, usage, and/or compliance audit findings regarding Measure B~~, Measure BB, and/or VRF~~ funds before the COMMISSION and/or the Independent Watchdog Committee or community advisory committees, as applicable.

~~9.~~8. RECIPIENT agrees that ALAMEDA CTC may review and/or evaluate all project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of ALAMEDA CTC to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT's staff or governing board.

ARTICLE IV: OTHER PROVISIONS

A. ~~GEOGRAPHIC BREAKDOWN~~

~~In all cases the geographic breakdown by subarea is as follows:~~

~~1. North Area refers to the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont.~~

~~2. Central Area includes the Cities of Hayward and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.~~

~~3. South Area includes the Cities of Fremont, Newark, and Union City.~~

~~4. East Area includes the Cities of Livermore, Dublin, and Pleasanton, and all unincorporated lands governed by Alameda County in the East Area.~~

~~B.~~ INDEMNITY BY RECIPIENT

Neither ALAMEDA CTC, nor ~~its governing body, elected officials~~the COMMISSION, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure B~~, Measure BB, or VRF~~ funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless ALAMEDA CTC, ~~its governing body~~the COMMISSION, and all its officers, agents, and employees, from any liability imposed on ALAMEDA CTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure B~~, Measure BB, or VRF~~ funds distributed to RECIPIENT pursuant to this AGREEMENT.

C. INDEMNITY BY ALAMEDA CTC

Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, ALAMEDA CTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT.

D. JURISDICTION AND VENUE

The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims to which it relates. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Alameda County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

E. ATTORNEYS' FEES

Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

F. TERM

The term of this AGREEMENT shall be from July 1, ~~2016~~2026 to ~~June 30, 2026~~December 31, 2027, unless amended or terminated in writing ~~or a new Master Programs Funding Agreement is executed between ALAMEDA CTC and RECIPIENT~~.

G. SEVERABILITY

If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

H. MODIFICATION

This AGREEMENT, and its Exhibits, as well as the referenced Implementation Guidelines, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings regarding Measure B~~, Measure BB, and VRF~~ program funds (but not project funding agreements), including but not limited to ~~ALAMEDA CTC Measure B/BB/VRF Master Programs Funding Agreements~~the ORIGINAL AGREEMENT, which ~~former agreements are~~is terminated as of the effective date hereof. This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the

Implementation Guidelines, Performance Measures, and Timely Use of Funds Policies related to Measure B~~, Measure BB, and VRF~~ funds may be changed from time to time by ~~the~~ ALAMEDA CTC.

[Signatures on next page]

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

<table>
<tr><td>ENTER RECIPIENT NAME
(RECIPIENT)</td><td>ALAMEDA COUNTY
TRANSPORTATION COMMISSION
(ALAMEDA CTC)</td></tr>
<tr><td>By: ______________________________
~~Name~~Enter Authorized Signatory Date
Title</td><td>By: ______________________________
~~Arthur L. Dao~~Tony Tavares Date
Executive Director</td></tr>
<tr><td>~~Approved as to Form and Legality:~~

~~By:~~
~~Name Date~~
~~Title~~</td><td>Recommended~~:~~

By: ______________________________
Vivek Bhat Date
Deputy Executive Director of ~~Date~~
~~Programming and~~ Projects</td></tr>
<tr><td></td><td>Reviewed as to Budget/Financial Controls:

By: ______________________________
Patricia Reavey- Date
Deputy Executive Director of
Finance and Administration</td></tr>
<tr><td>Approved as to Legal Form:

By: ______________________________
Enter Name, Title Date
Legal Counsel to RECIPIENT</td><td>Approved as to Legal Form:

By: ______________________________
~~Wendel, Rosen, Black & Dean~~Fennemore LLP Date
Legal Counsel to ALAMEDA CTC</td></tr>
</table>

EXHIBIT A

~~MEASURE B AND MEASURE BB~~
~~MASS TRANSIT~~ DIRECT LOCAL DISTRIBUTION ~~SUMMARY~~PROGRAM

~~Alameda CTC distributes Measure B and Measure BB Mass Transit Direct Local Distribution funds based on the distribution percentages for net Measure B and Measure BB Revenues specified in the Measure B Expenditure Plan and Measure BB Expenditure Plan, as shown below.~~

~~Table 1: Measure B~~		
~~Agency~~	~~Area~~	~~Percentage of Net Revenues~~
~~AC Transit~~	~~North County~~	~~9.48%~~
~~AC Transit~~	~~Central County~~	~~4.74%~~
~~AC Transit~~	~~South County~~	~~1.61%~~
~~AC Transit Welfare to Work~~	~~North County~~	~~1.24%~~
~~AC Transit Welfare to Work~~	~~Central County~~	~~0.22%~~
~~LAVTA~~	~~East County~~	~~0.69%~~
~~Union City Transit~~	~~South County~~	~~0.34%~~
~~ACE~~	~~East/South County~~	~~2.12%~~
~~SF WETA~~	~~Alameda County~~	~~0.78%~~

~~Table 2: Measure BB~~		
~~Agency~~	~~Area~~	~~Percentage of Net Revenues~~
~~AC Transit~~	~~Alameda County~~	~~18.80 %~~
~~ACE~~	~~East/South County~~	~~1.00 %~~
~~BART~~	~~Alameda County~~	~~0.50 %~~
~~LAVTA~~	~~East County~~	~~0.50 %~~
~~Union City Transit~~	~~South County~~	~~0.25 %~~
~~SF WETA~~	~~Alameda County~~	~~0.50 %~~

~~**Countywide Local and Feeder Bus Service:** Provides funding for countywide local and feeder bus service in every region of the county to link neighborhoods and commuters to BART, rail, and express bus connections throughout the county. Welfare to Work programs dedicate 1.46 percent of overall Measure B net sales tax revenues to enhancing transportation opportunities for persons making the transition from welfare to work.~~

~~**Other Mass Transit Programs:** Provides funding to San Francisco Water Emergency Transportation Authority (WETA) Transbay Ferry Service to expand transbay ferry service from Alameda. Provides funding to Altamont Commuter Express (ACE) for capital and operating costs for operations in South and East Alameda County.~~

~~**Transit Operations:** Provides funding to transit operators for maintenance of transit service, restoration of service cuts, expansion of transit service, and passenger safety and security. The transit~~

~~operators will determine the priorities for these funds through public processes and will submit an annual audit to Alameda CTC.~~

~~AC Transit agrees to allocate 1.46 percent of overall net Measure B sales tax receipts to enhancing transportation opportunities for persons making the transition from welfare to work. These "welfare to work" funds can be used by AC Transit for service restoration and expansion or implementation of improved bus service to facilitate travel to and from work. AC Transit will prioritize the restoration and development of new service to meet the employment-related transit needs of low-income residents in northern and central Alameda County.~~

~~Additionally, these funds may be used, at the determination of AC Transit, to provide subsidies of regular bus fares for individuals living in northern and central Alameda County who are transferring from welfare to work as well as those who are economically disadvantaged. In the event that sufficient funds are otherwise available to AC Transit to meet these needs then "welfare to work" funds can be used for other general passenger service purposes in northern and central Alameda County.~~

~~AC Transit will work together with and actively seek input from bus riders, business leaders, mayors and other elected officials in San Leandro, Hayward, and the unincorporated areas in Central Alameda County to ensure that the additional transit funds in Central County are used for bus improvements such as night, weekend, and more frequent service, connections to residential growth areas, and access to major employment centers, including enhancement of east-west corridors.~~

~~AC Transit will continue to provide transit service similar to the Department of Labor-funded shuttle to and from job sites in East and West Oakland, as needed. AC Transit, Alameda County, the City of Oakland, the Port of Oakland and other entities will look for additional money from outside sources to fund the service. If needed, Measure B funds may be used.~~

~~EXHIBIT B~~

~~MEASURE B AND MEASURE BB~~
~~PARATRANSIT DIRECT LOCAL DISTRIBUTION SUMMARY~~

~~Alameda CTC distributes Measure B and Measure BB paratransit funds to County subareas/planning areas and to AC Transit and BART based on the distribution percentages in the Measure B Expenditure Plan and the Measure BB Expenditure Plan, as shown below. Distributions to jurisdictions for non-mandated services within each subarea are based on allocation formulas refined by Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.~~

~~Table 1: Measure B~~	
~~Area/Agency~~	**~~Measure B Percentage~~**[1]
~~North County~~ ~~(non-mandated)~~ *~~Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland~~*	**~~1.24%~~**
~~Central County~~ ~~(non-mandated)~~ *~~Cities of Hayward and San Leandro~~*	**~~0.88%~~**
~~East County~~ ~~(non-mandated)~~ *~~LAVTA and City of Pleasanton~~*	**~~0.21%~~**
~~South County~~ ~~(non-mandated)~~ *~~Cities of Fremont, Newark, and Union City~~*	**~~1.06%~~**
~~North County~~[2] ~~(ADA-mandated)~~ *~~AC Transit and BART~~*	**~~4.53%~~**
~~Central County~~[2] ~~(ADA-mandated)~~ *~~AC Transit and BART~~*	**~~1.10%~~**

1. ~~Percentage of Measure B funds required to be distributed to each area in the County. Funding for special transportation for seniors and people with disabilities is provided for services mandated by the ADA to fixed-route public transit operators who are required to provide that service. Funds for the South County are allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County.~~
2. ~~Americans with Disabilities Act (ADA) mandated services are allocated to AC Transit and BART according to the percentages included in the Expenditure Plan.~~

~~Table 2: Measure BB~~	
~~Area/Agency~~	**~~Percentage~~**[1]
~~City-based and Locally Mandated~~	**~~3.0%~~**
~~North County~~ *~~Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland~~*	
~~Central County~~[2] *~~Cities of Hayward and San Leandro, and unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.~~*	
~~South County~~ *~~Cities of Fremont, Newark, Union City, as well as Union City Transit.~~*	
~~East County~~[3] *~~Cities of Livermore, Dublin, and Pleasanton, and unincorporated lands governed by Alameda County in the East Area, and LAVTA.~~*	
~~AC Transit - East Bay Paratransit~~[4]	**~~4.5%~~**
~~BART- East Bay Paratransit~~[4]	**~~1.5%~~**

1. ~~Funds are distributed based on the percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services. Funds can be further allocated to individual cities within each planning area based on a formula refined by PAPCO.~~

2. ~~Funding will be assigned to Hayward to serve the unincorporated areas.~~
3. ~~Funding for Livermore and Dublin will be assigned to LAVTA for their ADA-mandated paratransit program.~~
4. ~~Measure BB funds are dispersed to AC Transit and BART to operate the East Bay Paratransit Consortium.~~

~~DIRECT LOCAL DISTRIBUTIONS~~
~~PERFORMANCE MEASURE SUMMARY~~

~~Direct Local Distribution~~PERFORMANCE MESASURES

Direct Local Distribution (DLD) recipients are to document the performance and benefits of the projects and programs funded with Measure ~~B, Measure BB, and/or Vehicle Registration Fee~~ funds. The following performance measures are a selection of performance measures and associated standards, organized by funding program, that must be documented at minimum by ~~the~~DLD recipients~~,~~ as applicable. Additional performance measures may be requested by ~~the~~ Alameda CTC.

