

## Measure B

# Pass-through Fund Program Compliance Report



Fiscal Year 2011-2012

May 2013

Alameda County Transportation Commission  
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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.

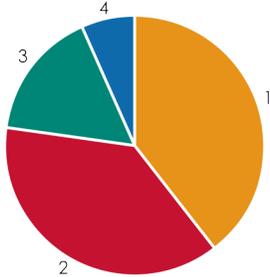
Agencies and jurisdictions rely on Measure B funds for numerous types of projects including bikeways, bicycle parking facilities, pedestrian crossing improvements, intersection and signal improvements, guardrails, street resurfacing and maintenance, bus and ferry operations, rail services, shuttle and 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.

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



**Alameda CTC Pass-through Program Distribution**

Dollars in millions

	Dollars in millions	Percentage
<b>1</b> Local Streets and Roads	\$24.0	40%
<b>2</b> Mass Transit	\$22.8	38%
<b>3</b> Paratransit	\$9.7	16%
<b>4</b> Bicycle and Pedestrian	\$4.0	6%
<b>Total Distributions</b>	<b>\$60.5</b>	<b>100%</b>

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](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:

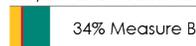
- 1) Local Streets and Roads (\$24.0 million)
- 2) Mass Transit Services (\$22.8 million)
- 3) Special Transportation Services for Seniors and People with Disabilities (paratransit) (\$9.7 million)
- 4) Bicycle and Pedestrian Safety (\$4.0 million)

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



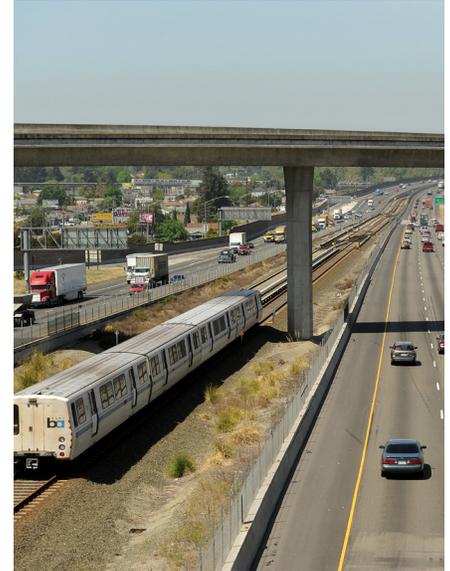
Legend: 11-12 Measure B Pass-through Funding (Yellow), Other Measure B Funding (Red), Other Funding (Green)

## 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

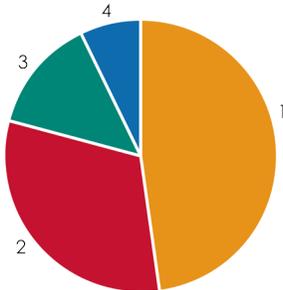
Agency/Jurisdiction	10-11 MB Balance	11-12 MB Revenue	MB Interest	11-12 MB Expended	Ending MB Balance
AC Transit	\$0	\$23,037,792	\$0	\$23,037,792	\$0
BART	\$0	\$1,601,788	\$0	\$1,601,788	\$0
LAVTA	\$0	\$881,069	\$0	\$881,069	\$0
WETA	\$1,825,246	\$838,520	\$1,755	\$163,057	\$2,502,463
ACPWA	\$10,779,347	\$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
<b>Total</b>	<b>\$54,271,527</b>	<b>\$60,556,178</b>	<b>\$259,943</b>	<b>\$70,219,219</b>	<b>\$44,868,430</b>

#### 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 Discretionary Fund FY 11-12 Expenditures

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



**Total Measure B Funds Expended**

Dollars in millions

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

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 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.

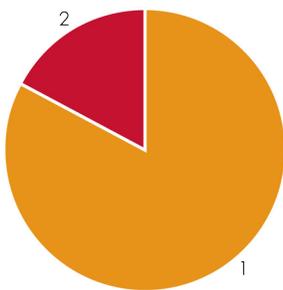
#### Measure B Pass-through Expenditures

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%
<b>Total Expended</b>	<b>\$72.7</b>	<b>100%</b>

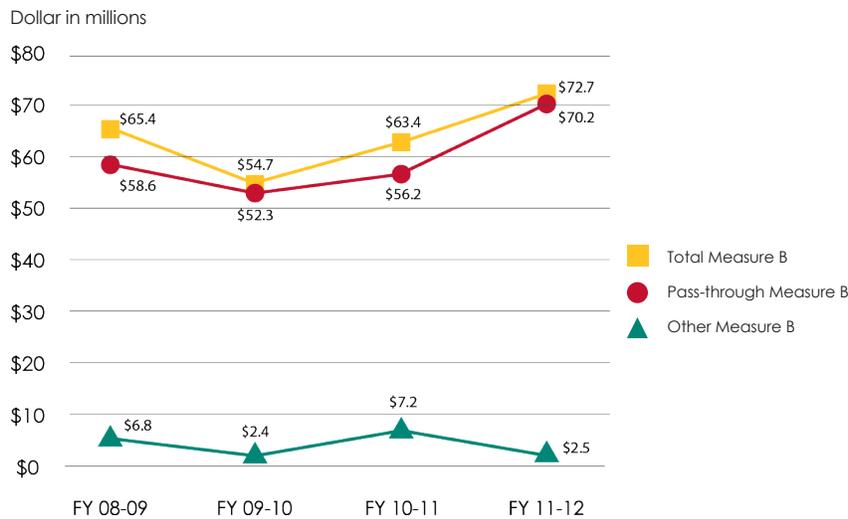
Measure B grant fund recipients receive payment after submitting a request for reimbursement for costs already incurred. Recipients reported their grant fund expenditures on an accrual basis, according to invoices submitted during FY 11-12.

