

Measure B

Pass-through Fund Program Compliance Report



Fiscal Year 2011-2012

May 2013

Alameda County Transportation Commission
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FY 11-12 Measure B Program Compliance Report

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Introduction

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



In FY 11-12, Alameda CTC distributed approximately \$60.5 million to the twenty local agencies and jurisdictions. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B pass-through fund expenditures.

Agencies and jurisdictions rely on Measure B funds for 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.

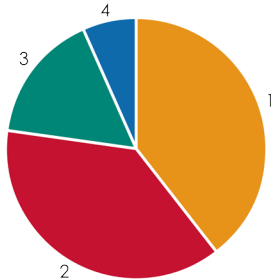
This Compliance Report is a summary of FY 11-12 revenues and expenditures reported by Measure B recipients, as per the updated Master Programs Funding Agreement (MPFA) executed between Alameda CTC and the local agencies and jurisdictions in Spring 2012. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax.

As part of the audited financial statement and compliance reporting process, recipients must submit the following program deliverables to Alameda CTC:

- **Road miles:** The number of maintained road miles within the city's jurisdiction, consistent with the miles the jurisdiction reported to state and federal agencies.
- **Population:** The number of people the jurisdiction's transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the program in either Alameda CTC's newsletter or the agency's newsletter.
- **Website:** Documentation of up-to-date 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.
- **Complete Streets Policy:** Confirmation that local jurisdictions have developed or will be adopting a Complete Streets policy by June 30, 2013.
- **Timely Use of Funds Policy:** Document an implementation plan using ending fund balances. Per the MPFA, local jurisdictions must expend Measure B pass-through funds in an expeditious manner, and no unexpended funds beyond those included in specified reserve categories, as noted in the Reserve Fund Policy, may be permitted. If Measure B recipients do not meet the timely use of funds requirements, unspent pass-through funds may be subject to rescission.
- **Reserve Fund Policy:** Local jurisdictions must establish and identify reserve funds for unspent funds.
 - *CAPITAL FUND RESERVE:* This reserve is for larger Capital Projects. Funds identified must be expended by the end of the third fiscal year following the fiscal year when the reserve was established.
 - *OPERATIONS FUND RESERVE:* This reserve is for operational activities and may not exceed more than 50 percent of anticipated annual Measure B pass-through revenues.
 - *UNDESIGNATED FUND RESERVE:* This reserve is for general transportation needs (within the category) and may not contain more than 10 percent of annual Measure B pass-through revenues.

Allocations and Revenues

Fiscal Year 2011-2012 Measure B Pass-through Fund Distribution



Alameda CTC Pass-through Program Distribution

Dollars in millions

1 Local Streets and Roads	\$24.0	40%
2 Mass Transit	\$22.8	38%
3 Paratransit	\$9.7	16%
4 Bicycle and Pedestrian	\$4.0	6%
Total Distributions	\$60.5	100%

The Alameda CTC disburses Measure B pass-through funds on a monthly basis to Alameda County agencies and jurisdictions for their transportation programs, based on the 2000 Measure B Transportation Expenditure Plan. This report summarizes the total Alameda CTC pass-through fund allocations and agency expenditures for fiscal year 2011-2012 (FY 11-12).

The data within this report is based on the information included in the compliance and audited financial statement reports that the agencies/jurisdictions submitted. The individual reports and audits are available for review online at http://www.alamedactc.org/app_pages/view/4135.

Measure B Pass-through Fund Distributions

In FY 11-12, Alameda CTC provided approximately \$60.5 million in total Measure B pass-through funding for four transportation programs:

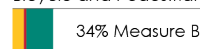
- 1) Local Streets and Roads (\$24.0 million)
- 2) Mass Transit Services (\$22.8 million)
- 3) Special Transportation Services for Seniors and People with Disabilities (paratransit) (\$9.7 million)
- 4) Bicycle and Pedestrian Safety (\$4.0 million)

The agencies reported the receipt of \$60.5 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$312.4 million.

Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

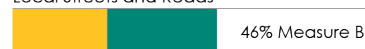
Bicycle and Pedestrian



Paratransit



Local Streets and Roads



Mass Transit



\$0 \$50 \$100 \$150 \$200 \$250 \$300

11-12 Measure B Pass-through Funding Other Measure B Funding

Other Funding

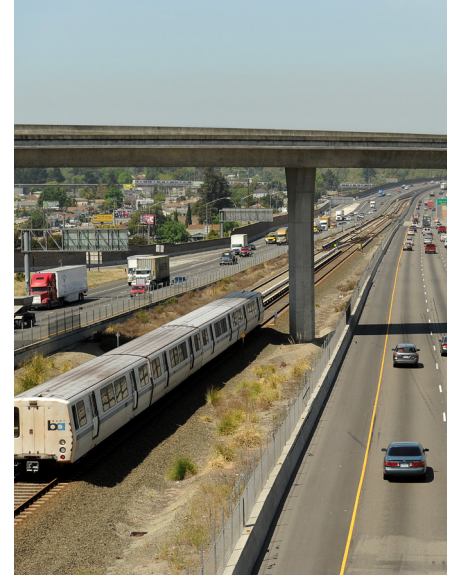
Reserves and Expenditures

Reported Measure B Pass-Through Expenditures

Each fiscal year, local agencies and jurisdictions utilize past Measure B pass-through fund reserves and their annual pass-through program revenue to implement their projects and programs. In FY 11-12, the total reported \$70.2 million of Measure B pass-through expenditures included using \$54.3 million in FY 10-11 reserves. As a result, the unspent balance at the end of FY 11-12 was reported as \$44.9 million and represents a decline in reserve balances from the previous year.

The overall total expenditure in FY 11-12 and the decline in reserve balances indicates that agencies and jurisdictions are expending reserve Measure B funds more than the previous fiscal years and reducing the balance.

See the chart below for more information on Measure B (MB) pass-through fund reserves, annual pass-through revenue distribution, and expenditures in FY 11-12. The profiles for each of the local agencies and jurisdictions appear later in the report to provide more detail on their Measure B reserves and expenditures per program.



FY 11-12 Measure B Expenditures and Fund Balances

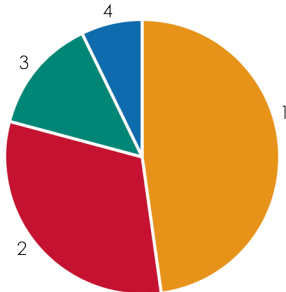
Agency/Jurisdiction	10-11 MB Balance	11-12 MB Revenue	MB Interest	11-12 MB Expended	Ending MB Balance
AC Transit	\$0	\$23,037,792	\$0	\$23,037,792	\$0
BART	\$0	\$1,601,788	\$0	\$1,601,788	\$0
LAVTA	\$0	\$881,069	\$0	\$881,069	\$0
WETA	\$1,825,246	\$838,520	\$1,755	\$163,057	\$2,502,463
ACPWA	\$10,779,347	\$2,743,493	\$13,806	\$9,589,326	\$3,947,320
ACE	\$2,424,620	\$2,379,054	\$8,182	\$2,062,326	\$2,649,530
City of Alameda	\$3,538,906	\$1,845,358	\$45,144	\$1,474,175	\$3,955,233
City of Albany	\$19,556	\$435,185	\$198	\$430,085	\$24,854
City of Berkeley	\$2,918,127	\$2,977,087	\$597	\$3,518,472	\$2,377,339
City of Dublin	\$1,165,478	\$468,408	\$10,893	\$432,967	\$1,211,812
City of Emeryville	\$648,885	\$273,856	\$5,861	\$509,575	\$419,026
City of Fremont	\$5,591,881	\$3,204,262	\$55,672	\$4,050,832	\$4,800,983
City of Hayward	\$1,871,931	\$2,949,527	-\$3,580	\$2,906,795	\$1,911,083
City of Livermore	\$1,863,819	\$1,061,500	\$11,040	\$1,225,232	\$1,711,127
City of Newark	\$986,693	\$657,559	\$3,915	\$1,089,932	\$558,234
City of Oakland	\$10,910,118	\$10,869,752	\$27,859	\$11,115,943	\$10,691,786
City of Piedmont	\$678,570	\$388,466	\$0	\$648,877	\$418,159
City of Pleasanton	\$2,128,314	\$942,044	\$19,444	\$731,747	\$2,358,055
City of San Leandro	\$3,072,379	\$1,658,414	\$18,084	\$1,689,571	\$3,059,306
City of Union City	\$3,847,657	\$1,443,046	\$41,074	\$3,059,658	\$2,272,119
Total	\$54,271,527	\$60,556,178	\$259,943	\$70,219,219	\$44,868,430

Notes:

1. The table above reflects total Measure B revenue and expenditures reported by agencies/jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. The Ending MB Balance includes interest on Measure B funds and reflects fund transfers.
4. The City of Hayward reported a negative interest due to a GASB 31 accounting adjustment.

Measure B Pass-through and Grants Expenditure Summary

Measure B Pass-through and Discretionary Fund FY 11-12 Expenditures



Total Measure B Funds Expended

Dollars in millions

1 Local Streets and Roads	\$34.8	48%
2 Mass Transit	\$22.9	31%
3 Paratransit	\$9.9	14%
4 Bicycle and Pedestrian	\$5.1	7%
Total Expended	\$72.7	100%

As part of the Annual Program Compliance Reporting process, agencies provided expenditure details on their Measure B expenses. This includes reporting on Measure B pass-through expenses and project/program financing using "Other Measure B" funds such as Measure B discretionary grant awards.

