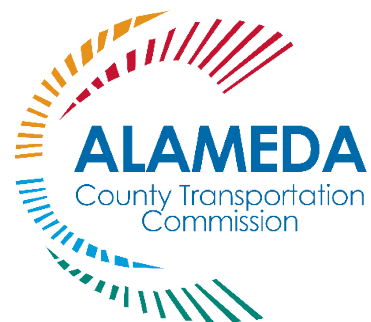




**Measure B/Measure BB**  
Direct Local Distributions  
Program Compliance Report  
**Fiscal Year 2014-2015**



Alameda County Transportation Commission  
1111 Broadway Suite 800  
Oakland, CA 94607  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**JUNE 2016**



# Table of Contents



- Introduction . . . . . 3
- Direct Local Distribution Program Revenues . . . . . 4
- Direct Local Distribution Program Expenditures . . . . . 5
- Revenues and Expenditure Trends . . . . . 7
- Expenditures by Transportation Mode . . . . . 8
- Expenditures by Project Phase . . . . . 9
- Expenditures by Project Type . . . . . 11
- Timely Use of Funds and Reserve Policy . . . . . 14
- Program Compliance Determination and Future Reports . . . . . 16
- Program Fund Balances by Recipient . . . . . 17



## Introduction



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

In 2014, Alameda County voters approved the Measure BB Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to augment the existing 2000 Measure B sale tax program. Collections of this new sales tax began April 1, 2015 and will continue through March 30, 2045. Approximately 54 percent of net Measure BB revenues is returned

to source, as DLD funds to local cities, the county and transit operators for use on locally prioritized transportation improvements.

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

In Fiscal Year 2014-15 (FY 14-15), Alameda CTC distributed approximately \$69.5 million in Measure B and \$13.4 million in Measure BB DLD funds to the twenty local jurisdictions in Alameda County. The combined Measure B and Measure BB DLD funds provide local agencies with the financial means to invest in transportation improvements and services that improve the mobility, access, and long-term infrastructure substantiality of Alameda County's diverse transportation system. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B and Measure BB expenditures.

This Compliance Report provides a summary of FY 14-15 revenues and expenditures reported by Measure B and Measure BB recipients, as required by Master Programs Funding Agreements (MPFA) that were executed between Alameda CTC and the local jurisdictions in 2012 and 2015. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax dollars.

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

- **Newsletter:** Documentation of a published article that highlights the Measure B funded improvements.
- **Website:** Documentation of program information on the agency's website including a link to Alameda CTC's website.
- **Signage:** Documentation of the public identification of the program improvements as a benefit of Measure B.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI) to provide a frame of reference for the condition of their local streets and roads as applicable to the Local Streets and Road Program.
- **Bicycle/Pedestrian Master Plans Update:** Confirm local Bicycle and Pedestrian Master Plans are updated regularly.
- **Bicycle/Pedestrian Investments:** Documentation of 15 percent of Measure BB Local Streets and Roads funds went towards bicycle and pedestrian benefits.
- **Planned Use of Funds:** Provide an implementation plan using available fund balances.

## Measure B and Measure BB Direct Local Distribution Program Revenues

Alameda CTC disburses Measure B and Measure BB DLD funds on a monthly basis to local Alameda County jurisdictions for their transportation programs based on distribution formulas identified in the 2000 Measure B Transportation Expenditure Plan, and 2014 Measure BB Transportation Expenditure Plan. This report summarizes the total Alameda CTC Measure B and Measure BB allocations and recipient expenditures for fiscal year 2014-2015 (FY 14-15), from July 1, 2014 to June 30, 2015.

The data within this report is based on information included in compliance reports and audited financial statements that the jurisdictions submitted. The individual reports and audits are available for review online at [http://www.alamedactc.org/app\\_pages/view/4135](http://www.alamedactc.org/app_pages/view/4135).

### Measure B Direct Local Distributions

Over the last five years, Measure B sales tax collections have increased gradually from approximately \$100 million in net collections in 2010 to \$126 million in 2015. Approximately 60 percent of the revenues are distributed by formula to the eligible recipients for local transportation programs. In FY 14-15, Alameda CTC provided approximately \$69.5 million in Measure B Direct Local Distributions funds to four transportation programs:

The FY 14-15 Measure B distributions are approximately \$3 million more than the prior fiscal year. In the audited financial statements and compliance reports, the agencies confirmed the receipt of the \$69.5 million in DLD funds distribute by Alameda CTC and reported a total expenditures of \$71.0 million. Recipients are drawing from prior fund balances in addition to their annual distributions to implement projects and programs.

### Measure BB Direct Local Distributions

As the first year of Measure BB sales tax collections, beginning April 1, 2015, the Measure BB program collected \$25.1 million in the last quarter of FY 14-15. Approximately 54 percent of the revenues were distributed as formula DLD funds to eligible local recipients. This amounted to approximately \$13.4 million in Measure BB DLD funds four transportation programs. Due to the timing of receipt, most recipients report no expenditures of Measure BB DLD funds in FY 14-15.

### FY 14-15 Measure B and Measure B Distributions By Program

DLD Program	Measure B	Measure BB	Total
Local Streets and Roads	\$27,569,470	\$5,015,620	\$32,585,090
Mass Transit	\$26,187,294	\$5,404,331	\$31,591,625
Paratransit	\$11,131,451	\$2,257,029	\$13,388,480
Bicycle and Pedestrian	\$4,627,821	\$752,343	\$5,380,164
<b>Total</b>	<b>\$69,516,036</b>	<b>\$13,429,323</b>	<b>\$82,945,359</b>





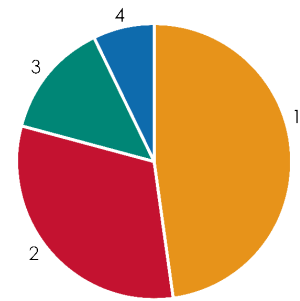
## Measure B and Measure BB Direct Local Distribution Program Expenditures

Each fiscal year, local jurisdictions utilize DLD funds to implement their projects and programs. In FY 14-15, jurisdictions expended a combined total of \$72.0 million in Measure B (\$71.0 million) and Measure BB (\$1.0 million) DLD funds on transportation improvements in Alameda County.

For Measure B, recipients have increased their expenditures from the prior year by approximately \$1.4 million, and are collectively drawing down fund balances.

By program type, agencies spent 42 percent of total Measure B funds on local streets and roads, 34 percent on mass transit, 15 percent on paratransit, and 9 percent on bicycle and pedestrian projects.

See the chart below for more information on Measure B FY 14-15 Direct Local Distribution balances, annual revenue distributions, and expenditures.