## 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
<b>Total</b>	<b>\$5,143,652</b>	<b>\$34,770,042</b>	<b>\$22,934,216</b>	<b>\$9,885,798</b>	<b>\$72,733,709</b>

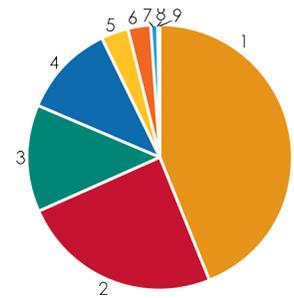
**Note:** Measure B expenditures by mode include both pass-through and grant funds.

## 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

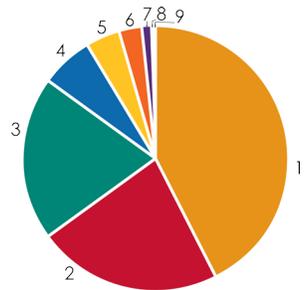
Phase	Dollars in millions	Percentage
1 Operations	\$31.9	44%
2 Construction	\$17.9	25%
3 Project Completion / Closeout	\$9.5	13%
4 Maintenance	\$8.2	11%
5 Scoping, Feasibility and Planning	\$2.5	3%
6 PS&E	\$2.0	3%
7 Other	\$0.5	-%
8 Right-of-Way	\$0.1	-%
9 Environmental	\$-	-%
<b>Total Expenditures</b>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

## 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)

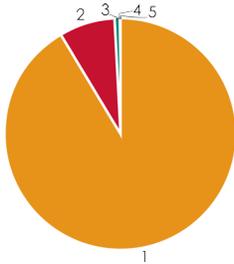


**Local Streets & Roads Expenditures by Phase**

Dollars in millions

Phase	Dollars in millions	Percentage
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	-%
9 Environmental	\$-	-%
<b>Total Expenditures</b>	<b>\$34.7</b>	<b>100%</b>

# Expenditures by Project Phase

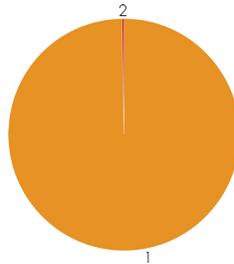


Mass Transit Expenditures by Phase\*

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

## 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 were 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.

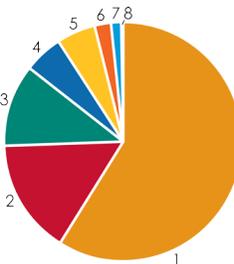


Paratransit Expenditures by Phase\*

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

## 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%
<b>Total Expenditures</b>	<b>\$12.2</b>	<b>100%</b>

## Bicycle and Pedestrian Safety Expenditures by Project Phase

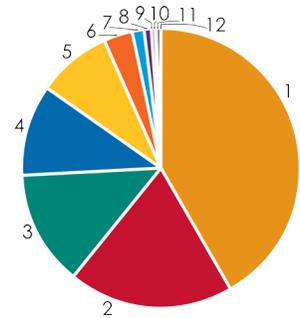
Agencies reported total expenditures of \$12.2 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as lanes and pathways for bicyclists and pedestrians, sidewalk and ramp installation and repair, and bicycle facilities. Many of the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

\* Dollars in millions

## 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.

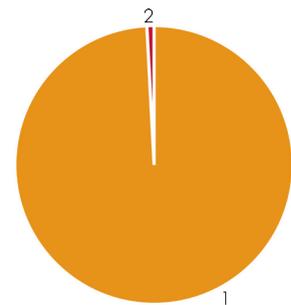


**Local Streets & Roads Expenditures by Type**  
Dollars in millions

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

### Mass Transit Expenditures by Project Type

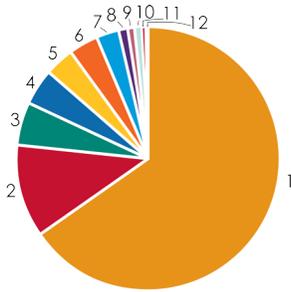
By project type, transit agencies reported spending 99 percent of Measure B funds on operations (\$22.7 million). The remaining 1 percent, approximately \$188,000 funded other expenditures that supported ferry services provided by the San Francisco Bay Area Water Emergency Transportation Authority and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



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

<b>1</b> Operations	\$22.7	99%
<b>2</b> Other	\$0.2	1%
<b>Total Expenditures</b>	<b>\$22.9</b>	<b>100%</b>

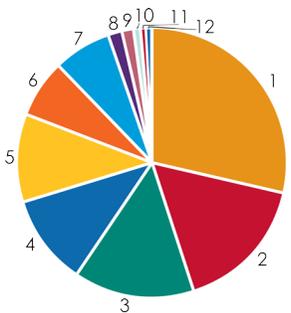
## Expenditures by Project Type



**Paratransit Expenditures by Type**

Dollars in millions

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



**Bicycle and Pedestrian Expenditures by Type**

Dollars in millions

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

### 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 programs 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 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.