Performance reporting and monitoring will be done through Alameda CTC's standard reporting processes, including the ~~annual program compliance reports, annual performance report~~Annual Program Compliance Reports, Annual Performance Report, and various planning activities, as ~~they are~~ requested and applicable. ~~Performance~~ Alameda CTC's performance reporting will ~~be evaluated periodically through~~concentrate on key indicators at the ~~aforementioned evaluation reports to determine the effectiveness~~time of ~~investments and to inform future investment decisions.~~reporting.

BICYCLE AND PEDESTRIAN PROGRAM
PERFORMANCE MEASURES

Performance Measure	Performance ~~Metric and Standard~~Metrics & Standards	Evaluation ~~Horizon~~ Frequency & Method	Corrective Action
~~**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.~~	~~Annually via Compliance Report~~	~~Any agency without a current plan is required to explain and provide anticipated schedule and funding to achieve plan update.~~ ~~Schedule for update~~
Infrastructure Investment Report on bicycle and pedestrian projects completed or underway.	~~**Infrastructure Investment**~~ - ~~Number of linear feet or~~Directional lane miles of all bicycle facilities built or ~~maintained (~~improved (may include bike lanes, bike routes, multi-use ~~pathways)~~pathway improvements). ~~Number~~ ~~-~~ Linear feet of all pedestrian ~~projects completed (linear feet of~~improvements built or improved (may include sidewalks, ~~number of~~trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing ~~improvements, quantify~~locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming ~~items~~elements, lighting, ~~landscaping/streetscape, number of curb/ADA ramps, linear feet of trail/pathway built or maintained)~~etc.).	Annually via Compliance Report	N/A; Report on investments
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: - High Injury Network (HIN) Proactive Safety Network (PSN)	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN	Annually via Compliance Report	N/A; Report on investments

- Countywide Bikeways Network (CBN)	(may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).		
Current Master Plan Maintain a local current Bicycle/Pedestrian Master Plan (BPMP) or Active Transportation Plan.	Plan(s) no more than 5 years old, based on adoption date.	Annually via Compliance Report	Any agency without a current plan is required to provide schedule for a plan update.
Capital Project and Program Investment ~~Amount expended~~Report on capital ~~projects~~ and ~~programs by phase (design, row, con and capital support)~~program administration costs	Investment into capital projects and programs is greater than ~~funding~~ program administration costs (outreach, staffing, administrative support~~)~~).	Annually via Compliance Report	Any agency ~~expending less on capital investments compared to other activities~~not achieving this metric must explain how capital ~~investments~~needs will be addressed in ~~subsequent years~~the future.

EXHIBIT A *(cont.)*

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads~~)~~ (LSR))
PERFORMANCE MEASURES

Performance Measure	Performance ~~Metric and Standard~~Metrics & Standards	Evaluation ~~Horizon~~Frequency & Method	Corrective Action
Infrastructure Investment Report on roadway and transportation improvements completed or underway.	Lane miles of roadway improvements, pavement rehabilitation, striping, etc. Linear feet of all bicycle/pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).	Annually via Compliance Report	N/A; Report on investments
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: - High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).	Annually via Compliance Report	N/A; Report on investments

Pavement ~~State of Repair~~Condition Index (PCI)	Maintain a ~~city-wide~~PCI moving average ~~Pavement Condition Index~~rating of ~~60 (Fair Condition)~~50 or above. PCI score of 50 indicates pavements will require rehabilitation. ~~Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/~~ Average PCI based on latest available data from MTC's Pavement Condition Index Summary Report.	Annually via ~~Performance~~Compliance Report	Any agency ~~falling under 60 PCI~~ not achieving the target must ~~provide an explanation and/or~~ identify corrective ~~action will need~~actions needed to ~~increase~~address PCI ~~to target~~ levels.
Equitable Investments Report on investments within equity communities	Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities as the areas are defined in: - Equity Priority Communities as defined by MTC - Equity Areas as defined by Alameda CTC - Locally-defined equity areas - Opportunity Zones as certified by the U.S. Department of the Treasury	Annually via Compliance Report	N/A; Report on investments
~~**Complete Streets Implementation**~~ **Measure BB LSR 15% Requirement** Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only) ~~- Number of exceptions to adopted local complete streets policies issued~~	- Maintain a 15% annual minimum LSR investment to support bicycling and walking. ~~- Number of projects where accommodation for all users and modes of transportation not included~~	Annually via Compliance Report	~~Fund expenditures:~~ Any agency not achieving the target annual percentage must explain and/or identify plan to use LSR funds on future ~~plan.~~ ~~Policy exceptions: N/A~~bicycle/pedestrian improvements to meet this target over the duration of Measure BB.
Capital Project and Program Investment ~~Amount expended on capital projects and programs by phase (design, row, con and capital support) and by key corridors~~Report on capital and program administration costs	Investment into capital projects and programs is greater than ~~funding~~ program administration costs (outreach, staffing, administrative support~~)~~).	Annually via Compliance Report	Any agency ~~expending less on capital investments compared to other activities~~not achieving this metric must explain how capital ~~investments~~needs will ~~increase~~be addressed in the ~~subsequent years~~future.
~~**Corridor-level Vehicle Speed and Reliability**~~ ~~Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments~~	~~Speed and reliability trends should maintain or improve if corridor had Capital or Operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.~~	~~Bi-annually via Alameda CTC's (LOS) Report~~	~~Any agency that shows worsening speed or reliability trend after improvements must provide an explanation and identify corrective steps.~~ ~~Developeerreetiveae~~

				~~tions~~

EXHIBIT A *(cont.)*

MASS TRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Performance ~~Metric and Standard~~Metrics & Standards	Evaluation ~~Horizon and~~Frequency & Method	Corrective Action
Ridership/Service Utilization Annual Ridership (Unlinked Passenger ~~trips per revenue vehicle hour/mile~~Trips)	~~Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons~~Annual Unlinked Trips as reported to the National Transit Database (NTD). Note: Latest fiscal year data is provided provisionally by transit operators and is subject to change. NTD regularly revises historical year data as part of new data releases. Alameda CTC analysis will be based on the latest available NTD data.	Annually ~~via Performance Report~~reported by Transit Operators.	N/A
On-~~time~~Time Performance~~: System wide Average and Key Trunk Lines~~ ~~On~~ Systemwide on-time performance ~~of transit system~~	Average on-time performance ~~based upon the mode of~~as reported by transit ~~with a target~~operator. 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~~	Annually ~~via Performance Report~~reported by Transit Operators.	~~Any agency not meeting this target must prepare a deficiency plan with short- and long-term actions to correct, and explain what would be required to provide this level of service. The deficiency plan should include the involvement of agencies that have jurisdiction over areas that may be impacting transit performance, where applicable.~~ Any agency with significant decline below adopted target must provide an explanation and specify plan to improve performance.
~~**Travel Time**~~ ~~Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)~~	~~Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually~~	~~Bi-annually via Alameda CTC's LOS Monitoring Report~~	~~Any agency not meeting this target must prepare a deficiency plan with short- and long-term actions to correct, and explain what would be required to provid~~ ~~Through the deficiency plan, identify any corrective actions, responsibilities, and funding opportunities to improve system performance.~~

			~~e this level of service. The deficiency plan should include the involvement of agencies that have jurisdiction over areas that may be impacting transit performance, where applicable.~~	
Cost Effectiveness - Operating Cost ~~per Passenger~~Metrics ~~Operating Cost per Revenue Vehicle Hour/Mile~~ -	~~Maintain operating~~Operating Cost Metrics as reported to the National Transit Database (NTD) as requested such as: - Operating cost per passenger ~~or~~mile - Operating cost per vehicle revenue ~~vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI~~mile	Annually ~~via Performance Report~~reported by Transit Operators.	Any agency with significant increase in costs must provide an explanation.	
~~**Transit Fleet State of Good Repair**~~ ~~- Distance between breakdowns/service interruptions~~ ~~- Missed trips~~ ~~- Miles between road-calls~~	~~- Maintain or increase average distance between break downs or road calls~~ ~~- Maintain or reduce the number of missed trips~~	~~Annually via Performance Report~~	~~Any agency not meeting expected performance must provide an explanation~~	~~N/A~~
~~**Service Provision**~~ ~~- Frequency and service span on major corridors or trunk lines~~ ~~- Revenue hours~~ ~~- Revenue miles~~	~~- 15 minute or better frequencies on major corridors or trunk lines; 10 minute or better frequencies during weekday peak periods~~ ~~- Service span of 7 days/week, 20 hours per day~~ ~~- Maintain or increase revenue hours/miles~~	~~Annually via performance report~~	~~Any agency not meeting expected performance must provide an explanation and a description of how service provision will~~	~~N/A~~

			~~be met in the future~~	

PARATRANSIT PROGRAM PERFORMANCE MEASURES

Performance Measure	Performance ~~**Metric and Standard**~~Metrics & Standards	Evaluation ~~**Horizon and**~~Frequency & Method	Corrective Action
Ridership/**Service** ~~**Operations and Provisions**~~Utilization Number of people served or trips provided	~~Track number~~Number of individuals served or trips provided by program~~.~~ - ~~Service~~ (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery)	Annually via Compliance Report and Program Plan Review.	N/A
Cost Effectiveness Operating Cost ~~per Trip or~~Metrics ~~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~~Cost per trip or per ~~passengers~~ - ~~Service~~passenger (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips)	Annually via Compliance Report and Program Plan Review.	Any agency with significant increase in costs must provide an explanation.

Note: The Paratransit Program Implementation Guidelines contains additional listing of performance measures by program type.

Alameda County Transportation Commission
Implementation Guidelines
For the Bicycle and Pedestrian ~~Safety~~ Program funded through
~~Measure B,~~ Measure BB~~,~~ and Vehicle Registration Fees

Section 1. Purpose

A. To delineate the eligible uses of Bicycle and Pedestrian ~~Safety~~ Program Funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of ~~Measure B,~~ Measure BB~~,~~ and VRF Direct Local Distribution and discretionary grant funds. These guidelines are incorporated by reference in the Master Program Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. ~~1.~~ Provide guidance on Bicycle and Pedestrian Safety funds eligible uses and expenditures.

2. ~~2.~~ Define the terms in the Master Program Funding Agreements.

3. ~~3.~~ Guide Bicycle and Pedestrian Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission (Alameda CTC) and set forth eligible uses and expenditures for the Bicycle and Pedestrian ~~Safety~~ Program funds. ~~The~~ Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by ~~the~~ Alameda CTC.

Section 3. Background

A. Alameda CTC developed Implementation guidelines for the Bicycle and Pedestrian ~~Safety~~ Program Funds to clarify eligible fund uses and expenditures in association Master Programs Funding Agreements for the ~~November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as "pass-through funds"). In 2012, the Master Programs Funding Agreements were updated to include the~~ voter approved 2010 Measure F - Vehicle Registration Fee (VRF) program and the~~. In November 2014, voters approved the~~ 2014 Measure BB Transportation Expenditure Plan~~, Measure BB,~~s ~~and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds~~.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter approved half-cent transportation sales taxes in Alameda County. ~~(the 1986 and 2000 approved Measure B sales tax programs)~~

B. **Capital project:** A bicycle and pedestrian capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.

C. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas~~.~~ (Caltrans definition).

D. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:

> "(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
>
> (B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

E. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates.

F. **Cost Allocation Plans (CAPs):** CAPs and Indirect cost rate proposals (IDCs) are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Bicycle and Pedestrian ~~Safety~~ programs funded through the Alameda CTC Master Programs Funding Agreements.

G. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages and benefits) which are directly and solely related to the implementation of the Alameda CTC-funded Bicycle and Pedestrian ~~Safety~~ Funds, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Bicycle and Pedestrian ~~Safety~~ Funds.

H. **Direct Local Distribution Funds:** Funds are allocated based upon a funding formula (such as population, registered vehicles, ~~roadmiles~~road miles, or a combination thereof) defined in a voter approved ~~measure~~ transportation expenditure plan, and provided to eligible jurisdictions on a regularly ~~schedule~~scheduled basis (such as a regular monthly payment).

I. **Environmental Documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

J. **Grants**: Funding for plans, programs or projects based upon a competitive call for projects, an evaluation process based on adopted evaluation criteria and allocated based upon a reimbursement basis.

K. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officer's salaries, accounting department costs and personnel department costs, which are requisite for general operation of the organization, but are not directly allocable to a particular service or product.

L. **Local Bicycle Master Plan/Local Pedestrian Master Plans:** Locally adopted plans that, at a minimum, examine existing conditions for walking and/or bicycling, and provide recommendations on improving the walking and/or bicycling environment, and prioritize these improvements. These plans may be stand-alone bicycle and pedestrian plans or may be a joint plan that addresses both walking and bicycling. Also referred to as an Active Transportation Plan.

~~M.~~ **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.

M.

~~N. **Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, then reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.~~

~~O.~~ **Measure BB:** Alameda County voters approved Measured BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

N.

~~P.~~ **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

O.

~~Q. **Direct Local Distribution Funds:** Funds are allocated based upon a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter approved measure and provided to eligible jurisdictions on a regularly schedule basis (such as a regular monthly payment).~~

~~R.~~P. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

~~S.~~Q. **Project Completion/Closeout:** Inspection/project acceptance, final invoicing, final reporting, and processes for closing out project.

~~T.~~R. **Scoping and Project Feasibility:** Early capital project phases that identify project needs, costs and implementation feasibility.

~~U.~~S. **Vehicle Registration Fee (VRF):** Measure F, Alameda County's VRF Program, approved by the voters in November 2010~~-~~. ~~with 63 percent of the vote.~~ It will generate approximately $12 million per year through a $10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds four main types of programs (with the funding distribution noted in parenthesis): local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

Section 5. Bicycle and Pedestrian ~~Safety~~ Program Fund Allocations

A. These I~~i~~mplementation Guidelines provide guidance on two types of Bicycle and Pedestrian ~~Safety~~ Fund allocation processes for ~~Measure B and~~ Measure BB funds: 1) Direct Local Distribution funds and 2) ~~grants~~Grants.

1. Bicycle and Pedestrian Direct Local Distribution (DLD) Funds

a. *General:* The Bicycle and Pedestrian DLD Funds are distributed to cities in the county and to Alameda County to be spent on planning and construction of bicycle and pedestrian projects, and the development and implementation of bicycle and pedestrian programs. These funds are intended to expand and enhance bicycle and pedestrian facilities in Alameda County, focusing on high priority projects like gap closures and intermodal connections.

~~For Measure B, the DLD funds constitute seventy-five percent of the total Measure B bicycle/pedestrian funds.~~ For Measure BB, three percent of total net Measure BB revenues are identified for the Measure BB B~~b~~icycle/P~~p~~edestrian DLD program. Alameda CTC will distribute Measure BB DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent by the number of road miles with the subarea. ~~Each city and Alameda County will receive their proportional share of the DLD based on population over the life of the Measure (which share shall be adjusted annually as described in the Master Programs Funding~~

~~Agreement).~~ These funds are allocated ~~on a monthly basis~~monthly directly to each ~~city and the County.~~DLD Recipient.

1. ALAMEDA CTC will distribute Measure BB DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent by the number of road miles with the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and road mile figures.

b. *Eligible Uses:* The ~~Measure B and~~ Measure BB Bicycle/Pedestrian DLD funds may be used for capital projects, programs, or plans that directly address bicycle and pedestrian access, convenience, safety, and usage. Eligible uses for these funds include, but are not necessarily limited to:

1) Capital Projects, including:

a. New pedestrian facilities (e.g. sidewalks, curb ramps, countdown signals, accessible signals)

b. Improvements to existing pedestrian facilities

c. New bikeways (such as bicycle routes, boulevards, lanes, multi-use pathways)

d. Improvements or upgrades to existing bikeways

e. Maintenance of bicycle and pedestrian facilities

f. Crossing improvements (at intersections, interchanges, railroads, freeways, etc.) for pedestrians and bicyclists

g. Bicycle parking facilities, including construction, maintenance and operations

h. ADA on-street improvements

i. Signage for pedestrians and/or bicyclists

j. Pedestrian and bicycle access improvements to, from and at transit facilities

k. Traffic calming projects

l. All phases of capital projects, including feasibility studies, planning, and environmental

2) Development of Local Bicycle and/or Pedestrian Master Plans, and updates of Plans

3) Compliance with complete streets policies, to comply with the California Complete Streets Act of 2008, as specified in Section 6.

4) Design and implementation of education, enforcement, outreach, and promotion programs

5) Direct staff and consultant costs to develop, plan, implement, operate, and maintain the bicycle and pedestrian projects and programs.

6) Maintenance of the portion of the street most often used for bicycling (such as bicycle lanes)

7) Bicycle/pedestrian capital projects on non-city property, such as on school district property.

8) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

9) Crossing guards

10) Direct staff training costs directly related to implementation of projects, plans, or programs implemented with the Bicycle and Pedestrian Safety Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of Measure BB Bicycle/Pedestrian pass-through funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation

2) Repaving of the entire roadway (see "Eligible Uses" above for exceptions)

3) Capital projects, programs, or plans that do not directly address bicycle and pedestrian access, convenience, safety, and usage

4) Projects or programs that exclusively serve city/county staff

5) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan

d. *List of Projects/Programs:* All projects and programs that use ~~Measure B and~~ Measure BB Bicycle and Pedestrian Safety DLD funds must receive governing board approval prior to the jurisdiction expending the DLD funding on the project/program. This approval allows the opportunity for the public to provide input on planning for bicycle and pedestrian safety. These projects and programs may be included in any of the following, as long as they have been adopted by the jurisdiction's governing board:

1) List of projects on which to specifically spend Measure ~~B/~~BB funds

2) Local Bicycle and/or Pedestrian Master Plan with priority projects

3) Capital Improvement Program

4) A resolution, such as to submit a grant application

2. Bicycle and Pedestrian Grant Funds

a. The Alameda CTC will administer a bicycle and pedestrian discretionary grant program using a portion of each of the ~~Measure B,~~ Measure BB~~,~~ and the VRF Bicycle and Pedestrian Safety funds. The Alameda CTC will adopt *Grant Program Guidelines* before each grant cycle that will establish the guiding policies for that grant cycle, and will publicize each grant funding cycle.

b. Local jurisdictions, transit operators and Community Based Organizations (CBO) in Alameda County may be eligible for these competitive funds as determined by the Alameda CTC discretionary processes and the *Grant Program Guidelines.*

Section 6. Complete Streets Policy Requirement

A. To receive ~~Measure B,~~ Measure BB~~,~~ and VRF funds, local jurisdictions must do both of the following with respect to Complete Street policies:

1. Have an adopted complete streets policy

2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:

   a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

   b. For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

   The Governor's Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* (http://www.opr.ca.gov/planning/docs/Update_GP_Guidelines_Complete_Streets.pdf).

Section 7. Local Bicycle/Pedestrian Master Plan Requirement

A. To receive ~~Measure B,~~ Measure BB~~,~~ and VRF funds, local jurisdictions must do all of the following with respect to local bicycle and pedestrian master plans. The Alameda CTC will provide technical assistance and funding to local jurisdictions to meet these requirements through the competitive Bicycle and Pedestrian Safety Grant Program. Jurisdictions may also use DLD funds for the development of 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.

3. Each plan must include core elements to ensure that the plan is effective, and that plans throughout the county are comparable, to the extent that is reasonable, to facilitate countywide planning. The Alameda CTC will develop and maintain guidelines outlining these core elements.

Section 8. Advancement of Direct Local Distribution Funds

A. The Alameda CTC may consider advancing future year Direct Local Distribution funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC~~'s Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs~~, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 9. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC's Commission.

Alameda County Transportation Commission
Implementation Guidelines for
the Local Streets and Roads Program Funded through
~~Measure B.~~ Measure BB~~,~~ and Vehicle Registration Fees

Section 1. Purpose

A. To delineate the eligible uses of Local Streets and Roads funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of ~~Measure B,~~ Measure BB~~,~~ and Vehicle Registration Fees (VRF) Direct Local Distribution funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. Provide guidance on Local Streets and Roads funds eligible uses and expenditures.

2. Define the terms in the Master Programs Funding Agreements.

3. Guide Local Streets and Roads Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Local Streets and Roads funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

A. Alameda CTC developed Implementation Guidelines for the Local Streets and Roads funds to clarify eligible fund uses and expenditures in association with Master Program Funding Agreements for the ~~November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as "pass-through funds". The Expenditure Plan allocates 22.34 percent of Measure B funds for Local Streets and Roads programs and projects. In 2012, the Master Programs Funding Agreements were updated to include the~~ voter approved 2010 Measure F - Vehicle Registration Fee (VRF) program.~~-~~ The VRF includes 60 percent of net revenues for a Local Streets and Roads Program. In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, which allocates 20.00 percent of funds for a Local Streets and Roads program. New Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda~~ County (the Measure B sales tax programs approved in 1986 and 2000)~~.

B. **Bike parking:** Bike racks and lockers, bike shelters, attended bike parking facilities, and bike parking infrastructure.

C. **Bikeways and multiuse paths:** Bike lanes, bike boulevards, ~~sidepaths~~side paths, bike routes, multiuse pathways, at-grade bike crossings, and maintenance of bikeway facilities.

D. **Bridges and tunnels:** Crossings above or below grade for bicycles, pedestrians, and/or autos and transit.

E. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.

F. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. (Caltrans definition)

G. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:

"(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

H. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).

I. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Local Streets and Roads programs funded through the Alameda CTC Master Programs Funding Agreements.

J. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of the Alameda CTC-funded Local Streets and Roads projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Local Streets and Roads funds.

K. **Direct Local Distribution Funds:** Funds are allocated based upon a funding formula (such as population, registered vehicles, roadmiles, or a combination thereof) defined in a voter approved measure and provided to eligible jurisdictions on a regularly schedule basis (such as a regular monthly payment).

L. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.

M. **Environmental documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

N. **Equipment and new vehicles:** Purchase or lease of vehicles and equipment for service improvements, such as information dissemination, fare collection, etc.

O. **Grants**: Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.

P. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers' salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.

Q. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.