**Total Measure B Funds Expended**

Dollars in millions

<b>1</b> Local Streets and Roads	\$29.6	42%
<b>2</b> Mass Transit	\$24.3	34%
<b>3</b> Paratransit	\$10.5	15%
<b>4</b> Bicycle and Pedestrian	\$6.6	9%
<b>Total Expended</b>	<b>\$71.0</b>	<b>100%</b>

### FY 14-15 Measure B Expenditures and Fund Balances

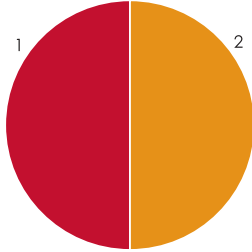
Jurisdiction	14-15 Starting MB Balance	14-15 MB Revenue	14-15 MB Interest	14-15 MB Expended	14-15 Ending MB Balance
AC Transit	\$3,064,267	\$26,446,452	\$0	\$22,936,770	\$6,573,949
BART	\$0	\$1,838,787	\$0	\$1,838,787	\$0
LAVTA	\$0	\$1,009,539	\$0	\$1,009,539	\$0
WETA	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655
ACPWA	\$2,256,162	\$3,148,065	\$18,262	\$3,083,383	\$2,339,106
ACE	\$2,168,442	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303
City of Alameda	\$2,755,714	\$2,087,429	\$11,009	\$1,784,718	\$3,069,434
City of Albany	\$129,178	\$474,686	\$144	\$225,366	\$378,642
City of Berkeley	\$2,562,623	\$3,400,115	\$1,886	\$4,018,190	\$1,946,435
City of Dublin	\$869,099	\$545,626	\$6,425	\$752,945	\$668,205
City of Emeryville	\$416,800	\$326,816	\$2,542	\$73,877	\$672,281
City of Fremont	\$3,284,761	\$3,703,121	\$10,516	\$4,797,741	\$2,200,657
City of Hayward	\$2,040,253	\$3,445,636	\$7,169	\$3,885,068	\$1,607,990
City of Livermore	\$1,930,332	\$1,194,122	\$6,998	\$1,905,080	\$1,226,372
City of Newark	\$475,201	\$758,605	\$998	\$628,243	\$606,561
City of Oakland	\$11,447,976	\$12,547,359	\$33,218	\$12,956,161	\$11,072,392
City of Piedmont	\$393,762	\$426,636	\$327	\$705,141	\$115,585
City of Pleasanton	\$1,686,098	\$1,103,473	\$14,407	\$1,273,201	\$1,530,777
City of San Leandro	\$3,420,388	\$1,852,294	\$12,552	\$1,938,335	\$3,346,899
City of Union City	\$1,142,339	\$1,628,429	\$5,000	\$2,473,651	\$302,117
<b>Total</b>	<b>\$43,489,820</b>	<b>\$69,516,036</b>	<b>\$138,356</b>	<b>\$71,011,854</b>	<b>\$42,132,358</b>

#### Notes:

1. The table above reflects Measure B financials reported on the Audited Financial Statements and Compliance Reports.
2. Revenue and expenditure figures may vary due to number rounding.
3. The Starting MB Balance may vary from the prior year due to restatement of fund balances in FY 14-15.
4. The Ending MB Balance includes interest on Measure B funds.

## Measure B and Measure BB Expenditures

### Measure B and Measure BB Direct Local Distribution Program Expenditures



**Total Measure BB Funds Expended**

Dollars in millions

<b>1</b> Mass Transit	\$0.5	50%
<b>2</b> Paratransit	\$0.5	50%
<b>Total Expended</b>	<b>\$1.0</b>	<b>100%</b>

For Measure BB, the primary expenditures were among the transit providers for bus and rail transit operations and paratransit services. In general, city and county recipients were unable to program Measure BB funds into their capital improvement plans for the bicycle and pedestrian, and local streets and roads programs due to the timing of receiving the Measure BB distributions at the end of the fiscal year.

By program type, of the \$1.0 million in Measure BB expenditures incurred in FY 14-15, transit agencies expended half within the transit program and the other half within the paratransit program. Expenditures supported transit operations, facilities maintenance and paratransit services.

See the chart below for more information on Measure BB FY 14-15 DLD balances, annual revenue distributions, and expenditures.

#### FY 14-15 Measure BB Expenditures and Fund Balances

Jurisdiction	14-15 Starting MBB Balance	14-15 MBB Revenue	14-15 MBB Interest	14-15 MBB Expended	14-15 Ending MBB Balance
AC Transit	\$0	\$5,843,198	\$0	\$0	\$5,843,198
BART	\$0	\$501,562	\$0	\$501,562	\$0
LAVTA	\$0	\$176,311	\$0	\$176,311	\$0
WETA	\$0	\$125,391	\$0	\$0	\$125,391
ACPWA	\$0	\$506,146	\$0	\$0	\$506,146
ACE	\$0	\$250,781	\$0	\$215,891	\$34,890
City of Alameda	\$0	\$389,207	\$0	\$0	\$389,207
City of Albany	\$0	\$88,307	\$0	\$0	\$88,307
City of Berkeley	\$0	\$634,434	\$0	\$0	\$634,434
City of Dublin	\$0	\$95,140	\$0	\$0	\$95,140
City of Emeryville	\$0	\$61,006	\$0	\$0	\$61,006
City of Fremont	\$0	\$599,542	\$0	\$0	\$599,542
City of Hayward	\$0	\$610,287	\$0	\$0	\$610,287
City of Livermore	\$0	\$209,473	\$0	\$0	\$209,473
City of Newark	\$0	\$123,198	\$0	\$0	\$123,198
City of Oakland	\$0	\$2,343,116	\$0	\$0	\$2,343,116
City of Piedmont	\$0	\$79,133	\$0	\$0	\$79,133
City of Pleasanton	\$0	\$208,325	\$0	\$0	\$208,325
City of San Leandro	\$0	\$327,542	\$0	\$0	\$327,542
City of Union City	\$0	\$257,226	\$0	\$97,342	\$159,884
<b>Total</b>	<b>\$0</b>	<b>\$13,429,323</b>	<b>\$0</b>	<b>\$991,106</b>	<b>\$12,438,217</b>

**Notes:**

1. The table above reflects Measure BB financials reported on the Audited Financial Statements and Compliance Reports.
2. Revenue and expenditure figures may vary due to number rounding.



## Measure B and Measure BB Revenue and Expenditure Trends

### Measure B DLD Net Revenue Trends

Each year, the state of the economy directly affects the amount of transportation sales tax revenue generated in Alameda County. Since the events in 2007 that precipitated an economic downturn, the annual net sales tax revenue has steadily increased, as shown in the table to the right.

The progressive growth in sales tax revenues has resulted in an increase of overall Measure B program distributions to the jurisdictions.

### Measure B DLD Expenditure Trends

In FY 14-15, Measure B expenditures by the jurisdictions increased from the prior fiscal year by approximately \$7.2 million. Each of the four transportation programs contributed to the overall increase in expenditures in FY 14-15 from the prior fiscal year, as shown in the table to the right.

The largest expenditures were from the local streets and roads, and bicycle/pedestrian programs for capital improvements and road maintenance operations.