In FY 11-12, agencies reported a total of \$72.7 million of Measure B expenditures. This includes \$70.2 million in Measure B pass-through expenditures and \$2.5 million in "Other Measure B" funds. These expenditures financed infrastructure improvements on local transportation and roadways, bicycle and pedestrian routes, and provided support to paratransit and mass transit operations. By program type, agencies reportedly spent 48 percent of total Measure B funds on local streets and roads projects, 31 percent on mass transit, 14 percent on bicycle and pedestrian projects, and 7 percent on paratransit.

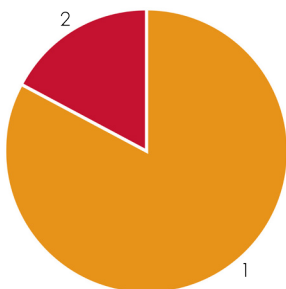
Measure B Pass-through Expenditures

Of the reported \$70.2 million of Measure B pass-through fund expenditures, local jurisdictions used their previous year's reserve balance (\$54.2) and their allocated FY 11-12 Measure B pass-through funds (\$60.5 million) to finance the reported FY 11-12 improvements.

Other Measure B Discretionary Fund Expenditures

Discretionary Measure B funds that are awarded through Alameda CTC's grant programs are distributed to local jurisdictions on a reimbursement basis. In FY 11-12, agencies reported approximately \$2.5 million in Other Measure B expenditures, across the four discretionary grant programs:

- Bicycle and Pedestrian Countywide Discretionary Fund Grant Program (\$0.9 million),
- Express Bus Service Grant Program (\$1.0 million),
- Paratransit Gap Grant Program (\$0.6 million),
- Transit Center Development Grant Program (\$0.2 million).



Total Measure B Funds Expended by Type

Dollars in millions

Measure B Pass-through	\$70.2	97%
Other Measure B	\$2.5	3%
Total Expended	\$72.7	100%

Measure B grant fund recipients receive payment after submitting a request for reimbursement for costs already incurred. Recipients reported their grant fund expenditures on an accrual basis, according to invoices submitted during FY 11-12.

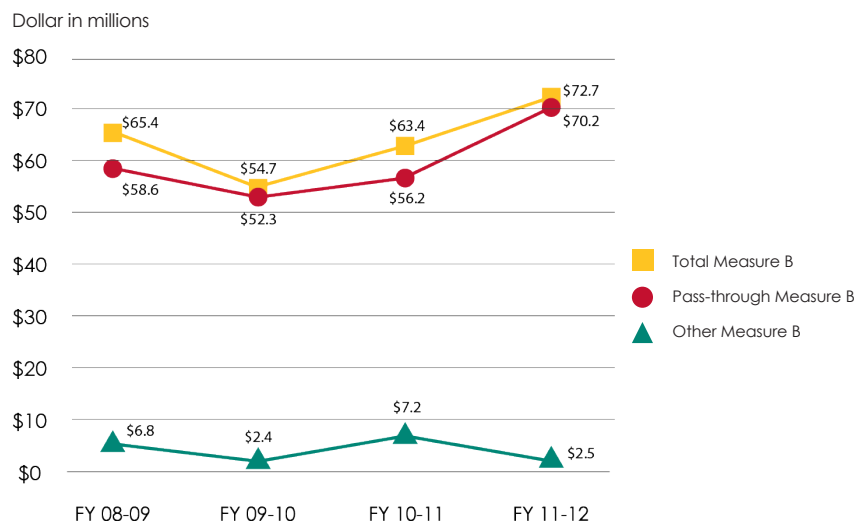
Expenditure Comparison

Economic Upswing Increases Measure B Sales Tax Revenues and Expenditures

Each year, the state of the economy directly affects the amount of transportation sales tax revenue generated in Alameda County. Since the economic downturn in 2007, the annual net sales tax revenue has steadily increased from \$90.2 million in FY 09/10, \$100.7 million in FY 10-11, to \$107.5 million in FY 11-12. The progressive growth in sales tax revenue has resulted in an increase in the amount recipients receive in their pass-through program distribution.

In FY 11-12, agencies and jurisdictions expended more Measure B funding than they did in the previous fiscal years. The chart below details the total Measure B funds expended over the last four fiscal years.

Measure B Expenditures Comparison FY 08-09 through FY 11-12



Note:

"Other Measure B" includes Measure B grants, paratransit cash-flow stabilization funds, and paratransit minimum service level funds.