R. **Measure BB:** Alameda County voters approved Measured BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. ~~**Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.~~

S. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

T. **Pedestrian crossing improvements:** At-grade pedestrian crossing improvements such as crosswalks, roadway/geometric changes, or reconfiguration specifically benefiting pedestrians.

U. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

V. **Planning area:** Four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

1. Planning Area 1 – North Area: Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont

2. Planning Area 2 – Central Area: Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area

3. Planning Area 3 – South Area: Cities of Fremont, Newark, and Union City

4. Planning Area 4 – East Area: Cities of Dublin, Livermore, and Pleasanton, and all unincorporated lands in that area

W. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.

X. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.

Y. **Sidewalks and ramps:** New sidewalks, sidewalk maintenance, curb ramps, and stairs/ramps for pedestrian and Americans with Disabilities Act access.

Z. **Signage:** Warning, regulatory, wayfinding, or informational signage.

AA. **Signals:** New traffic signals or crossing signals, signal upgrades, countdown signals, audible signals, or signal timing improvements.

BB. **Street resurfacing and maintenance:** Repaving and resurfacing of on-street surfaces, including striping.

CC. **Traffic calming:** Infrastructure primarily aimed at slowing down motor vehicle traffic.

DD. **Vehicle Registration Fee (VRF):** Measure F, Alameda County's VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately $12 million per year through a $10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds four main types of programs and the distribution percentage is as follows: local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

Section 5. Local Streets and Roads Fund Allocations

A. These Implementation Guidelines provide guidance on the Local Streets and Roads Fund allocation process for ~~Measure B,~~ Measure BB~~,~~ and VRF Direct Local Distribution funds.

1. ~~Measure B and~~ Measure BB Local Streets and Roads Direct Local Distribution (DLD) Funds

a. *General:* Alameda CTC distributes ~~Measure B and~~ Measure BB Local Streets and Roads DLD funds to cities in the county and to Alameda County to be spent on transportation capital improvements for surface streets and arterial roads, and maintenance and upkeep of local streets and roads, including repaving streets, filling potholes, and upgrading local transportation infrastructure. These funds are intended to maintain and improve local streets and roads in Alameda County, and may be used for any local transportation need based on local priorities, including streets and roads projects, local transit projects, bicycle and pedestrian projects, projects (sponsored by others) that require local agency support, and other transportation uses as approved through a public process by the jurisdiction.

The DLD funds constitute 100 percent of the total ~~Measure B and~~ Measure BB Local Streets and Roads funds. Each city and Alameda County will receive their proportional share (which share shall be adjusted annually as described in the Master Programs Funding Agreement) of the local transportation DLD funds within their sub-area based on a formula weighted 50 percent by the population of the jurisdiction within the sub-area and 50 percent on the number of road miles within the sub-area. These funds are allocated ~~on a monthly basis~~monthly directly to each city and the County. DLD funds must be placed in separate accounts for the ~~Measure B,~~ Measure BB~~,~~ and VRF programs.

b. *Eligible Uses:* The ~~Measure B and~~ Measure BB Local Streets and Roads DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve local streets and roads and local transportation. Eligible uses for these funds include, but are not necessarily limited to:

1) Capital projects, including:

a) All phases of capital projects, including feasibility studies, planning, and environmental

b) Upgrades to or installation of new local streets and roads infrastructure including installation of streets, roads, and highways

c) Street resurfacing and maintenance including repaving and resurfacing of on-street surfaces including striping

d) Improvements or upgrades to bridges and tunnels

e) Installation of or upgrades to sidewalks and curb ramps

f) Americans with Disabilities Act (ADA) on-street improvements, including sidewalk upgrades and curb ramp installations

g) Purchase or lease of equipment or new vehicles for local streets and roads improvements

h) Crossing improvements including traffic signals, signage, and traffic lights (at intersections, interchanges, railroads, freeways, etc.) for drivers, pedestrians, and bicyclists

i) Improvements to or installation of new pedestrian facilities (e.g., sidewalks, curb ramps, countdown signals, accessible signals, at-grade bike crossings)

j) Improvements or upgrades to or installation of new bikeways (such as bicycle routes, boulevards, lanes, multi-use pathways)

k) Maintenance of or installation of bicycle and pedestrian facilities, including construction, maintenance, and operations of bike parking facilities.

l) Pedestrian and bicycle access improvements to, from and at transit facilities

m) Traffic calming projects

2) Transit system operations, operations of traffic signal system controls and interconnections, and corridor monitoring and management

3) Mass transit project operations including bus, ferry, shuttle, rail, and Welfare to Work services

4) Paratransit services

5) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

6) Direct staff training costs directly related to implementation of projects or programs implemented with the Local Streets and Roads Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of Measure BB Local Streets and Roads DLD funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation

2) Capital projects, programs, maintenances, or operations that do not directly improve local streets and roads and local transportation

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan

d. *List of Projects/Programs:* All projects and programs that use ~~Measure B and~~ Measure BB Local Streets and Roads DLD funds must receive governing board approval prior to the jurisdiction expending the DLD funding on the project/program. This approval allows the opportunity for the public to provide input on planning for local streets and roads projects. These projects and programs must be included in any of the following, as long as they have been adopted by the jurisdiction's governing board:

1) List of projects on which to specifically spend Measure BB funds

2) Local Streets and Roads Master Plan with priority projects

3) Capital Improvement Program

4) A resolution, such as to submit a grant application

2. VRF Local Streets and Roads DLD Funds

a. *General:* Alameda CTC distributes VRF Local Streets and Roads DLD Funds to cities in the county and to Alameda County to be spent on transportation capital improvements for surface streets and arterial roads, and maintenance and upkeep of local streets and roads. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

The DLD funds constitute 100 percent of the total VRF Local Streets and Roads funds and are distributed among the four planning areas of the county. VRF local streets and roads DLD funds within the geographic planning area are based on a formula weighted 50 percent by the population of the jurisdiction within the planning area and 50 percent of the number of registered vehicles in the planning area. VRF local streets and roads funds will be distributed by population within a planning area. Allocations may change in the future based on changes in population and number of registered vehicle figures. Recipients are not required to enter into a separate agreement with Alameda CTC prior to receipt of such funds. Agencies will maintain all interest accrued from the VRF Local Road Program DLD funds within the program. These funds are allocated ~~on a monthly basis~~monthly directly to each city and the County. DLD funds must be placed in separate accounts for the ~~Measure B,~~ Measure BB~~,~~ and VRF programs.

b. *Eligible Uses:* The VRF Local Streets and Roads DLD funds may be used for improving, maintaining, and rehabilitating local roads and traffic signals. It will also incorporate the Complete Streets practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible uses for these funds include, but are not necessarily limited to:

1) Street repaving and rehabilitation, including curbs, gutters and drains

2) Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments

3) Signage and striping on roadways, including traffic and bicycle lanes and crosswalks

4) Sidewalk repair and installation

5) Bus stop improvements, including bus pads, turnouts and striping

6) Improvements to roadways at rail crossings, including grade separations and safety protection devices

7) Improvements to roadways with truck or transit routing

c. *Ineligible Uses:* The following is a list of ineligible uses of VRF Local Streets and Roads DLD funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities that are not related to transportation

2) Projects or programs that are not directly related to streets and roads improvements

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

Section 6. Complete Streets Policy Requirement

A. To receive Measure BB and VRF funds, local jurisdictions must do both of the following with respect to Complete Streets policies:

1. Have an adopted Complete Streets policy.

2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:

a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

b. For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The Governor's Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* (http://www.opr.ca.gov/planning/docs/Update_GP_Guidelines_Complete_Streets.pdf).

Section 7. Pavement Condition Index Reporting

A. To receive ~~Measure B,~~ Measure BB~~,~~ and VRF funds, local jurisdictions must do both of the following with respect to the reporting of an agency's pavement condition (PCI) index:

1. Annually report on the citywide pavement condition index (PCI), which rates the "health" of local streets from 1 to 100, in the Annual Program Compliance Report Form. Where applicable, this information will be consistent with material provided for MTC reporting requirements.

2. If the PCI falls below a total average index of ~~60~~ 50 (fair condition), specify in the Annual Program Compliance Report what funding amounts, policies, or other needs are required to enable increasing the recipient's PCI to 50~~60~~ or above.

Section 8. Advancement of Direct Local Distribution Funds

A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC ~~Director of Finance and Administration and a copy to the Deputy Director of~~

~~Projects and Programs,~~ indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 9. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

Alameda County Transportation Commission
Implementation Guidelines for
the Mass Transit Program Funded through
~~Measure B,~~ Measure BB~~,~~ and Vehicle Registration Fees

Section 1. Purpose

A. To delineate eligible uses of Mass Transit funds authorized under Alameda County Transportation Commission Master Program Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of ~~Measure B,~~ Measure BB~~,~~ Vehicle Registration Fees (VRF) Direct Local Distributions and discretionary funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. Provide guidance on Mass Transit funds eligible uses and expenditures.
2. Define the terms in the Master Programs Funding Agreements.
3. Guide Mass Transit Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Mass Transit funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

Alameda CTC developed Implementation Guidelines for the Mass Transit funds to clarify eligible fund uses and expenditures in association with Master Programs Funding Agreements for ~~the November 2000 voter-approved Measure B Direct Local Distribution funds (formally known as "pass-through funds"). In 2012, the Master Programs Funding Agreements were updated to include the~~ voter approved 2010 Measure F - Vehicle Registration Fee (VRF) program.~~-~~ In November 2014, voters approved the 2014 Transportation Expenditure Plan, Measure BB, and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County ~~(the Measure B sales tax programs approved in 1986 and 2000)~~.

B. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.

C. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).

D. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Mass Transit programs funded through the Alameda CTC Master Programs Funding Agreements.

E. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of Alameda CTC-funded Mass Transit projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Mass Transit funds.

F. **Direct Local Distribution funds:** Funds allocated based on a funding formula (such as population, registered vehicles, ~~roadmiles~~road miles, or a combination thereof) defined in a voter-approved measure and provided to eligible jurisdictions on a regularly scheduled basis (such as a regular monthly payment).

G. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.

H. **Environmental documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

I. **Equipment and new vehicles:** Purchase or lease of vehicles. Equipment for service improvements, such as information dissemination, fare collection, etc.

J. **Express bus service:** Either of these types of rapid bus service:

1. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone.

2. Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of the rapid buses such as color-coded buses and stops, and enhanced stations.

K. **Grants**: Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.

L. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers' salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.

~~M.~~ **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.

~~N.~~M. ~~**Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.~~

~~O.~~N. **Measure BB:** Alameda County voters approved Measured BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

~~P.~~O. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

~~Q.~~P. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

~~R.~~Q. **Planning area:** Four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

1. Planning Area 1 – North Area: Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont
2. Planning Area 2 – Central Area: Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
3. Planning Area 3 – South Area: Cities of Fremont, Newark, and Union City
4. Planning Area 4 – East Area: Cities of Dublin, Livermore, and Pleasanton, and all unincorporated lands in that area

~~S.~~R. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.

~~T.~~S. **Safety improvements:** Safety or security improvements for operators, passengers, service users, facilities, and infrastructure or property.

~~U.~~T. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.