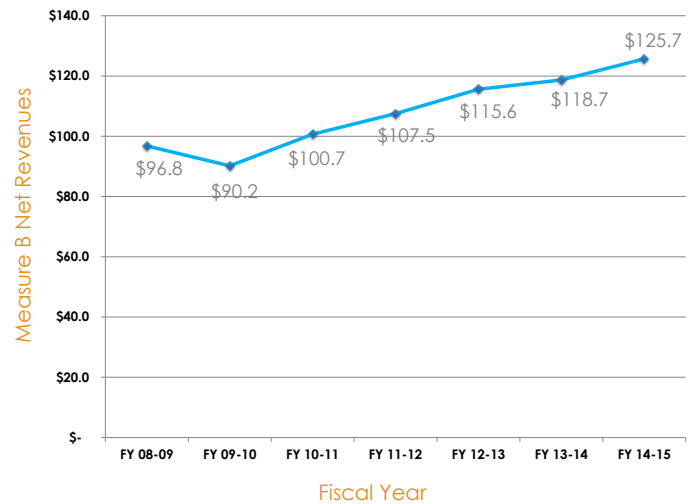
### Measure BB DLD Revenue and Expenditure Trends

For the Measure BB program, FY 14-15 is the inaugural year of sales tax collections and distributions. Although trends have yet to be established, future Measure BB revenues and expenditures are expected to follow a similar pattern to the current Measure B annual distributions and expenditures.

### Measure B Net Revenue Trends

FY 08-09 through FY 14-15

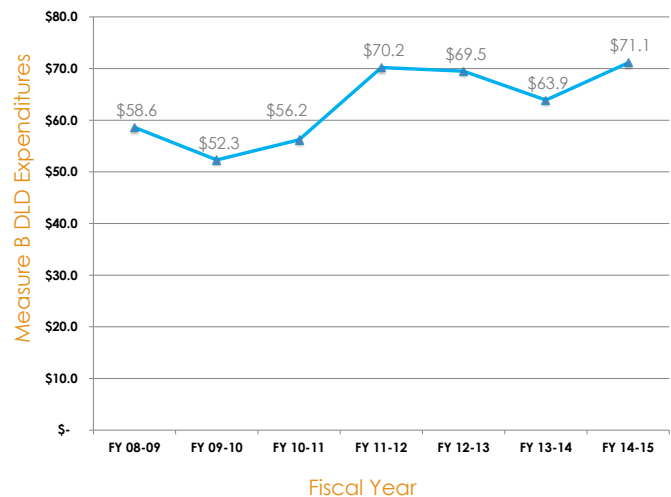
Dollar in millions



### Measure B DLD Expenditures Trends

FY 08-09 through FY 14-15

Dollar in millions



## Expenditures by Transportation Mode

### Transportation Modes: Transit, Local Streets, and Bicycle and Pedestrian



In FY 14-15, jurisdictions combined Measure B and Measure BB expenditures amounted to \$72.0 million for transportation improvements. By fund source, approximately \$71.0 million in Measure B and \$1.0 million in Measure BB funds supported the following transportation modes within each program:

- **Bicycle and pedestrian:** Of the \$6.6 million used, local agencies spent:
  - 52 percent on bicycle and pedestrian improvements;
  - 35 percent on direct pedestrian improvements; and
  - 13 percent on direct bicycle improvements.
- **Local streets and roads:** Of the \$29.6 million used, local agencies spent:
  - 77 percent on local road improvement projects;
  - 12 percent on various projects including paratransit services, bus facilities improvements, general program administration, traffic management, engineering, and maintenance; and
  - 11 percent on bicycle and pedestrian projects.
- **Mass transit:** Of the \$24.8 million used, local agencies spent:
  - 80 percent on bus operations;
  - 12 percent on rail operations; and
  - 8 percent on ferry operations.
- **Paratransit:** Of the \$11.0 million used, local agencies spent
  - 54 percent on services for people with disabilities;
  - 45 percent on services for seniors and people with disabilities;
  - 1 percent on other senior transportation services.

#### Measure B and Measure BB Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$863,852	\$0	\$0	\$0	\$863,852
Bicycle and Pedestrian	\$3,438,742	\$807,623	\$0	\$0	\$4,246,365
Pedestrian	\$2,327,613	\$2,377,938	\$0	\$0	\$4,705,551
Local Streets and Roads	\$0	\$22,814,857	\$0	\$0	\$22,814,857
Bus	\$0	\$0	\$19,765,295	\$0	\$19,765,295
Ferry	\$0	\$0	\$2,111,539	\$0	\$2,111,539
Rail	\$0	\$2,599	\$2,955,400	\$0	\$2,957,999
Disabled Services	\$0	\$0	\$0	\$4,960,723	\$4,960,723
Meals on Wheels	\$0	\$0	\$0	\$31,813	\$31,813
Seniors and Disabled Services	\$0	\$0	\$0	\$5,967,702	\$5,967,702
Other	\$0	\$3,576,683	\$0	\$581	\$3,577,264
<b>Total</b>	<b>\$6,630,206</b>	<b>\$29,579,699</b>	<b>\$24,832,234</b>	<b>\$10,960,820</b>	<b>\$72,002,960</b>



## Measure B and Measure BB Expenditures by Project Phase

Alameda County's sales tax dollars are invested in a wide variety of projects across the county to improve and maintain the transportation infrastructure. By project phase, the twenty DLD fund recipients reported 49 percent of total expenditures on operations to improve and maintain roadways, bicycle trails, and transit operations that enable greater access, safety and travel convenience to commuters and residents. This level of investment by phase is consistent with the prior year expenditures for operations.

Other top expenditures by phase include:

- Construction (\$20.7 million)
- Project Completion / Closeout (\$6.4 million)
- Scoping, Feasibility and Planning (\$3.8 million)
- Maintenance (\$3.4 million)

### Local Streets and Roads Expenditures by Project Phase

Alameda CTC distributes local streets and roads fund to fourteen cities and the county for local transportation expenditures including ongoing pavement rehabilitation programs, bicycle/pedestrian improvements, transit operations, and capital infrastructure investments. In FY 14-15, agencies expended \$29.6 million in Measure B funds for local transportation related activities. No expenditures in this program were tied to Measure BB funds due to the timing of receipt of the newly collected distributions at the end of FY 14-15. Of the total expenditures, \$22.8 million was spent on projects that directly improved road and bicycle/pedestrian facilities, while the remaining \$6.8 million funded transit infrastructure and services.

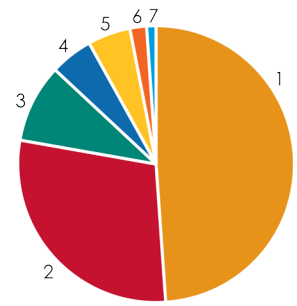
By Project Phase, 48 percent of expenses were reported in the Construction Phase totaling \$14.1 million. Construction projects include street resurfacing, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and stair repairs. An additional \$5.6 million (19 percent) was spent on the Project Completion / Closeout Phase.