Expenditures by Transportation Mode

Top Transportation Modes: Bus, Local Streets, and Services for People with Disabilities

In FY 11-12, total Measure B expenditures of \$72.7 million supported the following transportation modes within each program:



- **Bicycle and pedestrian:** Local agencies reported 51 percent financed bicycle and pedestrian improvements, 40 percent funded pedestrian only improvements, and the remaining 9 percent funded bicycle only improvements.
- **Local streets and roads:** Local agencies reported about 73 percent of local streets and roads funds directly supported streets and roads projects. About 26 percent funded bicycle and pedestrian projects. The remaining 1 percent funded other projects including paratransit services and mass transit (scoping and bus-stop facility maintenance), general staffing and administration, training, and traffic management.
- **Mass transit:** The majority of mass transit funds (90 percent) supported bus operations. Measure B also funded rail service (9 percent) and ferry transportation (1 percent).
- **Paratransit:** The jurisdictions reported expenditures of approximately 61 percent of paratransit funds on services for people with disabilities, 39 percent on services for seniors and people with disabilities, and less than 1 percent on other.

Measure B Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$471,258	\$0	\$0	\$0	\$471,258
Bicycle and Pedestrian	\$2,593,998	\$8,964,742	\$0	\$0	\$11,558,740
Pedestrian Crossing Improvements	\$2,078,396	\$0	\$0	\$0	\$2,078,396
Local Streets and Roads	\$0	\$25,596,182	\$0	\$0	\$25,596,182
Bus	\$0	\$81,171	\$20,704,756	\$0	\$20,785,927
Ferry	\$0	\$0	\$167,135	\$0	\$167,135
Rail	\$0	\$0	\$2,062,326	\$0	\$2,062,326
Disabled Services	\$0	\$0	\$0	\$6,052,392	\$6,052,392
Meals on Wheels	\$0	\$0	\$0	\$7,000	\$7,000
Seniors and Disabled Services	\$0	\$8,045	\$0	\$3,821,697	\$3,829,742
Senior Services	\$0	\$0	\$0	\$1,634	\$1,634
Other	\$0	\$119,902	\$0	\$3,075	\$122,977
Total	\$5,143,652	\$34,770,042	\$22,934,216	\$9,885,798	\$72,733,709

Note: Measure B expenditures by mode include both pass-through and grant funds.

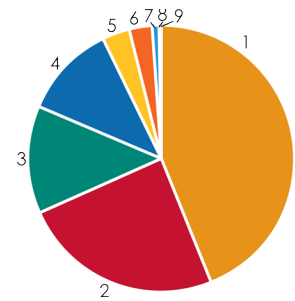
Expenditures by Project Phase

Total Measure B Expenditures by Project Phase

By project phase, the 20 agencies reported expenditures of approximately 44 percent of Measure B funds on operations (\$31.9 million of the \$72.7 million in total expenditures). These dollars helped agencies to maintain services, despite cutbacks from other funding sources.

Other top expenditures by phase include:

- Construction (\$17.9 million)
- Project Completion / Closeout (\$9.5 million)
- Maintenance (\$8.2 million)
- Scoping, Feasibility and Planning (\$2.2 million)



Total Measure B Expenditures by Phase

Dollars in millions

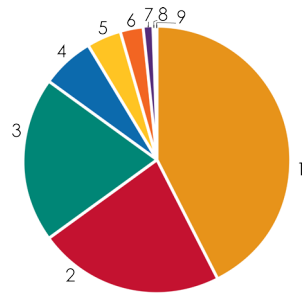
1 Operations	\$31.9	44%
2 Construction	\$17.9	25%
3 Project Completion / Closeout	\$9.5	13%
4 Maintenance	\$8.2	11%
5 Scoping, Feasibility and Planning	\$2.5	3%
6 PS&E	\$2.0	3%
7 Other	\$0.5	0%
8 Right-of-Way	\$0.1	0%
9 Environmental	\$-	0%
Total Expenditures	\$72.7	100%

Local Streets and Roads Expenditures by Project Phase

Agencies reported a total expenditure of approximately \$34.7 million on projects to maintain and improve local streets and roads. The majority of the expenses were to construction projects (43%). Construction projects include street resurfacing and maintenance, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and striping. Additionally, approximately \$7.8 million was spent on maintenance activities that help provide residents with improved road conditions.

Other top local streets and roads expenditures by phase include:

- Project Completion / Closeout (\$6.9 million)
- Scoping, Feasibility and Planning (\$2.2 million)
- PS&E (\$1.5 million)

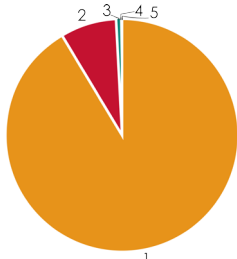


Local Streets & Roads Expenditures by Phase

Dollars in millions

1 Construction	\$14.9	43%
2 Maintenance	\$7.8	22%
3 Project Completion/ Closeout	\$6.9	20%
4 Scoping, Feasibility & Planning	\$2.2	6%
5 PS&E	\$1.5	4%
6 Operations	\$1.0	3%
7 Other	\$0.3	1%
8 Right-of-Way	\$0.1	0%
9 Environmental	\$-	0%
Total Expenditures	\$34.7	100%