~~V.~~U. **Vehicle Registration Fee (VRF):** Measure F, Alameda County's VRF Program, approved by the voters in November 2010 with 63 percent of the vote. It will generate approximately $12 million per year through a $10 per year vehicle registration fee. Administered by the Alameda CTC, the VRF funds four main types of programs and the distribution percentage is as follows: local streets and roads (60 percent); transit (25 percent); local transportation technology (10 percent); and bicycle and pedestrian projects (5 percent).

~~W.~~V. **Welfare to Work:** Transit services to enhance transportation opportunities for persons making the transition from welfare to work.

Section 5. Mass Transit Fund Allocations

A. These Implementation Guidelines provide guidance on the Mass Transit Fund allocation process for ~~Measure B and~~ Measure BB Direct Local Distribution funds ~~and Measure B Express Bus Services Grant Program~~ and VRF Transit for Congestion Relief Program funds.

1. Measure BB Mass Transit Direct Local Distribution (DLD) Funds

   a. *General:* Alameda CTC distributes ~~Measure B and~~ Measure BB Mass Transit DLD Funds to transit operators in Alameda County to be spent on maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security. Transit operators in Alameda County receive their proportional share of mass transit DLD funds based on percentages of net revenues generated by the ~~Measure B and~~ Measure BB sales and use taxes (which share shall be adjusted annually as described in the Master Programs Funding Agreement). These funds are allocated ~~on a monthly basis~~monthly directly to each transit operator.

   b. *Eligible Uses:* The ~~Measure B and~~ Measure BB Mass Transit DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve mass transit services. Eligible uses for these funds include, but are not necessarily limited to:

1) Capital projects, including:

   a) All phases of capital projects, including feasibility studies, planning, and environmental

   b) Upgrades to or expansions to bus, ferry, rail, and shuttle infrastructure

   c) Purchase or lease of equipment or new vehicles for transit services

2) Mass transit system operations and services, including commuter rail; express, local, and feeder bus; and ferry

3) Paratransit services

4) Welfare to Work services

5) Direct staff and consultant costs to develop, plan, implement, operate and maintain transit projects and programs

6) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

7) Direct staff training costs directly related to implementation of projects or programs implemented with the Mass Transit Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of ~~Measure B and~~ Measure BB Mass Transit DLD funds:

1) Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation

2) Capital projects, programs, maintenances, or operations that does not directly improve mass transit services

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

~~2. Measure B Express Bus Services Grant Program Funds~~

~~a. The Measure B Expenditure Plan dedicates 0.7 percent of net revenues for the Countywide Express Bus Service fund for express bus service projects. The Alameda CTC will administer a Measure B Countywide Express Bus Services discretionary grant program. The Alameda CTC will adopt *Grant Program Guidelines* before each grant cycle that will establish the guiding policies for that grant cycle, and will widely publicize each grant funding cycle.~~

~~b. Two agencies are eligible to receive express bus services grant funds:~~

~~1) Alameda-Contra Costa Transit District (AC Transit)~~

~~2) Livermore Amador Valley Transit Authority (LAVTA)~~

~~Fund recipients must enter into a separate agreement with Alameda CTC.~~

2~~3~~. VRF Transit for Congestion Relief Program Funds

a. The VRF Expenditure Plan dedicates 25 percent of net revenues for transit projects that provide congestion relief. Alameda CTC awards VRF Transit for Congestion Relief Grant Program funds on a discretionary basis. These funds are intended to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area-wide congestion and air pollution. Fund recipients must enter into a separate agreement with Alameda CTC.

b. *Eligible Uses:* VRF Transit for Congestion Relief Grant Program Guidelines provide program eligibility and fund usage guidelines and requirements, definitions of terms, evaluation criteria, award details, and monitoring requirements.

Section 6. Advancement of Direct Local Distribution Funds

A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC ~~Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs,~~ indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 7. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

Alameda County Transportation Commission
Implementation Guidelines for the
Paratransit Program Funded through
~~Measure B and~~ Measure BB

Section 1. Purpose

A. To delineate eligible uses of Paratransit funds authorized under Alameda County Transportation Commission Master Programs Funding Agreements, these implementation guidelines have been developed to specify the requirements that local jurisdictions must follow in their use of ~~Measure B and~~ Measure BB Direct Local Distributions funds and discretionary funds. These guidelines are incorporated by reference in the Master Programs Funding Agreements. All other terms and conditions for programs are contained in the agreements themselves. The intent of the implementation guidelines is to:

1. Provide guidance on Paratransit funds eligible uses and expenditures.

2. Define the terms in the Master Programs Funding Agreements.

3. Guide Paratransit Program implementation.

Section 2. Authority

A. These Implementation Guidelines have been adopted by the Alameda County Transportation Commission and set forth eligible uses and expenditures for the Paratransit funds. The Alameda CTC may update these guidelines on an as-needed basis and will do so with involvement of its technical and community advisory committees (as applicable). Exceptions to these guidelines must be requested in writing and be approved by the Alameda CTC Commission.

Section 3. Background

A. Alameda CTC developed Implementation Guidelines for the Paratransit funds to clarify eligible fund uses and expenditures in association Master Programs Funding Agreements ~~for the November 2000 voter-approved Measure B Direct Local Distribution (formally known as "pass-through funds"). In November 2014,~~ voters approved the 2014 Transportation Expenditure Plan, Measure BB, and new Master Programs Funding Agreements were subsequently developed to incorporate Measure BB funds. The expenditure plans allocates ~~10.45 percent of Measure B funds and~~ 10 percent of Measure BB funds for special transportation for seniors and people with disabilities (paratransit) programs and projects.

Section 4. Definition of Terms

A. **Alameda CTC:** The Alameda County Transportation Commission is a Joint Powers Authority created by the merger of the Alameda County Congestion Management Agency, which performed long-range planning and funding for countywide transportation projects and programs, and the Alameda County Transportation Improvement Authority, which administered the voter-approved, half-cent transportation sales taxes in Alameda County ~~(the Measure B sales tax programs approved in 1986 and 2000)~~.

B. **Americans with Disabilities Act (ADA):** According to the U.S. Equal Employment Opportunity Commission, originally passed in 1990 and revised in 2008, a law that prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA also requires reasonable accommodations for individuals with disabilities and has resulted in the removal of many barriers to transportation and in better access for seniors and people with disabilities.

C. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion. For paratransit programs, may be an investment in vehicles or equipment directly related to providing paratransit services.

D. **Construction:** Construction of a new capital project, including development of preliminary engineering and construction documents, including plans, specifications, and estimates (PS&E).

E. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to Paratransit programs funded through the Alameda CTC Master Programs Funding Agreements.

F. **Customer service and outreach:** Customer service functions as well as costs associated with marketing, education, outreach, and promotional campaigns and programs.

G. **Direct cost:** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of the Alameda CTC-funded Paratransit projects, consultants, and materials. These funds may be used for travel or training if they are directly related to the implementation of the Paratransit funds.

H. **Direct Local Distribution funds:** Funds allocated based on a funding formula (such as population, registered vehicles, ~~roadmiles~~road miles, or a combination thereof) defined in a voter-approved measure and provided to eligible jurisdictions on a regularly scheduled basis (such as a regular monthly payment).

I. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs.

J. **Environmental documents**: Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.

K. **Grants**: Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on adopted evaluation criteria; and allocated based on a reimbursement basis.

L. **Group trips:** One-way passenger trips considered group trips. Includes vehicle operation and contracts. See individual demand-response trips.

M. **Indirect cost:** Also known as "overhead," any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers' salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.

N. **Individual demand-response trips:** Taxi service, door-to-door trips, and van trips that passengers request on demand. Includes actual operation cost and contracts for vehicle operation, scheduling, dispatching, vehicle maintenance, supervision, and fare collection (including ticket or scrip printing and sales) for the purpose of carrying passengers.

O. **Maintenance:** Repairs, renovation, or upgrade of existing facility, infrastructure, or vehicles.

P. **Management:** Direct staffing costs and benefits to manage programs, projects, and services.

Q. **Meal delivery:** Service that includes costs associated with vehicle operation, scheduling, dispatching, vehicle maintenance, and supervision for the purpose of delivering meals, whether provided in-house, through contracts, via taxicab, or by grantees. See Meals on Wheels.

R. **Meals on Wheels:** Service that is part of a Senior Nutrition Program and provides delivery of meals to seniors and people with disabilities. See meal delivery.

~~S. **Measure B:** Alameda County's half-cent transportation sales tax, originally approved in 1986, and reauthorized by voters in November 2000. Collection of the sales tax began on April 1, 2002. Administered by the Alameda CTC, Measure B funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.~~

~~T.~~S. **Measure BB:** Alameda County voters approved Measured BB, the 2014 Transportation Expenditure Plan, in November 2014. It authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015. Administered by the Alameda CTC, Measure BB funds four types of programs in 20 local jurisdictions: bicycle and pedestrian, local streets and roads, mass transit, and paratransit.

~~U.~~T. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.

~~V.~~U. **Paratransit Advisory and Planning Committee:** ~~Originally named by the Measure B Expenditure Plan as the Alameda County Paratransit Coordinating Council, t~~An~~he~~ Alameda CTC committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of ~~Measure B and~~ Measure BB-funded paratransit providers in Alameda County.

~~W.~~V. **Paratransit service:** Transportation services for seniors and people with disabilities including ADA-mandated or non-mandated shuttle or fixed-route services, including door-to-door services, group trips, and individual demand-response trip services; taxi programs; Meals on Wheels or meal delivery; volunteer driver programs; and purchase of EBP tickets.

~~X.~~W. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.

~~Y.~~X. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.

~~Z.~~Y. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.

~~AA.~~Z. **Shuttle or fixed-route trips:** Shuttle service or fixed-route bus service, for example. Includes vehicle operation and contracts. See individual demand-response trips.

Section 5. Paratransit Fund Allocations

A. These Implementation Guidelines provide guidance on the Paratransit Fund allocation process for ~~Measure B and~~ Measure BB Direct Local Distribution funds and Paratransit Gap Grant Program funds.

1. ~~Measure B and~~ Measure BB Paratransit Direct Local Distribution Funds

    a. *General:* Alameda CTC distributes ~~Measure B and~~ Measure BB Paratransit Direct Local Distribution (DLD) Funds to fixed-route public transit operators that are required to provide transportation services mandated by the ADA; and to cities in Alameda County and the County to provide non-mandated services, aimed at improving mobility for seniors and persons with disabilities.

1) A portion of the funds as defined in the Master Programs Funding Agreement are local DLD funds distributed to Alameda County cities to provide non-mandated transportation services for seniors and people with disabilities allocated to each city operating paratransit service through a census-based funding formula that is developed by PAPCO and approved by the Alameda CTC ~~Commision~~Commission.