## 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.

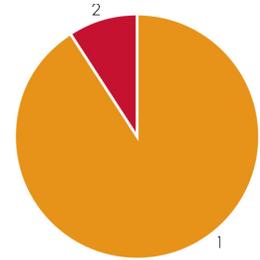
In FY 11-12, agencies reported an increase in staffing expenditures compared to prior years. The total staffing costs in FY 10-11 was reported as \$1.7 million across the Local Streets and Roads, and the Bicycle and Pedestrian Programs. The increase in staffing expenditures corresponds to the economic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

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



## Timely Use of Funds and Reserve Policy



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
<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 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.
<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 pass-through 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 pass-through revenues	(1) Unexpended funds may be reassigned in the subsequent fiscal year.

## 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 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 <sup>1</sup>	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures <sup>2</sup>	Total Anticipated Balance <sup>3</sup>
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
<b>Total</b>	<b>\$12,771,680</b>	<b>\$4,152,288</b>	<b>\$16,923,968</b>	<b>\$7,900,570</b>	<b>\$9,023,398</b>

#### 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 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 <sup>1</sup>	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures <sup>2</sup>	Total Anticipated Balance <sup>3</sup>
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
<b>Total</b>	<b>\$25,604,530</b>	<b>\$24,736,547</b>	<b>\$50,341,077</b>	<b>\$34,477,100</b>	<b>\$15,863,977</b>

**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 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 <sup>1</sup>	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures <sup>2</sup>	Total Anticipated Balance <sup>3</sup>
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
<b>Total</b>	<b>\$5,151,993</b>	<b>\$23,496,398</b>	<b>\$28,648,391</b>	<b>\$23,683,259</b>	<b>\$4,965,132</b>

#### 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 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

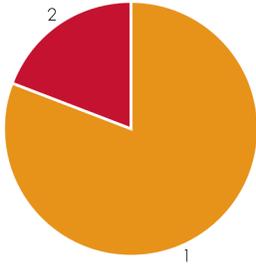
Jurisdiction	FY 11-12 Ending Balance	FY 12-13 Estimated Revenue <sup>1</sup>	FY 12-13 Available Revenue	FY 12-13 Anticipated Expenditures <sup>2</sup>	Total Anticipated Balance <sup>3</sup>
AC Transit	\$0	\$4,584,122	\$4,584,122	\$4,584,122	\$0
BART	\$0	\$1,649,842	\$1,649,842	\$1,649,842	\$0
LAVTA	\$0	\$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
<b>Total</b>	<b>\$1,366,729</b>	<b>\$9,987,631</b>	<b>\$11,354,360</b>	<b>\$11,191,022</b>	<b>\$163,338</b>

**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.

# Alameda-Contra Costa Transit District

## FY 11-12 Measure B Revenues



**Measure B Pass-through Fund Distributions**

Dollars in millions

1 Mass Transit	\$18.6	81%
2 Paratransit	\$4.5	19%
<b>Total Distributions</b>	<b>\$23.1</b>	<b>100%</b>

The Alameda-Contra Costa Transit District (AC Transit) relies on Measure B funds to support its bus operations in Alameda County, and American Disability Act (ADA)-mandated paratransit operations through the East Bay Paratransit Consortium.

In FY 11-12, Alameda CTC distributed approximately \$23.1 million in pass-through funds to AC Transit for mass transit (\$18.6 million) and paratransit (\$4.5 million) programs.

AC Transit reported the receipt of \$23.1 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$249.7 million.

## FY 11-12 Measure B Expenditures

AC Transit utilizes its Measure B pass-through distribution to finance transit services to facilitate travel to and from work, schools, and homes.

### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Paratransit



Mass Transit



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

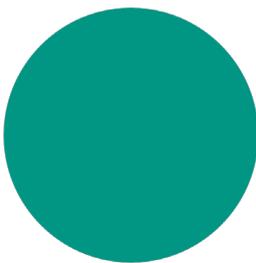
11-12 Measure B Funding Other Funding

### FY 11-12 Program Highlights:

- In FY 11-12, AC Transit's fixed-route transit operations in Alameda County provided approximately 47.0 million one-way trips, of which 3.9 million trips were funded by Measure B.
- AC Transit's East Bay Paratransit services transported 520,188 people with disabilities using Measure B funds.

### Expenditures by Project Phase

By project phase, AC Transit spent 100 percent of Measure B mass transit and paratransit pass-through funds on service operations.



**Mass Transit Expenditures by Type and Phase**

Dollars in millions

1 Operations	\$18.6	100%
<b>Total Expenditures</b>	<b>\$18.6</b>	<b>100%</b>

**Expenditures by Project Type**

By project type, AC Transit spent 100 percent of Measure B mass transit funds on operations. These operations included transit services in North, Central, and Southern Alameda County.

By project type, AC Transit expended 100 percent of Measure B paratransit funds on ADA-mandated services. This service provides an alternative transportation option for eligible riders who are unable to use regular fixed-route transportation.