Expenditures by Project Phase

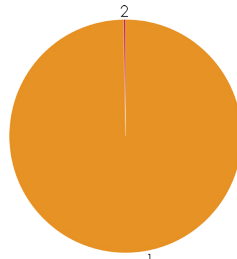


Mass Transit Expenditures by Phase*

1 Operations	\$21.0	92%
2 Project Completion/Closeout	\$1.8	8%
3 Maintenance	\$0.1	-%
4 Construction	\$-	-%
5 Scoping, Feasibility & Planning	\$-	-%
Total Expenditures	\$22.9	100%

Mass Transit Expenditures by Project Phase

Transit agencies spent the majority of Measure B funds on operations (\$21.0 million of the \$22.9 million total mass transit expenditures). Other expenditures include ferry service expenses for the San Francisco Bay Area Water Emergency Transportation Authority (WETA), general administrative services, and transit facilities rehabilitation/repair.

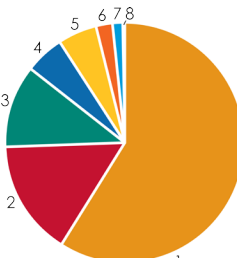


Paratransit Expenditures by Phase*

1 Operations	\$9.9	99%
2 Project Completion/Closeout	\$-	-%
Total Expenditures	\$9.9	100%

Paratransit Expenditures by Project Phase

Agencies spent 99 percent of the \$9.9 million in Measure B paratransit funds on operations. The other expenditures in the amount of \$3,000 included program outreach and general personnel costs to close-out projects.



Bicycle and Pedestrian Expenditures by Phase*

1 Construction	\$9.2	75%
2 Project Completion/Closeout	\$1.5	12%
3 PS&E	\$0.6	5%
4 Scoping, Feasibility & Planning	\$0.3	3%
5 Maintenance	\$0.3	3%
6 Other	\$0.1	1%
7 Operations	\$0.1	1%
Total Expenditures	\$12.2	100%

* Dollars in millions

Bicycle and Pedestrian Safety Expenditures by Project Phase

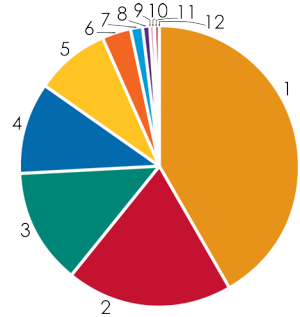
Agencies reported total expenditures of \$12.2 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as lanes and pathways for bicyclists and pedestrians, sidewalk and ramp installation and repair, and bicycle facilities. Many of the improvements from Measure B funding made intersections and walkways safer and more accessible for pedestrians and bicyclists.

Expenditures by Project Type

Total Measure B Expenditures by Project Type

Local Streets and Roads Expenditures by Project Type

By project type, the agencies reported expenditures of approximately \$14.5 million on street resurfacing and maintenance. About \$6.6 million financed sidewalk and curb ramp improvements, and \$4.7 million funded other expenditures, including a wide variety of improvements such as scoping studies for traffic signals replacement and roadway maintenance, equipment and field supplies for street projects, guardrails, and training.

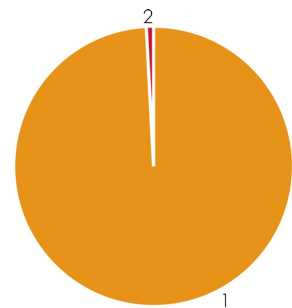


Local Streets & Roads Expenditures by Type
Dollars in millions

1	Street Resurfacing & Maintenance	\$14.5	42%
2	Sidewalks and Ramps	\$6.6	19%
3	Other	\$4.7	13%
4	Staffing	\$3.6	10%
5	Bikeways & Multiuse Paths	\$3.0	9%
6	Bridges and Tunnels	\$1.2	3%
7	Signals	\$0.4	1%
8	Operations	\$0.3	1%
9	Pedestrian Crossing Improvements	\$0.1	-%
10	Traffic Calming	\$0.1	-%
11	Signage	\$-	-%
12	Bike Parking	\$-	-%
Total Expenditures		\$34.7	100%

Mass Transit Expenditures by Project Type

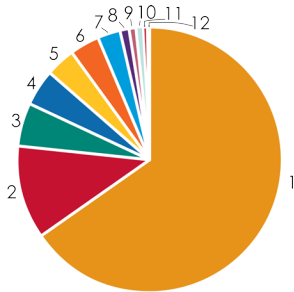
By project type, transit agencies reported spending 99 percent of Measure B funds on operations (\$22.7 million). The remaining 1 percent, approximately \$188,000 funded other expenditures that supported ferry services provided by the San Francisco Bay Area Water Emergency Transportation Authority and transit station rehabilitation/repairs, and equipment and new vehicle purchases.