2) A portion of the funds as defined in the Master Programs Funding Agreement are DLD funds distributed to Alameda County's primary mandated ADA service provider, East Bay Paratransit Consortium.

b. *Eligible Uses:* ~~The Measure B and~~ Measure BB Paratransit DLD funds may be used for capital projects, programs, maintenance, or operations that directly improve paratransit services. Eligible uses for these funds include services as defined in Attachment A, as well as, but not limited to:

1) Direct staff and consultant costs to develop, plan, implement, manage, operate and maintain paratransit projects and programs

2) Direct staff and consultant costs to provide customer service and outreach for paratransit projects and programs

3) Direct staff and consultant costs that support eligible activities, including the end-of-year compliance report

4) Direct staff training costs directly related to implementation of projects or programs implemented with the Paratransit Funds

c. *Ineligible Uses:* The following is a list of ineligible uses of ~~Measure B and~~ Measure BB Paratransit DLD funds:

1) Non-transportation projects or services such as fees charged to capital construction projects for services or amenities not related to transportation

2) Capital projects, programs, maintenance, or operations that do not directly improve paratransit services

3) Projects or programs that exclusively serve city/county staff

4) Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

2. ~~Measure B and~~ Measure BB Paratransit Discretionary Grant Program Funds

~~a. The Measure B Expenditure Plan dedicates 1.43 percent of the funds for gaps in services to be recommended by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing services. The Alameda CTC will administer a Measure B Paratransit discretionary grant program.~~

~~b~~a. The Measure BB Expenditure Plan dedicates 1.0 percent of the funds for paratransit coordination and services to meet the needs of seniors and people with disabilities. The Alameda CTC will administer a Measure BB Paratransit discretionary grant program.

~~c~~b. The Alameda CTC adopt Grant Program Guidelines through its programming and allocation processes.to guide the grant allocations.

~~d~~c. Gap funds provide Alameda County with the opportunity to be innovative and explore alternative service delivery mechanisms in the face of a senior and disability population expected to grow substantially over the next 30 years. The population of people likely to need paratransit service is expected to outpace the growth in sales tax revenues that fund paratransit programs in Alameda County, including city-based programs and ADA-mandated services.

d~~e~~. Gap funds provide an opportunity to minimize the differences in service experienced by consumers based on their geographic location.

Section 6. Advancement of Direct Local Distribution Funds

A. The Alameda CTC may consider advancing future year DLD funds, with the goal of seeing improvements made in the near term. If a jurisdiction is interested in this option, a written request to the Alameda CTC~~ Director of Finance and Administration and a copy to the Deputy Director of Projects and Programs~~, indicating the amount of funds requested and the projects on which the funds will be spent, is required. Requests will be considered on an individual basis.

Section 7. Adoption of Implementation Guidelines

A. Implementation Guidelines are adopted by the Alameda CTC on an as-needed basis. Changes to Implementation Guidelines will be brought through the Alameda CTC's Technical Advisory Committee for review and comment, as well as any other Alameda CTC committees as necessary, before changes are adopted by the Alameda CTC Commission.

Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program

Implementation Guidelines

These guidelines lay out the service types that are eligible to be funded with Alameda County Measure B (2000) reserves and Measure BB (2014) revenues under the Special Transportation for Seniors and People with Disabilities (Paratransit) Program. All programs funded partially or in their entirety through these sources, including American with Disabilities Act (ADA)- mandated paratransit services, city programs and discretionary grant funded projects, must abide by the following requirements for each type of paratransit service. While the collection of Measure B has sunset, remaining funds continue to be utilized.

Fund recipients are able to select which of these service types are most appropriate for their community to meet the needs of older adults and people with disabilities. Overall, all programs should be designed to enhance quality of life for older adults and people with disabilities by offering accessible, affordable and convenient transportation options to reach major medical facilities, grocery stores and other important travel destinations to meet life needs. Although some programs may need to prioritize based on trip purpose due to capacity constraints, ideally, the importance of a trip should be determined by the consumer.

Performance Measures

The Alameda CTC collects performance data from all programs funded with Alameda County Measure B (2000) reserves and Measure BB (2014) revenues. All programs funded partially or in their entirety through these sources must at a minimum report annually through the Annual Compliance Report for Direct Local Distribution (DLD) funding on the performance measures identified within the Implementation Guidelines for each DLD program.

The performance measures for the Measure B and Measure BB Direct Local Distribution (DLD) funding distributed through the Special Transportation for Seniors and People with Disabilities (Paratransit) Program, which funds ADA-mandated paratransit services, city paratransit programs and discretionary grant funded projects, are identified below.

Performance data required for Compliance Reports are marked with a ✣. Additional performance-related data is listed and may be required through:

- Separate discretionary grant guidelines
- Report to the Alameda CTC's Commission
- Report to one of its community advisory committees.

Additional performance measures include but are not limited to those below marked with a regular bullet.

ADA Paratransit Guidelines	
Service Description	Origin-to-destination trips for people with disabilities unable to ride fixed route transit. Trips are pre-scheduled and accessible.
Eligible Population	Due to a disability or health-related condition, the individual must be unable to use fixed route transit.
Time & Days of Service	Varies by area. Available when and where fixed route transit operates.
Fare (Cost to Customer)	Varies by area.
Other	Programs mandated by the Americans with Disabilities Act are implemented and administered according to federal guidelines that supersede these guidelines; however, all ADA-mandated programs funded through Measures B and BB are subject to the terms of the Master Programs Funding Agreement. Historically, at the request of a health care provider or ADA provider, city programs would provide interim service through their programs to consumers awaiting ADA certification. Currently, the ADA programs meet these needs directly.
Performance Measures *(✣ Performance data required for*	❖ Number of one-way trips provided ❖ Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)*

ADA Paratransit Guidelines	
Compliance Reports)	• Total program cost per one-way trip (total program cost during period divided by the number of one-way trips provided during period). • Non-Measure B/BB revenues and costs • Number of applicants and registrants • Demographic data on age, disability, ethnicity/race, and income • On-time performance • Number of trips provided to consumers who require an accessible vehicle • Quantitative and qualitative information on complaints • Quantitative and qualitative information on safety incidents • Quantitative and qualitative information on outreach • Quantitative and qualitative information on "high need" trips • Quantitative and qualitative information on ridership satisfaction

Same-Day Transportation Service Guidelines	
Service Description	Same-day transportation services provide on-demand same-day services utilizing taxis, Transportation Network Companies a.k.a. TNCs (e.g. Lyft, Uber) that use ride-hailing mobile apps, or other new transportation options. Services may be subsidized in different ways including vouchers, scrip, reimbursement, a discount code on an app, call center or website payment, etc. Transportation Network Companies (e.g. Lyft, Uber) using ride-hailing apps and web-based platforms provide curb-to-curb service that can be scheduled on a same-day basis. TNCs charge riders on a distance/time basis depending on calculations determined by the app. Subsidy programs allow eligible consumers to use TNCs at a reduced fare by reimbursing consumers a percentage of the fare, providing a coupon code, or by providing some initial fare payment, which can be used to cover a portion of the fare. These programs are intended for situations

Same-Day Transportation Service Guidelines	
	when consumers cannot make their trip on a pre-scheduled basis. TNC trip services can incorporate a concierge service. Taxis also provide curb-to-curb service that can be scheduled on a same-day basis. Taxis charge riders on a distance/time basis using a meter. Taxi subsidy programs offer 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. The availability of accessible vehicles varies by geographical area and provider, but programs should expand availability of accessible vehicles where possible in order to fulfill requests for same-day accessible trips. Programs may incorporate a parallel Specialized Accessible Van Service to meet the need for accessible trips.
Eligible Population	Eligible Populations include: 1. People 18 and above with disabilities who are unable to use fixed route services. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and 2. Older adults 70 years or older without proof of a disability. ~~*Cities may continue to offer eligibility to program registrants below 70 years old who were enrolled in the program as of FY 2011/12 and have continued to use it regularly, as long as it does not impinge on the City's ability to meet the minimum requirements of the Implementation Guidelines.*~~ *Program sponsors may use either ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit) or the Alameda County City~~-Based~~ Paratransit Services Medical Statement Form, as proof of disability. Program sponsors may, at their discretion, also offer temporary or interim eligibility due to disability.* *ADA-mandated providers that are not also city providers (East Bay Paratransit and LAVTA) are not required to provide service to older adults 70 years or older without ADA eligibility.*

Same-Day Transportation Service Guidelines	
Time & Days of Service	Service times should be consistent with transportation provider availability to public consumers.
Fare (Cost to Customer)	Programs must subsidize at least 50% of the fare within an established reasonable service area (at a minimum the sponsoring city). Programs can impose a cap on total subsidy per person. This can be accomplished through a maximum subsidy per trip, a limit on the number of vouchers/scrip (or other fare medium) per person, and/or a total monetary subsidy per person per month/quarter/year.
Other	New same-day transportation programs that utilize TNCs are subject to review by Alameda CTC staff prior to implementation. Programs may also use funding to provide incentives to drivers and/or transportation providers to ensure reliable service. Incentives are often utilized to promote accessible service. Planned expenditures on incentives are subject to review by Alameda CTC staff prior to implementation. Generally, same-day transportation options have been inconsistent in their ability to offer WAV (Wheelchair Accessible Vehicle)~~wheelchair accessible service~~ service. These include taxis and programs offered via privately-owned vehicles (e.g. TNCs and volunteer driver programs). Programs should strive to provide an equitable suite of programs, balancing offering accessible alternatives (e.g. using an agency van to supplement a TNC program), searching for and developing new wheelchair accessible options, and meeting the needs of their community. ~~Alameda CTC will continue to work with cities and transit agencies to locate, encourage, and/or develop wheelchair accessible same-day transportation.~~New and/or separate WAV services should be included under Specialized Accessible Van Service.
Performance Measures *(✣ Performance data required for*	❖ Number of one-way trips provided on taxis ❖ Number of one-way trips provided on Transportation Network Companies (e.g. Lyft, Uber) using ride-hailing apps

Same-Day Transportation Service Guidelines	
Compliance Reports)	❖ Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)* • Total program cost per one-way trip, including extra concierge costs if applicable (total program cost during period divided by the number of one-way trips provided during period) • Non-Measure B/BB revenues and costs • Number of applicants (including number of those on the waitlist) and registrants (report quantities for taxis and/or Transportation Network Companies separately) • Demographic data on age, disability, ethnicity/race, and income • Information in aggregate on origin and destination for same day trips by category (i.e. medical appointments, grocery store, senior center, etc.; report quantities for taxis and/or Transportation Network Companies separately) • Quantitative and qualitative information on complaints (report quantities for taxis and/or Transportation Network Companies separately) • Quantitative and qualitative information on safety incidents (report quantities for taxis and/or Transportation Network Companies separately) • Quantitative and qualitative information on outreach • Quantitative and qualitative information on ridership satisfaction • Qualitative information on program's capacity to serve demand (e.g. status of waitlist)

Specialized Accessible Van Service Guidelines	
Service Description	Specialized accessible van service provides accessible, origin-to-destination trips on a pre-scheduled or same-day basis. This service category should complement core services in communities where critical needs for accessible or other specialized trips are not being adequately met

Specialized Accessible Van Service Guidelines	
	by the existing primary services. Examples of unmet needs are a taxi or TNC program without accessible vehicles, medical trips for riders with dementia unable to safely take an ADA-mandated trip, or trips outside of the ADA-mandated service area. When possible, a priority for this service should be fulfilling requests for WAV (Wheelchair Accessible Vehicle) trips as defined under the CPUC TNC Access for All (AFA)[1] Program Funding. Services may be subsidized in different ways as agreed upon by the program sponsor and transportation provider, including vouchers, scrip, reimbursement, a discount code on an app, call center or website payment, etc.
Eligible Population	People 18 and above who are unable to use fixed route, ADA-mandated or same-day transportation services due to disability. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18. ~~*Cities may continue to offer eligibility to prior Same-Day Transportation Service registrants below 70 years old who have used the program regularly since FY 2011/12, as long as it does not impinge on the City's ability to meet the minimum requirements of the Implementation Guidelines.*~~ *Program sponsors may use either ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit) or the Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability. Program sponsors may, at their discretion, also offer temporary or interim eligibility due to disability.* *ADA-mandated providers that are not also city providers (East Bay Paratransit and LAVTA) are not required to provide service to older adults 70 years or older without ADA eligibility.*
Time & Days of Service	At discretion of program sponsor with local consumer input. When possible, service should be available Monday – Friday between the hours of 8 a.m. and 5 p.m. (excluding holidays) and accept reservations between the hours of 9 a.m. and 5 p.m. Monday – Friday (excluding holidays).