**Measure B Ending Balance**

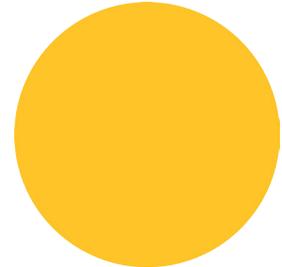
As required per the MPFA's Timely Use of Funds and Reserve Policies, AC Transit outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

AC Transit anticipates expending their FY 12-13 Measure B pass-through revenues for both the mass transit and paratransit programs on ongoing transit services. This includes financing transit operations in the North, Central and Southern Alameda County, and maintaining ADA-mandated services.

AC Transit reported an unspent FY 10-11 balance of zero and a remaining FY 11-12 pass-through fund balance of zero for both the mass transit and paratransit programs. This indicates AC Transit has been expending their Measure B pass-through funds in its entirety over the past two fiscal years. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

**AC Transit's FY 11-12 Ending Measure B Balance**

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 Mass Transit	\$0	\$18,587,188	\$0	\$18,587,188	\$0
2 Paratransit	\$0	\$4,450,604	\$0	\$4,450,604	\$0
<b>Total</b>	<b>\$0</b>	<b>\$23,037,792</b>	<b>\$0</b>	<b>\$23,037,792</b>	<b>\$0</b>



**Paratransit Expenditures by Type and Phase**  
Dollars in millions

1 ADA-Mandated Services	\$4.5	100%
<b>Total Expenditures</b>	<b>\$4.5</b>	<b>100%</b>



## Mass Transit Program

### FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$19,144,804
<b>FY 12-13 Total MB Available</b>	<b>\$19,144,804</b>

## Mass Transit Program FY 12-13 Planned Projects and Fund Reserves

For AC Transit's mass transit program, AC Transit reported expending its previous reserve balance and FY 11-12 Measure B revenue in their entirety on operations. As such, AC Transit reported the projected FY 12-13 revenue, which amounts to approximately \$19,144,804, will be used to fund ongoing transit operations. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's mass transit program.

### Mass Transit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$19,144,804	\$0	\$0	\$0	\$19,144,804
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$19,144,804</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,144,804</b>

## Paratransit Program

### FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$4,584,122
<b>FY 12-13 Total MB Available</b>	<b>\$4,584,122</b>

## Paratransit Program FY 12-13 Planned Projects and Fund Reserves

Similarly, AC Transit reported expending its available FY 11-12 Measure B revenue in its entirety on paratransit operations. In its Compliance Report, AC Transit reported the projected FY 12-13 revenue, which amounts to approximately \$4,584,122, will be used to fund ongoing paratransit operations. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$4,584,122	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$4,584,122</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,584,122</b>

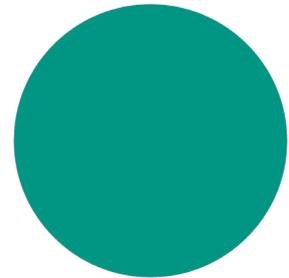
# Altamont Commuter Express

## FY 11-12 Measure B Revenues

The San Joaquin Regional Rail Commission (SJRR) operates the Altamont Commuter Express (ACE) to destinations within Alameda County, San Joaquin County, and Santa Clara County. Measure B subsidizes ACE's service within Alameda County, with stops at Vasco Road, Downtown Livermore, Pleasanton, and Fremont's Centerville Station.

In FY 11-12, Alameda CTC distributed approximately \$2.3 million in pass-through funds to ACE for its mass transit program.

ACE reported the receipt of \$2.3 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$12.4 million.



**Measure B Pass-through Fund Distributions**

Dollars in millions

1 Mass Transit	\$2.3	100%
<b>Total Distributions</b>	<b>\$2.3</b>	<b>100%</b>

## FY 11-12 Measure B Expenditures

Measure B funds support ACE's transportation service operations including facilities and station maintenance.

### Measure B Contribution to Total Program Expenditures



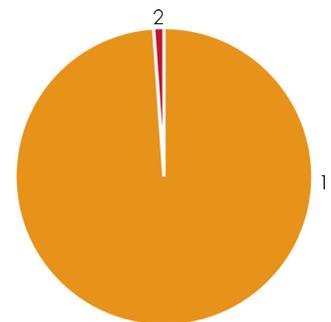
### FY 11-12 Program Highlights:

- In FY 11-12, ACE expended \$2.1 million on service operations that provide passenger rail service from Alameda County to Santa Clara and San Joaquin Counties.
- ACE reported 786,947 total passengers were transported with the financial support of Measure B.
- ACE reported 257,636 total passengers embarked from Alameda County Stations. By station, 38,008 boarded at Vasco, 112,677 at Livermore, 112,677 at Pleasanton, and 71,066 boarded at Fremont.

### Expenditures by Project Phase and Type

The total amount of Measure B expenditures reported by ACE is approximately \$2.1 million.

By project phase and type, ACE's operational costs consumed 99 percent of the fiscal year's reported expenditures. The remaining amount financed Alameda County station maintenance and administration.