Mass Transit Expenditures by Type
Dollars in millions

1	Operations	\$22.7	99%
2	Other	\$0.2	1%
Total Expenditures		\$22.9	100%

Expenditures by Project Type



Paratransit Expenditures by Type

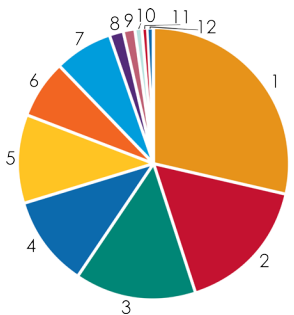
Dollars in millions

1 ADA Mandated Services	\$6.5	65%
2 City-Based Door to Door	\$1.1	11%
3 Shuttle or Fixed Route Trips	\$0.5	5%
4 Management/Overhead/Staffing	\$0.5	4%
5 Same Day/Taxi Program	\$0.3	4%
6 Customer Service/Outreach	\$0.3	4%
7 Other	\$0.2	3%
8 Group Trips	\$0.1	1%
9 Volunteer Drivers Program	\$0.1	1%
10 Meal Delivery	\$0.1	1%
11 Mobility Mgmt/Travel Training	\$0.1	1%
12 Scholarship/Subsidized Fare	\$-	-%
Total Expenditures	\$9.9	100%

Paratransit Expenditures by Project Type

By project type, agencies reported the majority of their paratransit Measure B expenditures as Americans with Disabilities Act (ADA)-mandated service, which includes approximately \$6.5 million in AC Transit and BART operations of ADA-mandated paratransit services provided by the East Bay Paratransit Consortium. Other paratransit expenditures by type include \$1.1 million for City-based Door to Door operations and \$500,000 for shuttle or fixed route trip service.

These expenditures also include a number of Paratransit Gap Grant projects that provide travel training, transportation services for people with dementia, volunteer drivers and escorts, on-demand shuttle, scholarships, and other paratransit services.



Bicycle and Pedestrian Expenditures by Type

Dollars in millions

1 Safety Improvements	\$3.6	30%
2 Sidewalks and Ramps	\$3.4	28%
3 Bikeways (non-Class 1)	\$2.4	20%
4 Pedestrian Crossing Improvements	\$0.8	7%
5 Multiuse Paths (Class 1)	\$0.7	6%
6 Other	\$0.4	3%
7 Staffing	\$0.4	3%
8 Education and Promotion	\$0.1	1%
9 Signals	\$0.1	-%
10 Bike parking	\$0.1	-%
11 Traffic Calming	\$0.1	-%
12 Master Plan	\$0.1	-%
Total Expenditures	\$12.2	100%

Bicycle and Pedestrian Expenditures by Project Type

By project type, agencies reported the majority of Measure B expenditures on safety improvements (\$3.6 million), sidewalks and ramps projects (\$3.4 million), and bikeways non-Class 1 (\$2.4 million). These projects continue to be among the annual reoccurring expenditures financed through Measure B.

Other top bicycle and pedestrian expenditures by type include approximately \$800,000 on pedestrian crossing improvements, \$700,000 on multiuse paths (Class 1), and \$400,000 on other projects including streetscape improvements, bicycle and pedestrian education programs, and signals.

Expenditures by Project Type

Staffing Expenditures by Project Type

By project type, approximately 5 percent of the \$72.7 million in total Measure B expenditures was reported to cover salary and benefits for staff to support projects, programs, or services. The agencies reported expenditures of approximately \$3.9 million on staffing.

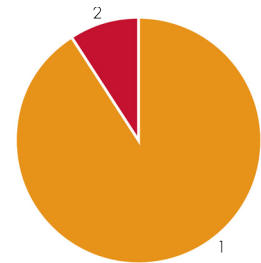
In FY 11-12, agencies reported an increase in staffing expenditures compared to prior years. The total staffing costs in FY 10-11 was reported as \$1.7 million across the Local Streets and Roads, and the Bicycle and Pedestrian Programs. The increase in staffing expenditures corresponds to the economic upswing and the increase of total expenditures on projects and programs across the recipients.

The majority of FY 11-12 staffing expenditures covered staffing for local streets and roads projects, such as:

- Engineering services
- Transportation planning
- Street resurfacing and maintenance, traffic including electrical services, pavement rehabilitation, pothole repair, and preventative maintenance
- Information technology services
- Customer service

The remaining funds supported staffing for bicycle and pedestrian projects and activities, such as:

- Engineering services for bicycle parking
- Administrative services for bicycle and pedestrian programs
- Bicycle/pedestrian planning
- Transportation planning



Measure B Staffing Expenditures

Dollars in millions

1 Local Streets and Roads	\$3.6	91%
2 Bicycle and Pedestrian	\$0.4	9%
Total Expenditures	\$3.9	100%



Timely Use of Funds and Reserve Policy

Timely Use of Funds and Reserve Policies



In order to ensure agencies are expending Measure B funds expeditiously on local transportation improvements, the MPFA's Timely Use of Funds Policy requires jurisdictions to report anticipated use of fund balances for each of their programs. Thus, as part of the FY 11-12 annual compliance reporting process, jurisdictions provided information on planned uses of Measure B funds and planned project deliverables.