[1] TNC Access for All Program https://www.cpuc.ca.gov/tncaccess/

Specialized Accessible Van Service Guidelines	
Fare (Cost to Customer)	Fares for pre-scheduled service should not exceed comparable ~~local ADA-mandated or~~ same-day transportation services fares.
Other	Specialized Accessible van programs must demonstrate that they are providing trips at an equal or lower cost to the provider than the ADA-mandated provider on a cost per trip basis, except if providing service beyond ADA paratransit minimums (e.g. WAV). Cost per trip is defined as total transportation cost (from all sources of revenue) during a reporting period divided by the number of one-way trips, including attendant and companion trips, provided during the period.
Performance Measures *(❖ Performance data required for Compliance Reports)*	❖ Number of one-way trips provided ❖ Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)* • Total program cost per one-way trip, including extra costs for specialized service if applicable (total program cost during period divided by the number of one-way trips provided during period). • Non-Measure B/BB revenues and costs • Number of applicants (including number of those on the waitlist) and registrants • Demographic data on age, disability, ethnicity/race, and income • On-time performance • Number of trips provided to consumers who require an accessible vehicle • Data required for CPUC TNC Access for All (AFA) Program funding[2] • Quantitative and qualitative information on complaints • Quantitative and qualitative information on safety incidents • Quantitative and qualitative information on outreach • Quantitative and qualitative information on ridership satisfaction

[2] Access Provider Information https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/transportation-network-companies/tnc-access-for-all-program/tnc---access-for-all-program-access-provider

Specialized Accessible Van Service Guidelines	
	• Qualitative information on program's capacity to serve demand (e.g. status of waitlist)

Accessible Shuttle Service Guidelines	
Service Description	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 centers, community centers, commercial districts, and post offices. Shuttles should be designed to supplement rather than duplicate existing fixed route transit services. Routes should not necessarily be designed for fast travel, but to get as close as possible to destinations of interest, such as going into parking lots or up to the front entrance of a senior living facility. Shuttles are often designed to serve active older adults who do not drive but are not ADA paratransit registrants.
Eligible Population	Shuttles should be designed to appeal to older adults but can be made open to the general public.
Time and Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	At discretion of program sponsor but cannot exceed local ADA paratransit fares. Fares may be scaled based on distance.
Cost of Service	By end of the second fiscal year of service, the City's cost per one-way trip per person should not exceed $~~30~~50, including transportation and direct administrative costs. Cost per trip is defined as total cost (all sources) during a reporting period divided by the number of one-way trips, including attendant and companion trips, provided during period.
Other	Shuttle sponsors are required to coordinate with the local fixed route transit provider.

Accessible Shuttle Service Guidelines	
	Shuttle routes and schedules should be designed with input from the older adult and disabled communities to ensure effective design. For new shuttle services, to ensure effective program design, a well-defined plan must be submitted to Alameda CTC staff for review prior to implementation. Deviations and flag stops are permitted at discretion of program sponsor.
Performance Measures *(❖ Performance data required for Compliance Reports)*	❖ Total ridership *(One-way passenger boardings)* ❖ Total Measure B/BB cost per one-way passenger trip *(Total Measure B/BB program cost during period divided by the total ridership during period.)* • Total program cost per one-way passenger trip (total program cost during period divided by the total ridership during period). • Non-Measure B/BB revenues and costs • Number of applicants (including number of those on the waitlist) and registrants • Demographic data on age, disability, ethnicity/race, and income • On-time performance • Number of trips provided to consumers who require an accessible vehicle • Quantitative and qualitative information on complaints • Quantitative and qualitative information on safety incidents • Quantitative and qualitative information on outreach • Quantitative and qualitative information on ridership satisfaction • Qualitative information on program's capacity to serve demand (e.g. status of waitlist)

Group Trips Service Guidelines	
Service Description	Group trips are round-trip rides for pre-scheduled outings, including shopping trips, recreational events, and community activities. These trips are specifically designed to serve the needs of older adults and

Group Trips Service Guidelines	
	people with disabilities and typically originate from a senior center or housing facility, and are generally provided in accessible buses or vans.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	Group trips must begin and end on the same day.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Programs can impose mileage or quantity of trips limitations to individuals or organizations to control program costs.
Performance Measures *(❖ Performance data required for Compliance Reports)*	❖ Number of one-way passenger trips provided ❖ Total Measure B/BB cost per passenger trip *(Total Measure B/BB program cost during period divided by the number of passenger trips provided during period.)* • Total program cost per passenger trip (total program cost during period divided by the number of passenger trips provided during period). • Non-Measure B/BB revenues and costs • Number of requests (including any unfulfilled requests)~~applicants and registrants~~ • Demographic data on age, disability, ethnicity/race, and income • Number of trips provided to consumers who require a wheelchair accessible trip • Quantitative and qualitative information on complaints • Quantitative and qualitative information on safety incidents • Quantitative and qualitative information on outreach • Quantitative and qualitative information on ridership satisfaction • Qualitative information on program's capacity to serve demand (e.g. status of waitlist)

Door-through-Door/Volunteer Driver Service Guidelines	
Service Description	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 in service provision. This service meets a key mobility gap by serving more vulnerable populations and should complement existing primary services (i.e. ADA-mandated, Specialized Accessible Van, or Same-Day). Volunteer driver programs may also have an escort component where volunteers accompany consumers on any service eligible for Alameda CTC funding, when they are unable to travel in a private vehicle.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Program sponsors can use funds for administrative purposes and/or to pay for volunteer mileage reimbursement purposes (not to exceed Federal General Services Administration (Privately Owned Vehicle) Mileage Reimbursement Rates) or an equivalent financial incentive for volunteers.
Performance Measures *(❖ Performance data required for Compliance Reports)*	❖ Number of one-way trips provided ❖ Total Measure B/BB cost per one-way trip *(Total Measure B/BB program cost during period divided by the number of one-way trips provided during period.)* • Total program cost per one-way trip (total program cost during period divided by the number of one-way trips provided during period).

Door-through-Door/Volunteer Driver Service Guidelines	
	• Non-Measure B/BB revenues and costs • Number of applicants (including number of those on the waitlist) and registrants • Demographic data on age, disability, ethnicity/race, and income • Quantitative and qualitative information on complaints • Quantitative and qualitative information on safety incidents • Quantitative and qualitative information on outreach • Number of active volunteer drivers • Number of one-way trips provided by staff • Percentage of service requests unfulfilled when requested within specified time • Quantitative and qualitative information on ridership satisfaction • Qualitative information on program's capacity to serve demand (e.g. status of waitlist)

Mobility Management and/or Travel Training Program Guidelines	
Service Description	Mobility management services cover a wide range of activities, such as travel training, coordinated services, trip planning, and brokerage. Mobility management activities often include education and outreach to individuals and organizations. Individual trip planning can play an important role in ensuring that people use the "best" service for them for each trip, e.g. using East Bay Paratransit from Fremont to Berkeley for an event, using a TNC (e.g. Lyft, Uber) or taxi voucher for a same-day urgent doctor visit, and scheduling with a group trip service to go grocery shopping. Service types can include information and referral, service linkage, service coordination, or advocacy. Travel training is short-term, one-on-one or group-based intensive instruction designed to teach people with disabilities and older adults to

Mobility Management and/or Travel Training Program Guidelines	
	travel safely and independently on fixed-route public transportation in their community.[3] Travel orientation, also known as transit orientation, is less formal and involved than traditional travel training and explains transportation systems by sharing information about trip planning, schedules, maps, fare systems, mobility devices, new mobility services, and benefits and services. It may be conducted in a group or one-on-one.[4] This service description should not be considered all-inclusive. Programs are welcome to contact Alameda CTC staff to discuss other mobility management activities if they need guidance.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	N/A
Other	For new mobility management and/or travel training programs, to ensure effective program design, a plan with a well-defined set of activities must be submitted to Alameda CTC staff for review prior to implementation.
Performance Measures *(❖ Performance data required for Compliance Reports)*	**Mobility Management Program** ❖ Number of individuals provided with mobility management support *(Note: an individual may have multiple contacts)* ❖ Number of contacts providing mobility management support ❖ Total Measure B/BB cost per individual provided with mobility management support *(Total Measure B/BB program cost during period divided by the number of individuals provided with support during period.)*

[3] Easter Seals Project ACTION http://www.projectaction.com/glossary-of-disability-and-transit-terms/
[4] Easter Seals Project ACTION https://www.nadtc.org/wp-content/uploads/Module-4-NADTC-link-version.pdf

Mobility Management and/or Travel Training Program Guidelines	
	• Total cost per individual provided with mobility management support (total program cost during period divided by the number of individuals provided with support during period). • Demographic data on age, disability, ethnicity/race, and income of individuals • Non-Measure B/BB revenues and costs • Quantitative and qualitative information on outreach • Quantitative and qualitative information on program satisfaction **Travel Training Program** ❖ Number of individuals trained and/or received travel orientation (divided by those in individual training and those participating in group trainings) ❖ Total Measure B/BB cost per individual trained in individual trainings and in group trainings *(Total Measure B/BB program cost during period divided by the number of individuals trained during period)* • Total program cost per individual trained in individual trainings and in group trainings (total program cost during period divided by the number individuals trained during period) • Number of requests for training unfulfilled • Demographic data on age, disability, ethnicity/race, and income of individuals • Non-Measure B/BB revenues and costs • Number of individuals trained (divided by those receiving travel orientation, mobility device training, older adults, adults with disabilities, youth with disabilities, and/or people with visual impairments) • Quantitative and qualitative information on outreach • Percentage/number of people surveyed who used transit post workshop • Quantitative and qualitative information on program satisfaction • Qualitative information on program's capacity to serve demand (e.g. status of waitlist)

Means-Based Fare Program Guidelines	
Service Description	Means-Based Fare Programs can subsidize any service eligible for paratransit funding and/or fixed-route transit for paratransit customers who are low-income and can demonstrate financial need.
Eligible Population	Subsidies can be offered to low-income consumers with demonstrated financial need who are currently eligible for an Alameda County ADA-mandated or city paratransit program. Low income requirements are at discretion of program sponsors, but the requirement for household income should not be below the HUD Very Low-Income threshold for Alameda County.[5]
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Outreach/communication plans related to means-based fares must be submitted to Alameda CTC staff annually. Low-income requirements and the means to determine and verify eligibility must be submitted to Alameda CTC staff for review prior to implementation. If program sponsors include subsidized ~~East Bay Paratransit (EBP)~~ADA-mandated paratransit tickets in this program, no more than 3% of a program sponsor's Alameda CTC distributed funding may be used for the ticket subsidy. Other services or purposes proposed for means-based fare subsidy must be submitted to Alameda CTC staff for review prior to implementation.
Performance Measures	❖ Number of unduplicated individuals who received scholarship/subsidized fares ❖ Number of one-way fares/tickets subsidized

[5] Alameda County Housing and Community Development Department https://www.acgov.org/cda/hcd/hud-income-rent_limits.htm

Means-Based Fare Program Guidelines	
(❖ Performance data required for Compliance Reports)	❖ Total Measure B/BB cost per subsidy *(Total Measure B/BB program cost during period divided by the number of subsidized fares/tickets during period)* • Total program cost per subsidy (total program cost during period divided by the number of subsidized fares/tickets during period) • Demographic data on age, disability, ethnicity/race, and income of individuals • Non-Measure B/BB revenues and costs • Quantitative and qualitative information on complaints • Quantitative and qualitative information on outreach • Quantitative and qualitative information on program satisfaction

Meal Delivery Program Guidelines	
Service Description	Meal Delivery programs traditionally support delivery of meals to the homes of individuals who have difficulty traveling to congregate meal sites and/or have difficulty shopping for food or preparing meals for themselves. Meal delivery program eligibility under Measures B and BB is limited to transportation-related meal delivery program costs for traditional meal delivery services provided by a local community-based organization. Allowable expenses also include direct mileage reimbursement for volunteer drivers providing meal delivery.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.