**Local Streets and Roads Expenditures by Phase and Type**

Dollars in millions

1 Operations	\$2.0	99%
2 Maintenance	\$0.1	1%
<b>Total Expenditures</b>	<b>\$2.1</b>	<b>100%</b>



### Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, ACE outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

ACE reported an unspent FY 10-11 Measure B mass transit pass-through fund balance of \$2,424,620 and a remaining FY 11-12 fund balance of \$2,649,530. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

#### ACE's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 Mass Transit	\$2,424,620	\$2,279,054	\$8,182	\$2,062,326	\$2,649,530
<b>Total</b>	<b>\$2,424,620</b>	<b>\$2,279,054</b>	<b>\$8,182</b>	<b>\$2,062,326</b>	<b>\$2,649,530</b>

**Mass Transit Program FY 12-13 Planned Projects and Fund Reserves**

ACE's estimated available Measure B funds in FY 12-13 is \$4,996,955. ACE anticipates expending approximately \$2.6 million of its Measure B mass transit funds in the next fiscal year on service operations, station facilities maintenance, and administration. The remaining funds are allocated to the Operational and Undesignated Fund Reserves as anticipated expenditures for similar activities in future years. The chart below details the reported FY 12-13 planned projects and reserve allocations for the ACE's mass transit program.

**Mass Transit Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$2,649,530
FY 12-13 Estimated Revenue	\$2,347,425
<b>FY 12-13 Total MB Available</b>	<b>\$4,996,955</b>

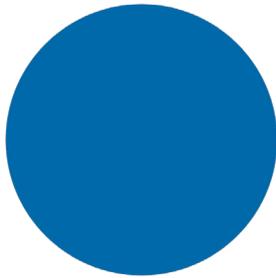
**Mass Transit Program FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$2,615,480	\$0	\$0	\$0	\$2,615,480
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$2,146,733	\$0	\$0	\$0	\$2,146,732
MB Undesignated Fund Reserve	\$234,742	\$0	\$0	\$0	\$234,742
<b>TOTAL MEASURE B</b>	<b>\$4,996,955</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,996,955</b>

Through a Cooperative Service Agreement executed in 2003 between Alameda CTC and SJRRC, the Alameda portion of the annual operating subsidy for ACE is based on the 2002 operating costs contributed by Alameda (about 33 percent), and escalated annually based on the Consumer Price Index. Measure B provided approximately \$2.3 million of operating funds for the ACE service for FY 11-12. Since the initiation of the collection of Measure B in the spring 2002, SJRRC reports a fund balance of about \$2.7 million at the end of FY 11-12. SJRRC plans to expend these funds on future train operations, and with the addition of a fourth train this fiscal year, they anticipate expending Measure B operational reserves by FY 16-17.

The MPFA's Timely Use of Funds and Reserve Policies permits a maximum of 50 percent of annual revenues be allocated to Operational Reserves. SJRRC has requested an exception to the reserve policy in order to allocate \$2.2 million to their FY 12-13 Operational Fund Reserve. This amount will exceed the maximum reserve fund limit by approximately \$1 million. As such, the request is pending the Commission's approve to exceed the MPFA's maximum operational fund reserve limit for FY 12-13.

## Bay Area Rapid Transit District



**Measure B Pass-through Fund Distributions**

Dollars in millions

1 Paratransit	\$1.6	100%
<b>Total Distributions</b>	<b>\$1.6</b>	<b>100%</b>

### FY 11-12 Measure B Revenues

The Bay Area Rapid Transit District (BART) expends Measure B funds on its transportation system's paratransit program. This program provides ADA-mandated transportation services for seniors and people with disabilities in Alameda County through the East Bay Paratransit Consortium.

In FY 11-12, Alameda CTC distributed approximately \$1.6 million in pass-through funds to BART for its paratransit program.

BART reported the receipt of \$1.6 million in pass-through fund revenues and leveraged these revenues for overall total project cost reported as \$10.4 million.

### FY 11-12 Measure B Expenditures

Measure B funds are a critical funding component to BART's paratransit program with approximately \$1.6 million in pass-through revenues and \$1.6 million in expenditures reported in FY 11-12. These funds help BART operate its ADA-mandated services to facilitate more accessible and convenient transportation options for seniors and people with disabilities.

#### Measure B Contribution to Total Program Expenditures

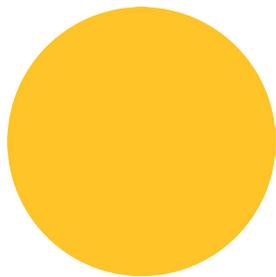
Dollar amounts in millions

Paratransit



#### FY 11-12 Program Highlights:

- In FY 11-12, BART's ADA-mandated transportation services in Alameda County provided approximately 233,700 trips.
- Measure B funded the development of 2,000 printed pamphlets of the Learn Bart! Picture Guide to assist those with visual impairments or limited language skills on the methods to access and ride BART.



**Paratransit Expenditures by Phase and Type**

Dollars in millions

1 Operations	\$1.6	100%
<b>Total Expenditures</b>	<b>\$1.6</b>	<b>100%</b>

#### Expenditures by Project Phase

BART reported total Measure B expenditures of \$1.6 million, which includes approximately \$3,000 through the Paratransit Gap Grant Program for the Learn BART! Picture Guide Project. BART spent 100 percent of Measure B paratransit pass-through funds on transit service operations.

### Expenditures by Project Type

By project type, BART expended 100 percent of Measure B paratransit funds on ADA-mandated services provided through the East Bay Paratransit Consortium. This provides an alternative transportation option for eligible individuals that are unable to use regular fixed-route transportation.

### Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, BART outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth. BART plans to continue utilizing Measure B pass-through revenues for its paratransit programs on ADA-mandated transit in the next fiscal year.

BART reported an unspent FY 10-11 balance of zero and a remaining FY 11-12 pass-through fund balance of zero for its paratransit programs. This indicates BART has been expending their Measure B pass-through funds in its entirety over the past two fiscal years. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

#### BART's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 Paratransit	\$0	\$1,601,788	\$0	\$1,601,788	\$0
<b>Total</b>	<b>\$0</b>	<b>\$1,601,788</b>	<b>\$0</b>	<b>\$1,601,788</b>	<b>\$0</b>



### Paratransit Program FY 12-13 Planned Projects and Fund Reserves

For BART's Measure B funded paratransit program, BART reported expending its previous reserve balance and FY 11-12 Measure B revenue in their entirety on operations. BART anticipates similar expenditures in FY 12-13 and expects to expend the projected FY 12-13 revenue, which amounts to \$1,649,842, on ongoing paratransit operations. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

#### Paratransit Program FY 12-13 Projected Measure B Funds

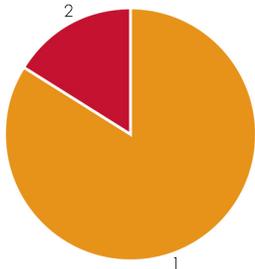
FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$1,649,842
<b>FY 12-13 Total MB Available</b>	<b>\$1,649,842</b>

#### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$1,649,842	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$1,649,842</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,649,842</b>

# Livermore Amador Valley Transit Authority

## FY 11-12 Measure B Revenues



Measure B Pass-through Fund Distributions

1 Mass Transit	\$741,767	84%
2 Paratransit	\$139,302	16%
<b>Total Distributions</b>	<b>\$881,069</b>	<b>100%</b>

The Livermore Amador Valley Transit Authority (LAVTA) subsidizes its WHEELS fixed-route bus service, Dial-A-Ride paratransit program, and express bus services with Measure B pass-through funds. These services enhance transportation accessibility to the Tri-Valley communities of Dublin, Livermore, and Pleasanton.

In FY 11-12, Alameda CTC distributed \$741,767 in pass-through funds to LAVTA's mass transit program, and \$139,302 to its paratransit program.

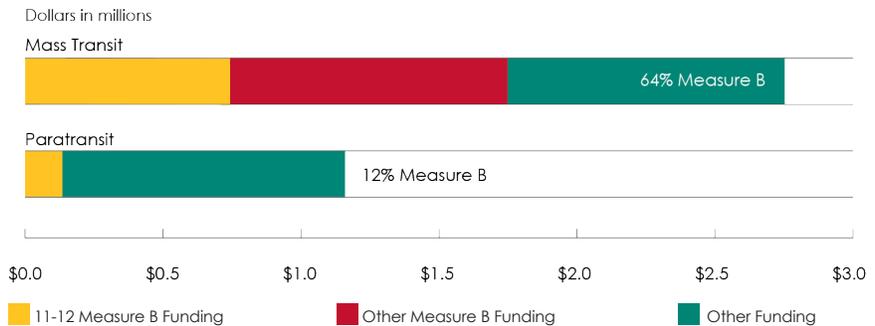
LAVTA reported the receipt of \$881,069 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$3.8 million.

## FY 11-12 Measure B Expenditures

Measure B funds a portion of LAVTA's service operations that provide the Tri-Valley with more accessible service routes to residents and commuters.



### Measure B Contribution to Total Program Expenditures



### FY 11-12 Program Highlights:

- In FY 11-12, for LAVTA's WHEELS fixed-route express bus service through Livermore, Dublin, and Pleasanton, Measure B supported the delivery of approximately 1.4 million one-way trips.
- The WHEELS Dial-a-Ride paratransit service provided 44,596 one-way passenger trips.

### Expenditures by Project Phase

LAVTA reported a total Measure B expenditure of over \$1.8 million, which included \$1.0 million through the Measure B Express Bus Service Grant Program for express bus operations, and \$2,000 through the Measure B Paratransit Gap Grant Program.

By project phase, LAVTA expended 100 percent of Measure B mass transit and paratransit funds on operational activities.

### Expenditures by Project Type

By project type, LAVTA spent 100 percent of Measure B mass transit funds on operations for the WHEELS fixed-route service.

Similarly, by project type, LAVTA spent 100 percent of Measure B pass-transit funds on ADA-mandated services to provide transportation for ADA-eligible clients.