Per the MPFA's Fund Reserve Policy, jurisdictions maintain the ability to establish 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
Capital Fund Reserve 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 pass-through 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.
Operations Fund Reserve 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 pass-through revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
Undesignated Fund Reserve 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 pass-through revenues	(1) Unexpended funds may be reassigned in the subsequent fiscal year.

Timely Use of Funds and Reserve Policy

Monitoring Timely Use of Funds and Reserves

FY 11-12 is the first year of implementing the new MPFA's Timely Use of Funds Policy. Alameda CTC will utilize the reported information to track reported expenditures and to monitor compliance with the MPFA's Timely Use of Funds Policy. The purpose of capturing and tracking expenditures is to ensure jurisdictions are actively expending Measure B funds and effectively enhancing the local transportation system throughout Alameda County.

The charts on the following pages summarize the jurisdictions' Measure B pass-through fund balances and anticipated expenditures for FY 12-13 by program. The profiles for the local jurisdictions that appear later in the report provide additional detail on their Measure B fund balances and specific planned expenditures, per program.



Measure B Fund Balances

Measure B Bicycle and Pedestrian Program Fund Balance



For the Measure B bicycle and pedestrian program, jurisdictions reported an ending FY 11-12 Measure B balance of approximately \$12.8 million. After including FY 12-13 estimated revenue, and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$9.0 million. This is approximately \$3.8 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the bicycle and pedestrian program.

FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures ²	Total Anticipated Balance ³
Alameda County	\$1,667,329	\$388,392	\$2,055,721	\$1,180,007	\$875,714
City of Alameda	\$272,555	\$202,936	\$475,491	\$272,555	\$202,936
City of Albany	\$13,500	\$50,971	\$64,471	\$64,471	\$0
City of Berkeley	\$427,790	\$309,524	\$737,314	\$461,607	\$275,707
City of Dublin	\$367,961	\$126,569	\$494,530	\$492,812	\$1,718
City of Emeryville	\$113,253	\$27,714	\$140,967	\$13,800	\$127,167
City of Fremont	\$2,130,514	\$588,609	\$2,719,123	\$1,332,058	\$1,387,065
City of Hayward	\$317,037	\$396,420	\$713,457	\$553,000	\$160,457
City of Livermore	\$609,371	\$222,611	\$831,982	\$55,000	\$776,982
City of Newark	\$109,618	\$117,049	\$226,667	\$110,000	\$116,667
City of Oakland	\$3,297,988	\$1,074,243	\$4,372,231	\$1,093,000	\$3,279,231
City of Piedmont	\$129,852	\$29,327	\$159,179	\$0	\$159,179
City of Pleasanton	\$1,228,639	\$193,239	\$1,421,878	\$172,635	\$1,249,243
City of San Leandro	\$1,109,438	\$233,559	\$1,342,997	\$1,342,997	\$0
City of Union City	\$976,835	\$191,125	\$1,167,960	\$756,628	\$411,332
Total	\$12,771,680	\$4,152,288	\$16,923,968	\$7,900,570	\$9,023,398

Notes:

1. FY 12-13 Estimated Revenue is based on a 3 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.

Measure B Fund Balances

Measure B Local Streets and Road Program (Local Transportation) Fund Balance

For the Measure B local streets and roads program, jurisdictions reported an ending FY 11-12 Measure B balance of approximately \$25.6 million. After including FY 12-13 estimated revenue and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$15.9 million. This is about \$9.7 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the local streets and roads program.

FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures ²	Total Anticipated Balance ³
Alameda County	\$2,279,991	\$2,437,405	\$4,717,396	\$3,314,631	\$1,402,765
City of Alameda	\$3,595,357	\$1,535,302	\$5,130,659	\$2,686,019	\$2,444,640
City of Albany	\$0	\$368,779	\$368,779	\$368,779	\$0
City of Berkeley	\$1,890,611	\$2,567,952	\$4,458,563	\$4,038,462	\$420,101
City of Dublin	\$843,851	\$355,891	\$1,199,742	\$1,199,742	\$0
City of Emeryville	\$299,292	\$229,355	\$528,647	\$528,647	\$0
City of Fremont	\$2,425,662	\$1,984,345	\$4,410,007	\$3,200,601	\$1,209,406
City of Hayward	\$812,042	\$1,938,174	\$2,750,216	\$2,217,000	\$533,216
City of Livermore	\$1,101,756	\$870,734	\$1,972,490	\$1,154,100	\$818,390
City of Newark	\$395,385	\$402,162	\$797,547	\$797,547	\$0
City of Oakland	\$7,359,967	\$9,153,477	\$16,513,444	\$11,407,000	\$5,106,444
City of Piedmont	\$288,307	\$370,793	\$659,100	\$207,340	\$451,760
City of Pleasanton	\$1,129,416	\$688,018	\$1,817,434	\$1,382,434	\$435,000
City of San Leandro	\$1,887,609	\$1,203,624	\$3,091,233	\$930,459	\$2,160,774
City of Union City	\$1,295,284	\$630,536	\$1,925,820	\$1,044,339	\$881,481
Total	\$25,604,530	\$24,736,547	\$50,341,077	\$34,477,100	\$15,863,977