Meal Delivery Program Guidelines	
Other	Program sponsors may not use more than 5% of their Alameda CTC DLD Paratransit program funds expended in a given fiscal year for transportation-related meal delivery program costs. Additionally, Meal Delivery Programs (including Capital Expenditures) may not account for more than 5% of the total funding made available for a Paratransit Discretionary Grant Program Call. Funding for traditional meal delivery provided by a local community-based organization must be limited to no more than $3 per meal delivered. If programs are directly reimbursing volunteer drivers for meal delivery services, DLD program funds used for mileage reimbursement must be limited to no more than $8 per meal delivered (not to exceed Federal General Services Administration (Privately Owned Vehicle) Mileage Reimbursement Rates). For new meal delivery programs, to ensure effective program design, a well-defined plan must be submitted to Alameda CTC staff for review prior to implementation.
Performance Measures *(❖ Performance data required for Compliance Reports)*	❖ Number of meal delivery trips ❖ Total Measure B/BB cost per meal delivery trip *(Total Measure B/BB program cost during period divided by the number of meal delivery trips during period)* • Total number of individuals served • Total cost per meal delivery trip (total program cost during period divided by the number of meal delivery trips during period) • Non-Measure B/BB revenues and costs • Demographic data on age, disability, ethnicity/race, and income in aggregate • Quantitative and qualitative information on transportation program satisfaction

Capital Expenditures Guidelines	
Description	Capital expenditures are eligible if directly related to the implementation of a program or project within an eligible service category, including but not limited to, purchase of scheduling software, accessible vehicles and equipment, and accessibility improvements at shuttle stops.
Eligible Population	N/A
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Capital expenditures are to support the eligible service types included in the Implementation Guidelines and must be consistent with objectives of the Alameda CTC Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Program. Meal Delivery Programs may not account for more than 5% of the total funding made available for a Paratransit Discretionary Grant Program Call for vehicles. If programs are purchasing passenger vehicles, they should be accessible. Planned expenditures are subject to review by Alameda CTC staff prior to implementation.
Performance Measures *(❖ Performance data required for Compliance Reports)*	❖ Total Measure B/BB cost • Non-Measure B/BB revenues and costs • Photograph of new vehicle (where applicable)

DIRECT LOCAL DISTRIBUTION PROGRAM
PERFORMANCE MEASURES CHANGES

BICYCLE AND PEDESTRIAN PROGRAM PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Infrastructure Investment Report on bicycle and pedestrian projects completed or underway.	Bikeway projects are completed by roadway segment and facility type. Pedestrian projects completed by category (or categories) of improvement; increased quantity of specific improvements, i.e., crossing improvements, striping, signage, curb ramps, pathways.	Directional lane miles of all bicycle facilities built or improved (may include bike lanes, bike routes, multi-use pathway improvements). Linear feet of all pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: High Injury Network (HIN) Proactive Safety Network (PSN) Countywide Bikeways Network (CBN)	N/A	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
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.	No Change
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support)	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads)
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Infrastructure Investment Report on roadway and transportation improvements completed or underway.	N/A	Lane miles of roadway improvements, pavement rehabilitation, striping, etc. Linear feet of all bicycle/pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: - High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	N/A	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Pavement State of Repair Pavement Condition Index (PCI)	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above. Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/	Maintain a PCI moving average rating of 50 or above. PCI score of 50 indicates pavements will require rehabilitation. Average PCI based on latest available data from MTC's Pavement Condition Index Summary Report.
Equitable Investments Report on investments within equity communities	N/A	Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities, as the areas are defined in:

		- Equity Priority Communities as defined by MTC - Equity Areas as defined by Alameda CTC - Locally defined equity areas - Opportunity Zones as certified by the U.S. Department of the Treasury
Measure BB LSR 15% Requirement Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only)	Maintain a 15% annual minimum LSR investment to support bicycling and walking.	No Change
Capital Project and Program Investment Report on capital and program administration costs	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

MASS TRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Ridership/Service Utilization Number of people served or trips provided	Change in annual ridership and passenger trips per revenue vehicle hour/mile, and qualitative explanation for possible reasons.	Number of individuals served or trips provided by program (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
On-time Performance: Systemwide on-time performance	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.	No Change
Cost Effectiveness Operating Cost Metrics	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI.	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: - Operating cost per passenger, - Operating cost per vehicle mile, and - Operating cost per revenue vehicle hour
Travel Time Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually.	Removed
Transit Fleet State of Good Repair Distance between breakdowns/service interruptions Missed trips Miles between road-calls	Maintain or increase the average distance between breakdowns or road calls. Maintain or reduce the number of missed trips.	Removed
Service Provision Frequency and service span on major corridors or trunk lines Revenue hours Revenue miles	15-minute or better frequencies on major corridors or trunk lines: 10-minute or better frequencies during weekday peak periods. Service span of 7 days/week, 20 hours per day. Maintain or increase revenue hours/miles.	Removed
Corridor-level Vehicle Speed and Reliability Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments	Speed and reliability trends should maintain or improve if corridor had Capital or Operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.	Removed

PARATRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Service Operations and Provisions Number of people served or trips provided	Track the number of individuals served by the program. Service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, and meal delivery.	Number of individuals served or trips provided by program (for 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 passenger. Service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, and group trips.	Cost per trip or per passenger (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips).

Note: The Paratransit Program Implementation Guidelines contain an additional listing of performance measures by program type.

ALAMEDA County Transportation Commission

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Measure B, Measure BB, and Vehicle Registration Fee

Direct Local Distribution Program Master Programs Funding Agreement

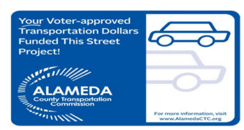
A presentation to the Alameda County Technical Advisory Committee

Christine Shin, Senior Program Analyst

January 08, 2025

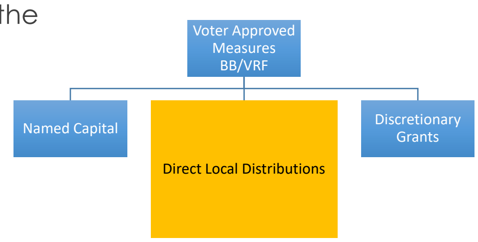
1

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)



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Master Programs Funding Agreement (MPFA)

- **Master Agreement:** Master Programs Funding Agreement (MPFA) required to facilitate distribution of DLD funding and includes provisions for:
  - Financial Reporting requirements
  - Implementation Guidelines - eligible use of funds
  - Performance and Expenditure Reporting requirements
- **Current MPFA Term:** July 1, 2016 to June 30, 2026.
- **Next MPFA:** A new MPFA is required that updates term duration, guidelines, and performance metric requirements.
  - Ten-year for Measure BB and VRF (July 1, 2026 to June 30, 2036)
  - One-year for Measure B (if necessary)

Measure B DLD Balances

Agency/ Jurisdiction:	24-25 Ending MB Balance*
City of Albany	$324,292
City of Berkeley	$2,187,902
City of Dublin	$1,015
City of Emeryville	$332,408
City of Fremont	$282,268
City of Hayward	$1,136,500
City of Newark	$1,084,854
City of Pleasanton	$238,720
City of San Leandro	$332,408
City of Union City	$239,495
Total	**$6,159,862**

*Balances based on Fiscal Year 2024-25 Audited Financial Statements currently under review

DLD Performance Measure

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Bicycle and Pedestrian Program		
Infrastructure Investment	Report on bicycle and pedestrian projects completed or underway	No Change.
Safety Investments		Report on bicycle and pedestrian investments located on countywide priority networks (HIN, PSN, CBN)
Current Master Plans	Plan(s) no more than 5 years old, based on adoption date.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.

Direct Local Distribution Master Programs Funding Agreement

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Local Street and Road Program		
Infrastructure Investment	Report on roadway improvements, pavement rehabilitation, striping, etc. completed or underway	No Change.
Safety Investments		Report on investments located on countywide priority networks (HIN, PSN, CBN)
Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above annually.	Maintain a PCI moving average rating of 50 or above.
Equity Investments Report on investments within equity communities		Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities.
Maintain 15% of Measure BB LSR investments on Bicycle/Pedestrian Improvements	Maintain a 15% minimum Measure BB LSR investment to support bicycling and walking.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.

Direct Local Distribution Master Programs Funding Agreement

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Transit Program		
Ridership/Service Utilization	Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons	Annual Unlinked Trips as reported to the National Transit Database (NTD).
On-time Performance	Agencies are expected to maintain or increase on-time performance annually based on operator's adopted on-time performance target	Average on-time performance as reported by transit operator.
Cost Effectiveness	Maintain operating cost per passenger or per revenue vehicle hour/mile	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: - Operating cost per passenger mile and vehicle mile
Travel Time	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually	Removed
Transit Fleet State of Good Repair	- Maintain or increase average distance between break downs or road calls - Maintain or reduce the number of missed trips	Removed
Service Provision	15 minute or better frequencies on major corridors	Removed
Corridor-level Vehicle Speed and Reliability	Speed and reliability trends should maintain or improve	Removed

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Paratransit Program		
Ridership/Service Utilization Number of people served or trips provided	Track number of individuals served by program.	Number of individuals served or trips provided by program (for 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	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	No Change.

MPFA Schedule and Milestones

Milestones	Date
ACTAC Review of Guidelines/Performance Metrics	January 2026 (Information Item)
IWC Review of Performance Metrics	
ACTAC Approval of MPFA, Guidelines, Metrics	February 2026 (Action Item)
Commission Approval of MPFA, Guidelines, Metrics	
MPFAs Routed for signing	March 1, 2026
All MPFA Executed	By June 30, 2026