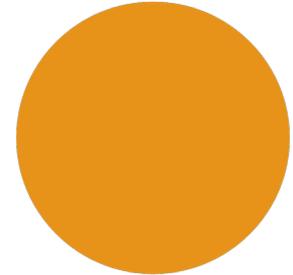
### Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, LAVTA outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

LAVTA reported an unspent FY 10-11 balance of zero and a remaining FY 11-12 pass-through fund balance of zero for both the mass transit and paratransit programs. For the past two years, LAVTA has been expending their Measure B pass-through funds in their entirety to maintain operations and services. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

#### LAVTA's FY 11-12 Ending Measure B Balance

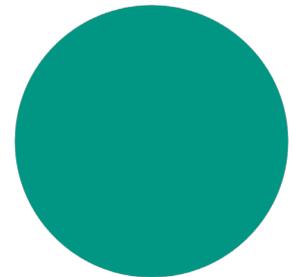
	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 Mass Transit	\$0	\$741,767	\$0	\$741,767	\$0
2 Paratransit	\$0	\$139,302	\$0	\$139,302	\$0
<b>Total</b>	<b>\$0</b>	<b>\$881,069</b>	<b>\$0</b>	<b>\$881,069</b>	<b>\$0</b>



Paratransit Expenditures by Phase and Type

Dollars in millions

1 Operations	\$0.1	100%
<b>Total Expenditures</b>	<b>\$0.1</b>	<b>100%</b>



Mass Transit Expenditures by Phase and Type

Dollars in millions

1 Operations	\$1.7	100%
<b>Total Expenditures</b>	<b>\$1.7</b>	<b>100%</b>

**Mass Transit Program**

**FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$19,144,804
<b>FY 12-13 Total MB Available</b>	<b>\$19,144,804</b>

**Mass Transit Program FY 12-13 Planned Projects and Fund Reserves**

For LAVTA's Measure B funded mass transit program, LAVTA reported expending its previous reserve balance and FY 11-12 Measure B revenue in their entirety on transit operations. LAVTA anticipates similar expenditures in FY 12-13 and expects to expend the full projected FY 12-13 revenue, which amounts to \$764,020, on ongoing transit operations. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's mass transit program.

**Mass Transit FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$764,020	\$0	\$0	\$0	\$764,020
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$764,020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$764,020</b>

**Paratransit Program**

**FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$143,481
<b>FY 12-13 Total MB Available</b>	<b>\$143,481</b>

**Paratransit Program FY 12-13 Planned Projects and Fund Reserves**

Similarly, for LAVTA's Measure B funded paratransit program, LAVTA reported expending its previous reserve balance and FY 11-12 Measure B revenue in their entirety on paratransit operations. LAVTA anticipates similar expenditures in FY 12-13 and expects to expend the full projected FY 12-13 revenue, which amounts to \$143,481, on ongoing paratransit operations. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

**Paratransit FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$143,481	\$0	\$0	\$0	\$143,481
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$143,481</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$143,481</b>

# San Francisco Bay Area Water Emergency Transportation Authority

## FY 11-12 Measure B Revenues

On February 25, 2011, a Ferry Service Operations Transfer Agreement was executed between the City of Alameda, the Alameda Reuse and Redevelopment Authority (ARRA), and the San Francisco Bay Area Water Emergency Transportation Authority (WETA). This agreement transferred the Alameda/Oakland Ferry Service and the Alameda/Harbor Bay Ferry Service to WETA. Since April 29, 2011, WETA has maintained and operated service operations of these Alameda Ferries.

In FY 11-12, Alameda CTC distributed pass-through funds to WETA's mass transit program.

WETA reported the receipt of pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$652,864.

## FY 11-12 Measure B Expenditures

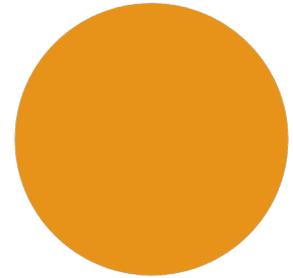
To maintain service operations of the Alameda Ferries, WETA utilized Measure B to finance nearly 20 percent of the maintenance and construction improvements in FY 11-12 that used a combination of Measure B and other funding sources.

### Measure B Contribution to Total Program Expenditures



### FY 11-12 Program Highlights:

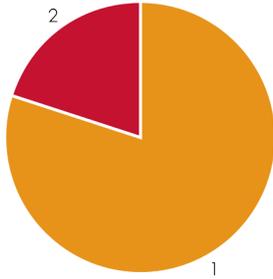
- In FY 11-12, WETA expended \$120,597 in Measure B on the regular maintenance of the Peralta Ferry Vessel. This included replacing two gear boxes and other components on the ferry vessel which were replaced or overhauled sequentially in order to keep the vessel running without down time.
- WETA also performed maintenance on the Bay Breeze Ferry Vessel using approximately \$10,000 in Measure B to replace the main propulsion diesel engines and diesel generator sets. Additionally, the Measure B in tandem with other funding sources supported improvements to the propulsion system to increase speed and fuel efficiency, and a renovation of the passenger cabins.



Measure B Pass-through Fund Distributions

1 Mass Transit	\$838,520	100%
<b>Total Distributions</b>	<b>\$838,520</b>	<b>100%</b>





**Mass Transit Expenditures by Phase**

<b>1</b> Maintenance	\$131,261	80%
<b>2</b> Construction	\$31,796	20%
<b>Total Expenditures</b>	<b>\$163,057</b>	<b>100%</b>

- Various improvements at the Harbor Bay and Main Street Ferry Terminals funded by Measure B included Harbor Bay Ferry Terminal Pile Repair Project which removed and replaced two failed pilings with steel pilings, and parking facilities rehabilitation efforts to improve access for commuters and other passengers.