Other top local streets and roads expenditures by phase include:

- Maintenance (\$3.3 million)
- Scoping, Feasibility and Planning (\$3.3 million)

#### FY 14-15 Program Highlights:

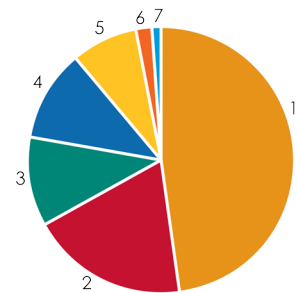
- The City of Oakland resurfaced and performed maintenance on over twenty lane miles of pavement to prolong the life of the roadways.
- The City of San Leandro's Annual Slurry Seal program repaired approximately eleven lane miles of street surfaces.



**Total Measure B/BB Expenditures by Phase**

Dollars in millions

<b>1 Operations</b>	<b>\$35.5</b>	<b>49%</b>
<b>2 Construction</b>	<b>\$20.7</b>	<b>29%</b>
<b>3 Project Completion / Closeout</b>	<b>\$6.4</b>	<b>9%</b>
<b>4 Scoping, Feasibility and Planning</b>	<b>\$3.8</b>	<b>5%</b>
<b>5 Maintenance</b>	<b>\$3.4</b>	<b>5%</b>
<b>6 Other</b>	<b>\$1.2</b>	<b>2%</b>
<b>7 PS&amp;E</b>	<b>\$1.0</b>	<b>1%</b>
<b>Total Expenditures</b>	<b>\$72.0</b>	<b>100%</b>

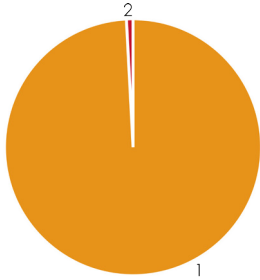


**Local Streets & Roads Expenditures by Phase**

Dollars in millions

<b>1 Construction</b>	<b>\$14.1</b>	<b>48%</b>
<b>2 Project Completion/Closeout</b>	<b>\$5.6</b>	<b>19%</b>
<b>3 Maintenance</b>	<b>\$3.3</b>	<b>11%</b>
<b>4 Scoping, Feasibility &amp; Planning</b>	<b>\$3.3</b>	<b>11%</b>
<b>5 Operations</b>	<b>\$2.2</b>	<b>8%</b>
<b>6 PS&amp;E</b>	<b>\$0.6</b>	<b>2%</b>
<b>7 Other</b>	<b>\$0.5</b>	<b>1%</b>
<b>Total Expenditures</b>	<b>\$29.6</b>	<b>100%</b>

## Expenditures by Project Phase



**Mass Transit Expenditures by Phase**

Dollars in millions

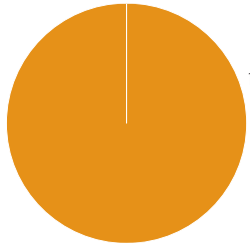
<b>1 Operations</b>	<b>\$22.7</b>	<b>90%</b>
<b>2 Other</b>	<b>\$2.1</b>	<b>10%</b>
<b>Total Expenditures</b>	<b>\$24.8</b>	<b>100%</b>

### Mass Transit Expenditures by Project Phase

Transit agencies expended 90 percent of Measure B and Measure BB Transit funds on service operations in the amount of \$22.7 million. Additional expenditures are tied to construction related improvements including ferry maintenance and transit facility repairs.

#### FY 14-15 Program Highlights:

- Measure B funds supported AC Transit's fixed route transit operations to provide over 47 million one-way trips.
- LAVTA used a combination of Measure B and Measure BB Direct Local Distributions to provide 1.6 million one-way trips for Tri-Valley residents.
- San Francisco Water Emergency Transportation Authority (WETA) performed mid-life refurbishments on the Bay Breeze and Peralta ferry, as well as capital improvements to ferry facilities.



**Paratransit Expenditures by Phase**

Dollars in millions

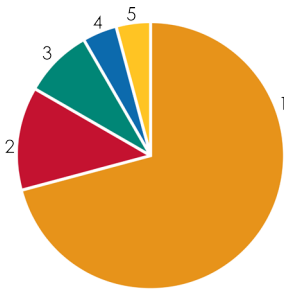
<b>1 Operations</b>	<b>\$11.0</b>	<b>100%</b>
<b>Total Expenditures</b>	<b>\$11.0</b>	<b>100%</b>

### Paratransit Expenditures by Project Phase

Agencies spent 100 percent of the \$11.0 million in Measure B and Measure BB paratransit funds on operations and services for transportation, meal delivery, and travel training to seniors and people with disabilities.

#### FY 14-15 Program Highlights:

- The City of Albany provided over 6,000 group recreational trips as part of the city's effort to improve the quality of life for seniors and people with disabilities.
- The City of Hayward provided 10,000 trips through the same-day taxi program.
- BART's ADA mandated service operations provided over 225,000 passenger trips using Measure B and Measure BB funds.



**Bicycle and Pedestrian Expenditures by Phase**

Dollars in millions

<b>1 Construction</b>	<b>\$4.5</b>	<b>68%</b>
<b>2 Project Completion/Closeout</b>	<b>\$0.8</b>	<b>12%</b>
<b>3 Scoping, Feasibility &amp; Planning</b>	<b>\$0.5</b>	<b>8%</b>
<b>4 PS&amp;E</b>	<b>\$0.4</b>	<b>6%</b>
<b>5 Other</b>	<b>\$0.4</b>	<b>6%</b>
<b>Total Expenditures</b>	<b>\$6.6</b>	<b>100%</b>

### Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total Measure B and Measure BB expenditures of \$6.6 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as gap closures, sidewalk improvements, and pathway maintenance. These improvements help achieve a more reliable and more connected bicycle/pedestrian network that makes walking and biking safer and more accessible throughout the county.

#### FY 14-15 Program Highlights:

- The City of Oakland's Skyline Boulevard Bikeway project repaved, restriped and marked 1.6 lane miles of new bicycle facilities.
- The City of Piedmont implemented the Highland Avenue and Parkway Drainage improvements that replaced 700 linear feet of curb



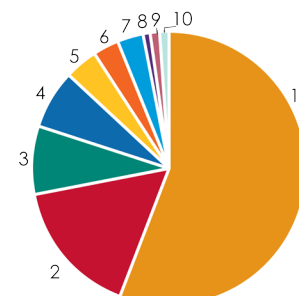
## Measure B Expenditures by Project Type

### Local Streets and Roads Expenditures by Project Type

Jurisdictions reported a total of \$29.6 million in local street and road expenditures for transportation improvements. By project type, approximately \$16.7 million went to street resurfacing and maintenance, \$4.8 million supported staffing program administration, and \$2.3 million was used for sidewalk and ramp improvements. The investments in these expenditures are consistent with the prior year's expenditures by type. The other expenditures including financing a wide variety of improvements such as traffic calming improvements, complete street and streetscaping enhancements, and bicycle/pedestrian outreach and safety training.