Notes:

1. FY 12-13 Estimated Revenue is based on 3 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.

Measure B Fund Balances

Measure B Mass Transit Program Fund Balance



For the Measure B mass transit program, jurisdictions reported a total ending FY 11-12 Measure B balance of approximately \$5.2 million. After including FY 12-13 estimated revenue and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$5.0 million. This is about \$0.2 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the mass transit program.

It is important to note that jurisdictions are regularly using mass transit funds on operations, and that the anticipated revenue balance of \$5.0 million is indicative of ACE's annual expenditures consistent with the agreement in place that addresses the Alameda share of the cost of operating the service, and WETA's planned expenditures of Measure B funds on major ferry vessel upgrades in subsequent fiscal years. ACE and WETA's fund balances and their planned expenses are outlined in more detail in the respective agency's profiles that appear later in this report.

FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures ²	Total Anticipated Balance ³
AC Transit	\$0	\$19,144,804	\$19,144,804	\$19,144,804	\$0
ACE	\$2,649,530	\$2,347,425	\$4,996,955	\$2,615,480	\$2,381,475
LAVTA	\$0	\$764,020	\$764,020	\$764,020	\$0
WETA	\$2,502,463	\$863,675	\$3,366,138	\$782,481	\$2,583,657
Union City Transit	\$0	\$376,474	\$376,474	\$376,474	\$0
Total	\$5,151,993	\$23,496,398	\$28,648,391	\$23,683,259	\$4,965,132

Notes:

1. FY 12-13 Estimated Revenue is based on a 3 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.

Measure B Fund Balances

Measure B Paratransit Program Fund Balance

For the Measure B paratransit program, jurisdictions reported a total ending FY 11-12 Measure B balance of approximately \$1.4 million. After including FY 12-13 estimated revenue and accounting for anticipated FY 12-13 expenditures, the expected balance at the end of FY 12-13 is projected to be approximately \$163,000. This is about \$1.2 million less than the prior fiscal year and illustrates a significant decline in Measure B balances across the jurisdictions for the paratransit program.

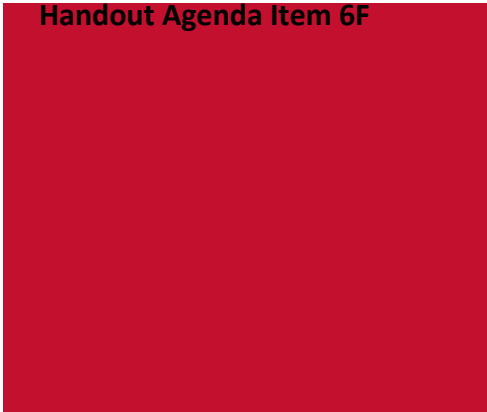
FY 12-13 Ending Fund Balances

Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue ¹	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures ²	Total Anticipated Balance ³
AC Transit	\$0	\$4,584,122	\$4,584,122	\$4,584,122	\$0
BART	\$0	\$1,649,842	\$1,649,842	\$1,649,842	\$0
LAVTA	\$0	\$143,481	\$143,481	\$143,481	\$0
City of Alameda	\$87,321	\$162,481	\$249,802	\$244,271	\$5,531
City of Albany	\$11,354	\$28,490	\$39,844	\$39,844	\$0
City of Berkeley	\$58,938	\$188,924	\$247,862	\$247,862	\$0
City of Emeryville	\$6,475	\$25,002	\$31,477	\$31,477	\$0
City of Fremont	\$244,801	\$727,436	\$972,237	\$900,237	\$72,000
City of Hayward	\$782,004	\$703,419	\$1,485,423	\$1,415,423	\$70,000
City of Newark	\$53,232	\$158,075	\$211,307	\$195,500	\$15,807
City of Oakland	\$60,311	\$968,125	\$1,028,436	\$1,028,436	\$0
City of Pleasanton	\$0	\$89,048	\$89,048	\$89,048	\$0
City of San Leandro	\$62,293	\$270,984	\$333,277	\$333,277	\$0
City of Union City	\$0	\$288,202	\$288,202	\$288,202	\$0
Total	\$1,366,729	\$9,987,631	\$11,354,360	\$11,191,022	\$163,338

Notes:

1. FY 12-13 Estimated Revenue is based on a 3 percent growth escalation of the jurisdiction's FY 11-12 revenue.
2. The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.
3. The Anticipated Balance is the estimated FY 13-14 beginning balance.





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