#### FY 14-15 Program Highlights:

- The City of Alameda resurfaced six lane miles on various streets to replace striping, reseal surfaces, and to upgrade curb ramps.
- The City of Berkeley expended \$576,000 on its street maintenance program to provide pothole and street repairs.
- The City of Hayward reconstructed 550,000 square feet of pavement to repair deteriorated streets and roads.
- Union City's Huntwood Avenue / Whipple Road Intersection Drainage Improvement replaced 4,800 square feet of sidewalk, curb and gutter.



**Local Streets & Roads Expenditures by Type**  
Dollars in millions

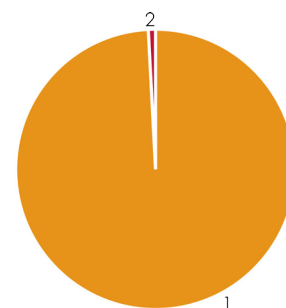
<b>1</b>	Street Resurfacing & Maintenance	\$16.7	56%
<b>2</b>	Staffing	\$4.8	16%
<b>3</b>	Sidewalk and Ramps	\$2.3	8%
<b>4</b>	Bridges and Tunnels	\$2.0	7%
<b>5</b>	Signals	\$1.1	4%
<b>6</b>	Complete Streets	\$1.0	3%
<b>7</b>	Other	\$1.0	3%
<b>8</b>	Traffic Calming	\$0.3	1%
<b>9</b>	Pedestrian Crossing Improvements	\$0.2	1%
<b>10</b>	Bikeways and Paths	\$0.2	1%
<b>Total Expenditures</b>		<b>\$29.6</b>	<b>100%</b>

### Mass Transit Expenditures by Project Type

Of the \$24.8 million Mass Transit Program expenditures by transit agencies, approximately 91 percent of funds went to operations and the remaining amount was used for equipment purchases and facilities maintenance.

#### FY 14-15 Program Highlights:

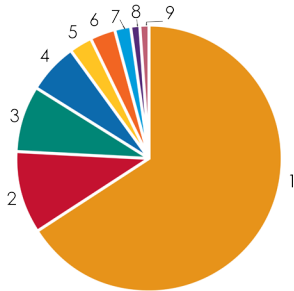
- The Altamont Corridor Express transported over 1.2 million passengers to the Vasco, Livermore, Pleasanton, and Fremont stations.
- WETA expended funds on its refurbishment projects at the Alameda Main Street and Oakland Jack London Square terminals.



**Mass Transit Expenditures by Type**  
Dollars in millions

<b>1</b>	Operations	\$22.7	91%
<b>2</b>	Equipment	\$2.1	9%
<b>Total Expenditures</b>		<b>\$24.8</b>	<b>100%</b>

## Expenditures by Project Type



Paratransit Expenditures by Type

Dollars in millions

1 ADA-mandated Services	\$7.4	66%
2 City-Based Door to Door	\$1.1	10%
3 Program Administration	\$0.9	8%
4 Same Day Taxi Program	\$0.6	6%
5 Shuttle or Fixed Route Trips	\$0.3	3%
6 Customer Service/Outreach	\$0.3	3%
7 Group Trips	\$0.2	2%
8 Meal Delivery	\$0.1	1%
9 Other	\$0.1	1%
<b>Total Expenditures</b>	<b>\$11.0</b>	<b>100%</b>

### Paratransit Expenditures by Project Type

By project type, agencies reported \$10.5 million in Measure B and \$0.5 million in Measure BB expenditures for paratransit related activities. The majority of the combined \$11.0 million in Paratransit program expenditures went towards Americans with Disabilities Act (ADA) mandated services, which includes approximately \$6.9 million in AC Transit and BART ADA-mandated paratransit services provided through the East Bay Paratransit Consortium. Other paratransit expenditures by type include \$1.1 million for city-based door-to-door programs and \$584,000 for same-day taxi programs.

#### FY 14-15 Program Highlights:

- The City of Alameda's Paratransit Shuttle provided over 5,100 one-way trips funded exclusively with Measure B funds.
- The City of Albany's taxi subsidy program provided 380 trips using \$4,700 in Measure B funds.
- Measure BB supported ADA mandated services provided by BART, LAVTA and Union City in the amount of \$0.5 million.
- The City of Fremont provided approximately 17,000 one-way trips for local door-to-door medical, grocery, and recreational trips for seniors and people with disabilities.
- The City of San Leandro transported over 13,000 passengers as part of its Flex Shuttle Paratransit Program funded with \$245,000 in Measure B funds.
- The City of Newark delivered 14,000 meals as part of its Meal Delivery Program.



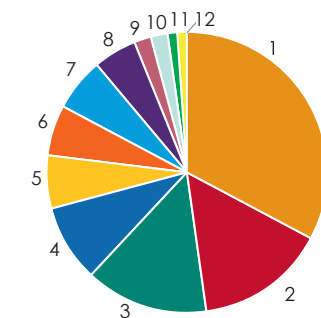


### Bicycle and Pedestrian Expenditures by Project Type

By project type, a total of \$6.6 million in Measure B funds was expended in FY 14-15 to implement countywide bicycle/pedestrian improvements. No Measure BB expenditures were incurred during this period due to the timing of receipt of funds. The majority of Measure B expenditures were for sidewalk and ramp improvements (\$2.2 million), safety improvements (\$1.0 million), and bikeway enhancements (\$0.9 million).

#### FY 14-15 Program Highlights:

- The City of Dublin added a rectangular rapid flashing beacon at two intersections which provided safer crossing for pedestrians in the downtown area on Amador Valley Blvd.
- The City of Hayward relocated a pedestrian and bicycle bridge on Industrial Blvd as part of the County's Floodwater Improvement project.
- The City of Piedmont performed safety improvements on a bridge on Oakland Avenue which included upgrades to the pedestrian ramps and installation of safety rails across the bridge.
- The City of San Leandro implemented railroad safety crossing improvements at two sidewalks locations approaching the Union Pacific Railroad pedestrian crossings.
- Union City installed eight-six wheelchair ramps and truncated domes as part of an effort to retrofit existing sidewalk ramps to ADA standards.



**Bicycle and Pedestrian Expenditures by Type**

Dollars in millions

<b>1</b> Sidewalk and Ramps	\$2.2	33%
<b>2</b> Safety Improvements	\$1.0	15%
<b>3</b> Bikeways (non-Class 1)	\$0.9	14%
<b>4</b> Multiuse Paths	\$0.6	9%
<b>5</b> Other	\$0.4	6%
<b>6</b> Traffic Calming	\$0.4	6%
<b>7</b> Streetscape/Complete Streets	\$0.4	6%
<b>8</b> Pedestrian Crossing Improv.	\$0.3	5%
<b>9</b> Education and Promotion	\$0.1	2%
<b>10</b> Signals	\$0.1	2%
<b>11</b> Master Plan	\$0.1	1%
<b>12</b> Staffing	\$0.1	1%
<b>Total Expenditures</b>	<b>\$6.6</b>	<b>100%</b>

### Measure B and Measure BB Program Administration

Per the MPFA, Measure B and Measure BB funds are eligible to support activities that include the implementation and construction of transportation related improvements. Each year Measure B and Measure BB recipients expend funds not only on construction activities, but also on staffing activities associated with program administration and project development.

In FY 14-15, approximately 8 percent of Measure B and Measure BB expenditures supported the following program administration activities:

- Engineering development
- Transportation planning
- Street resurfacing and maintenance, traffic operations services, electrical services, pavement rehabilitation, pothole repair, and preventative maintenance
- Information technology services
- Customer service and outreach
- Bicycle/pedestrian planning
- Paratransit program management



### Timely Use of Funds and Reserve Policy



In order to ensure agencies are expending Measure B and Measure BB funds expeditiously on local transportation improvements, the Alameda CTC's Timely Use of Funds Policy requires jurisdictions to report anticipated use of all Measure B and Measure BB funds for each of their programs. As part of the annual compliance reporting process, jurisdictions provide information on planned uses of these funds on anticipated projects.

Per the MPFA's Fund Reserve Policy, jurisdictions can establish certain fund reserves to account for unexpended balances. The types of fund reserves and their eligibilities are noted in the following chart.

#### Fund Reserve Categories

Reserve Category	Maximum Funding Allotment	Timely Use of Funds Requirement
<b>Capital Fund Reserve</b> Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year revenue of Measure B/BB funds.	None.	(1) Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established.
<b>Operations Fund Reserve</b> Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations.	50 percent of anticipated annual Measure B/BB Direct Local Distribution revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
<b>Undesignated Fund Reserve</b> Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual Measure B/BB Direct Local Distribution revenue	(1) Unexpended funds may be reassigned in the subsequent fiscal year.



## Monitoring Timely Use of Funds and Reserves

As part of the annual compliance report, Measure B/BB recipients are required to provide an implementation plan using uncommitted fund balances and anticipated annual revenue. Alameda CTC utilizes the reported information to track reported expenditures and to monitor the implementation plans for compliance with the MPFA's Timely Use of Funds Policy. This policy began as part of the reporting on FY 11-12 expenditures in 2012.

As part of the FY 11-12 Annual Compliance Report, Alameda CTC implemented the first year of monitoring and tracking fund reserves. Jurisdictions identified implementation plans using remaining fund balances per the Timely Use of Funds Policy. Each subsequent fiscal year, jurisdictions are required to provide updated implementation plans using uncommitted fund balances at the end of the fiscal year (i.e. funds not already identified in a previous plan). Alameda CTC monitors the reports for compliance with the requirements of the policy.

Alameda CTC's compliance reporting evaluation includes the following:

1. Monitor jurisdictions' implementation plans to ensure jurisdictions are actively expending Measure B and Measure BB funds and enhancing the local transportation system throughout Alameda County.
2. Review jurisdictions' updated implementation plans which include the identification of uncommitted fund balances and anticipated annual revenue for the next fiscal year.

For FY 14-15, all Measure B and Measure BB DLD fund recipients are found to be in compliance with the Timely Use of Funds Policies for reserves. Recipients have demonstrated a commitment to expending reserve balances and fulfilled the commitments of the policy. The individual program compliance reports and the recipient's implementation plans can be found on the website: [http://www.alamedactc.org/app\\_pages/view/4135](http://www.alamedactc.org/app_pages/view/4135).

In December 2015, Alameda CTC adopted a new Timely Use of Funds Policy that will replace the existing Timely Use of Funds Policy to facilitate greater oversight and compliance administration of DLD funds. This new policy states that a recipient may not carry a end of year fund balance greater than 40 percent of their annual revenue received for four consecutive years in a row. Alameda CTC will implement this policy on FY 16-17 funds as part of updated Master Programs Funding Agreements starting on July 1, 2016.

As such, this FY 14-15 reporting period will be the last year of implementing and monitoring the Timely Use of Funds and Reserve Policies.





## FY 14-15 Program Compliance Determination and Future Reporting

### FY 14-15 Measure B and Measure BB Compliance Determination



For the FY 14-15 reporting year, all Measure B and Measure BB recipients submitted compliance reports and audited financial statements that complied with the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans and funding agreement requirements. From these reports and follow-up correspondences with the individual recipients, Alameda CTC has determined that the Measure B and Measure BB DLD recipients are in compliance with the reporting, expenditure requirements, and Timely Use of Funds and Reserve policies for expenses incurred in FY 14-15.



### Future Reporting and Performance Monitoring

Alameda CTC will continue to monitor the recipients compliance with the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans and funding agreement requirements through future compliance reporting processes. In an effort to streamline the compliance administration and recipient reporting on all Measure B and Measure BB DLD funds, Alameda CTC and the recipients entered into new Master Programs Funding Agreements effective July 1, 2016 through June 30, 2026. The updated agreements includes new timely use of funds policies and performance monitoring requirements that are to be applied to fiscal year 2016-17 funds and will be monitored in future compliance reports and other agency performance reports.

Next year's compliance reporting on fiscal year 2015-16 Measure B and Measure BB expenditures will establish a baseline of reporting expectations and performance data that will be monitored. The focus of future reports will include:

- Monitoring the draw down of existing fund balances
- Performance monitoring of the use of funds
- Monitoring consistency with Expenditure Plan requirements
- Verifying compliance with the updated timely use of fund requirements
- Verifying recipient's completion of general reporting obligations
- Monitoring Measure BB Local Street and Road expenditures on Bicycle and Pedestrian benefits



## Measure B and Measure BB Fund Balances

### Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

#### AC Transit

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$2,272,711	\$21,337,338	\$0	\$18,306,102	\$5,303,947
Paratransit	\$791,556	\$5,109,114	\$0	\$4,630,668	\$1,270,002
<b>Total</b>	<b>\$3,064,267</b>	<b>\$26,446,452</b>	<b>\$0</b>	<b>\$22,936,770</b>	<b>\$6,573,949</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$4,714,683	\$0	\$0	\$4,714,683
Paratransit	\$0	\$1,128,515	\$0	\$0	\$1,128,515
<b>Total</b>	<b>\$0</b>	<b>\$5,843,198</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,843,198</b>



#### Altamont Corridor Express (ACE)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$2,168,441	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303
<b>Total</b>	<b>\$2,168,441</b>	<b>\$2,616,261</b>	<b>\$5,720</b>	<b>\$2,614,119</b>	<b>\$2,176,303</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$250,781	\$0	\$215,891	\$34,890
<b>Total</b>	<b>\$0</b>	<b>\$250,781</b>	<b>\$0</b>	<b>\$215,891</b>	<b>\$34,890</b>



#### SF Bay Area Rapid Transit (BART)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Paratransit	\$0	\$1,838,787	\$0	\$1,838,787	\$0
<b>Total</b>	<b>\$0</b>	<b>\$1,838,787</b>	<b>\$0</b>	<b>\$1,838,787</b>	<b>\$0</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Paratransit	\$0	\$376,172	\$0	\$376,172	\$0
Mass Transit	\$0	\$125,390	\$0	\$125,390	\$0
<b>Total</b>	<b>\$0</b>	<b>\$501,562</b>	<b>\$0</b>	<b>\$501,562</b>	<b>\$0</b>



## Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

### Livermore Amador Valley Transit Authority (LAVTA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$0	\$851,519	\$0	\$851,519	\$0
Paratransit	\$0	\$158,020	\$0	\$158,020	\$0
<b>Total</b>	<b>\$0</b>	<b>\$1,009,539</b>	<b>\$0</b>	<b>\$1,009,539</b>	<b>\$0</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$125,391	\$0	\$125,391	\$0
Paratransit	\$0	\$50,920	\$0	\$50,920	\$0
<b>Total</b>	<b>\$0</b>	<b>\$176,311</b>	<b>\$0</b>	<b>\$176,311</b>	<b>\$0</b>



### SF Water Emergency Transportation Authority (WETA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655
<b>Total</b>	<b>\$3,446,424</b>	<b>\$962,587</b>	<b>\$1,183</b>	<b>\$2,111,539</b>	<b>\$2,298,655</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$125,391	\$0	\$0	\$125,391
<b>Total</b>	<b>\$0</b>	<b>\$125,391</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,391</b>

### Alameda County Public Works Association (ACPWA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,904,433	\$2,718,293	\$14,171	\$2,872,870	\$1,764,027
Bicycle and Pedestrian	\$351,729	\$429,772	\$4,091	\$210,513	\$575,079
<b>Total</b>	<b>\$2,256,162</b>	<b>\$3,148,065</b>	<b>\$18,262</b>	<b>\$3,083,383</b>	<b>\$2,339,106</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$436,278	\$0	\$0	\$436,278
Bicycle and Pedestrian	\$0	\$69,868	\$0	\$0	\$69,868
<b>Total</b>	<b>\$0</b>	<b>\$506,146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$506,146</b>



## Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient



### City of Alameda

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$2,543,158	\$1,691,252	\$10,210	\$1,402,727	\$2,841,893
Bicycle and Pedestrian	\$61,638	\$224,498	\$133	\$250,000	\$36,269
Paratransit	\$150,918	\$171,679	\$666	\$131,991	\$191,272
<b>Total</b>	<b>\$2,755,714</b>	<b>\$2,087,429</b>	<b>\$11,009</b>	<b>\$1,784,718</b>	<b>\$3,069,434</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$316,897	\$0	\$0	\$316,897
Bicycle and Pedestrian	\$0	\$36,497	\$0	\$0	\$36,497
Paratransit	\$0	\$35,813	\$0	\$0	\$35,813
<b>Total</b>	<b>\$0</b>	<b>\$389,207</b>	<b>\$0</b>	<b>\$0</b>	<b>\$389,207</b>

### City of Albany

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$51,965	\$385,280	\$12	\$118,123	\$319,134
Paratransit	\$10,741	\$34,336	\$2	\$41,330	\$3,749
Bicycle and Pedestrian	\$66,472	\$55,070	\$130	\$65,913	\$55,759
<b>Total</b>	<b>\$129,178</b>	<b>\$474,686</b>	<b>\$144</b>	<b>\$225,366</b>	<b>\$378,642</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$72,192	\$0	\$0	\$72,192
Paratransit	\$0	\$7,163	\$0	\$0	\$7,163
Bicycle and Pedestrian	\$0	\$8,953	\$0	\$0	\$8,953
<b>Total</b>	<b>\$0</b>	<b>\$88,307</b>	<b>\$0</b>	<b>\$0</b>	<b>\$88,307</b>

### City of Berkeley

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,881,862	\$2,775,644	\$1,198	\$3,369,472	\$1,289,232
Bicycle and Pedestrian	\$523,848	\$345,758	\$553	\$388,207	\$481,952
Paratransit	\$156,914	\$278,713	\$135	\$260,511	\$175,251
<b>Total</b>	<b>\$2,562,624</b>	<b>\$3,400,115</b>	<b>\$1,886</b>	<b>\$4,018,190</b>	<b>\$1,946,435</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$520,084	\$0	\$0	\$520,084
Bicycle and Pedestrian	\$0	\$56,210	\$0	\$0	\$56,210
Paratransit	\$0	\$58,141	\$0	\$0	\$58,141
<b>Total</b>	<b>\$0</b>	<b>\$634,434</b>	<b>\$0</b>	<b>\$0</b>	<b>\$634,434</b>



## Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

### City of Dublin

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$816,319	\$396,556	\$5,899	\$682,726	\$536,048
Bicycle and Pedestrian	\$52,780	\$149,070	\$526	\$70,219	\$132,157
<b>Total</b>	<b>\$869,099</b>	<b>\$545,626</b>	<b>\$6,425</b>	<b>\$752,945</b>	<b>\$668,205</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$70,906	\$0	\$0	\$70,906
Bicycle and Pedestrian	\$0	\$24,234	\$0	\$0	\$24,234
<b>Total</b>	<b>\$0</b>	<b>\$95,140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$95,140</b>

### City of Emeryville

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$255,796	\$271,146	\$2,347	\$15,457	\$513,832
Bicycle and Pedestrian	\$142,615	\$30,685	\$178	\$31,331	\$142,147
Paratransit	\$18,389	\$24,985	\$17	\$27,089	\$16,302
<b>Total</b>	<b>\$416,800</b>	<b>\$326,816</b>	<b>\$2,542</b>	<b>\$73,877</b>	<b>\$672,281</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$50,806	\$0	\$0	\$50,806
Bicycle and Pedestrian	\$0	\$4,988	\$0	\$0	\$4,988
Paratransit	\$0	\$5,212	\$0	\$0	\$5,212
<b>Total</b>	<b>\$0</b>	<b>\$61,006</b>	<b>\$0</b>	<b>\$0</b>	<b>\$61,006</b>

### City of Fremont

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,146,691	\$2,201,320	\$2,651	\$2,458,645	\$892,017
Paratransit	\$349,275	\$844,602	\$1,388	\$1,003,802	\$191,463
Bicycle and Pedestrian	\$1,788,795	\$657,199	\$6,477	\$1,335,294	\$1,117,177
<b>Total</b>	<b>\$3,284,761</b>	<b>\$3,703,121</b>	<b>\$10,516</b>	<b>\$4,797,741</b>	<b>\$2,200,657</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$393,607	\$0	\$0	\$393,607
Paratransit	\$0	\$99,094	\$0	\$0	\$99,094
Bicycle and Pedestrian	\$0	\$106,841	\$0	\$0	\$106,841
<b>Total</b>	<b>\$0</b>	<b>\$599,542</b>	<b>\$0</b>	<b>\$0</b>	<b>\$599,542</b>



## Measure B and Measure BB Fund Balances

### Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

#### City of Hayward



Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$691,370	\$2,219,270	\$332	\$2,543,211	\$367,761
Paratransit	\$932,812	\$781,846	\$4,249	\$829,387	\$889,520
Bicycle and Pedestrian	\$416,071	\$444,520	\$2,588	\$512,470	\$350,709
<b>Total</b>	<b>\$2,040,253</b>	<b>\$3,445,636</b>	<b>\$7,169</b>	<b>\$3,885,068</b>	<b>\$1,607,990</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$396,817	\$0	\$0	\$396,817
Paratransit	\$0	\$141,205	\$0	\$0	\$141,205
Bicycle and Pedestrian	\$0	\$72,265	\$0	\$0	\$72,265
<b>Total</b>	<b>\$0</b>	<b>\$610,287</b>	<b>\$0</b>	<b>\$0</b>	<b>\$610,287</b>

#### City of Livermore



Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,113,781	\$945,123	\$3,678	\$1,464,357	\$598,225
Bicycle and Pedestrian	\$816,551	\$248,999	\$3,320	\$440,723	\$628,147
<b>Total</b>	<b>\$1,930,332</b>	<b>\$1,194,122</b>	<b>\$6,998</b>	<b>\$1,905,080</b>	<b>\$1,226,372</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$168,993	\$0	\$0	\$168,993
Bicycle and Pedestrian	\$0	\$40,480	\$0	\$0	\$40,480
<b>Total</b>	<b>\$0</b>	<b>\$209,473</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209,473</b>

#### City of Newark

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$399,960	\$460,866	\$629	\$447,243	\$414,212
Paratransit	\$63,183	\$168,221	\$183	\$181,000	\$50,587
Bicycle and Pedestrian	\$12,058	\$129,518	\$186	\$0	\$141,762
<b>Total</b>	<b>\$475,201</b>	<b>\$758,605</b>	<b>\$998</b>	<b>\$628,243</b>	<b>\$606,561</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$82,405	\$0	\$0	\$82,405
Paratransit	\$0	\$19,737	\$0	\$0	\$19,737
Bicycle and Pedestrian	\$0	\$21,056	\$0	\$0	\$21,056
<b>Total</b>	<b>\$0</b>	<b>\$123,198</b>	<b>\$0</b>	<b>\$0</b>	<b>\$123,198</b>

## Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

### City of Oakland

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$9,262,519	\$10,333,520	\$27,573	\$10,303,203	\$9,320,409
Bicycle and Pedestrian	\$2,185,457	\$1,193,286	\$5,645	\$1,898,193	\$1,486,195
Paratransit	\$0	\$1,020,553	\$0	\$754,765	\$265,788
<b>Total</b>	<b>\$11,447,976</b>	<b>\$12,547,359</b>	<b>\$33,218</b>	<b>\$12,956,161</b>	<b>\$11,072,392</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$1,936,233	\$0	\$0	\$1,936,233
Bicycle and Pedestrian	\$0	\$193,992	\$0	\$0	\$193,992
Paratransit	\$0	\$212,891	\$0	\$0	\$212,891
<b>Total</b>	<b>\$0</b>	<b>\$2,343,116</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,343,116</b>



### City of Piedmont

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$223,972	\$394,094	\$300	\$593,437	\$24,930
Bicycle and Pedestrian	\$169,790	\$32,542	\$27	\$111,704	\$90,655
<b>Total</b>	<b>\$393,762</b>	<b>\$426,636</b>	<b>\$327</b>	<b>\$705,141</b>	<b>\$115,585</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$73,843	\$0	\$0	\$73,843
Bicycle and Pedestrian	\$0	\$5,290	\$0	\$0	\$5,290
<b>Total</b>	<b>\$0</b>	<b>\$79,133</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,133</b>



### City of Pleasanton

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$357,189	\$787,564	\$4,640	\$786,513	\$362,880
Bicycle and Pedestrian	\$1,328,909	\$214,771	\$9,767	\$385,550	\$1,167,897
Paratransit	\$0	\$101,138	\$0	\$101,138	\$0
<b>Total</b>	<b>\$1,686,098</b>	<b>\$1,103,473</b>	<b>\$14,407</b>	<b>\$1,273,201</b>	<b>\$1,530,777</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$140,820	\$0	\$0	\$140,820
Bicycle and Pedestrian	\$0	\$34,915	\$0	\$0	\$34,915
Paratransit	\$0	\$32,590	\$0	\$0	\$32,590
<b>Total</b>	<b>\$0</b>	<b>\$208,325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$208,325</b>

## Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient



### City of San Leandro

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$2,504,041	\$1,289,161	\$10,452	\$1,190,764	\$2,612,890
Bicycle and Pedestrian	\$793,366	\$258,983	\$2,100	\$502,286	\$552,163
Paratransit	\$122,981	\$304,150	\$0	\$245,285	\$181,846
<b>Total</b>	<b>\$3,420,388</b>	<b>\$1,852,294</b>	<b>\$12,552</b>	<b>\$1,938,335</b>	<b>\$3,346,899</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$230,509	\$0	\$0	\$230,509
Bicycle and Pedestrian	\$0	\$42,102	\$0	\$0	\$42,102
Paratransit	\$0	\$54,931	\$0	\$0	\$54,931
<b>Total</b>	<b>\$0</b>	<b>\$327,542</b>	<b>\$0</b>	<b>\$0</b>	<b>\$327,542</b>

### City of Union City / Union City Transit

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$636,103	\$700,382	\$1,627	\$1,330,951	\$7,161
Mass Transit	\$0	\$419,589	\$0	\$419,589	\$0
Paratransit	\$0	\$295,308	\$0	\$295,308	\$0
Bicycle and Pedestrian	\$506,236	\$213,150	\$3,373	\$427,803	\$294,956
<b>Total</b>	<b>\$1,142,339</b>	<b>\$1,628,429</b>	<b>\$5,000</b>	<b>\$2,473,651</b>	<b>\$302,117</b>

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$125,232	\$0	\$0	\$125,232
Mass Transit	\$0	\$62,695	\$0	\$62,695	\$0
Paratransit	\$0	\$34,647	\$0	\$34,647	\$0
<b>Bicycle and Pedestrian</b>	<b>\$0</b>	<b>\$34,651</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,651</b>
<b>Total</b>	<b>\$0</b>	<b>\$257,226</b>	<b>\$0</b>	<b>\$97,342</b>	<b>\$159,884</b>







[alamedactc.org](http://alamedactc.org)