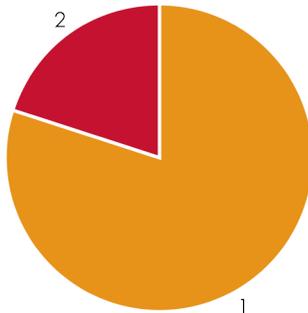
### Expenditures by Project Phase

WETA reported a total Measure B expenditure of \$163,057 to finance maintenance and construction improvements to ferry vessels and passenger terminals.

By project phase, WETA expended 80 percent of Measure B mass transit funds on maintenance on its vessels, and the remaining amount on construction improvements to its passenger terminal facilities.

### Expenditures by Project Type

By project type, WETA spent the 80 percent of its Measure B mass transit funds on maintenance activities on the Peralta and Bay Breeze Ferry Vessels, and the remaining amount on terminal improvements at the Harbor Bay and Main Street ferry terminals.



**Mass Transit Expenditures by Type**

Dollars in millions

<b>1</b> Equipment, New Vehicles	\$131,261	80%
<b>2</b> Other	\$31,796	20%
<b>Total Expenditures</b>	<b>\$163,057</b>	<b>100%</b>

## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, WETA outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

WETA reported an unspent FY 10-11 Measure B mass transit pass-through balance of \$1,825,246 and a remaining FY 11-12 fund balance of \$2,502,463. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### WETA's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
<b>1</b> Mass Transit	\$1,825,246	\$838,520	\$1,755	\$163,057	\$2,502,463
<b>Total</b>	<b>\$1,825,246</b>	<b>\$838,520</b>	<b>\$1,755</b>	<b>\$163,057</b>	<b>\$2,502,463</b>

**Mass Transit Program FY 12-13 Planned Projects and Fund Reserves**

WETA reported a Measure B ending balance in FY 11-12 amounting to \$2,502,463. In combination with projected FY 12-13 revenue of \$863,675, WETA's total available FY 12-13 revenue is approximately \$3,366,138. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's mass transit program.

**Mass Transit Program**

**FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$2,502,463
FY 12-13 Estimated Revenue	\$863,675
<b>FY 12-13 Total MB Available</b>	<b>\$3,366,138</b>

**Mass Transit FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$782,481	\$0	\$0	\$0	\$782,481
MB Capital Fund Reserve	\$0	\$2,171,019	\$331,444	\$0	\$2,502,463
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$81,194	\$0	\$0	\$0	\$81,194
<b>TOTAL MEASURE B</b>	<b>\$863,675</b>	<b>\$2,171,019</b>	<b>\$331,444</b>	<b>\$0</b>	<b>\$3,366,138</b>

WETA anticipates expending \$782,481 of its Measure B balance in the next fiscal year on major refurbishments to the Bay Breeze ferry vessel and upgrades to the primary lifesaving equipment on the Encinal and Peralta ferry vessels. The remaining funds are allocated to the Capital Fund Reserve as anticipated expenditures in FY 13-14 on major vessel renovations and new vessel purchases.

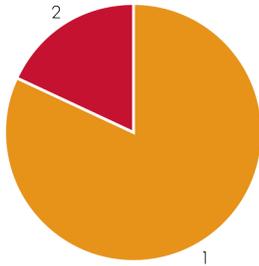
# Alameda County

## FY 11-12 Measure B Revenues

Alameda County uses Measure B funds to enhance its local transportation network with improvements to bicycle and pedestrian sidewalk facilities, local roads rehabilitation, and traffic signal installations.

In FY 11-12, Alameda CTC distributed approximately \$2.8 million in total pass-through funds to Alameda County for its local streets and roads program (\$2.4 million), and bicycle and pedestrian program (\$0.4 million).

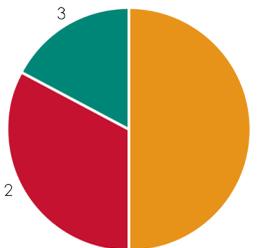
Alameda County reported the receipt of \$2.8 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$21.6 million.



Measure B Pass-through Fund Distributions

Dollars in millions

1 Local Streets and Roads	\$2.4	82%
2 Bicycle and Pedestrian	\$0.4	18%
<b>Total Distributions</b>	<b>\$2.8</b>	<b>100%</b>



Bicycle and Pedestrian Expenditures by Phase

Dollars in millions

1 Construction	\$0.3	50%
2 PS&E	\$0.2	33%
3 Project Completion/Closeout	\$0.1	17%
<b>Total Expenditures</b>	<b>\$0.6</b>	<b>100%</b>

## FY 11-12 Measure B Expenditures

Alameda County utilizes Measure B funds to cover the costs of a wide range of local road and bicycle and pedestrian improvements. Compared to the previous fiscal year's reported pass-through expenditures of \$1.7 million, Alameda County has dramatically increased its expenditures with reported expenses amounting to \$9.6 million in FY 11-12.

### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian



Local Streets and Roads



\$0 \$4 \$8 \$12 \$16 \$20

11-12 Measure B Funding Other Funding

### FY 11-12 Program Highlights:

- In FY 11-12, Alameda County reported construction of 13,900 linear feet of new sidewalk and bikeway construction for the Stanley Boulevard Streetscape Project using \$3.0 million in Measure B local streets and roads pass through, and \$0.3 million in Measure B bicycle and pedestrian pass-through funds.
- As part of the Measure B local streets and roads pass-through expenditures, Alameda County initiated and completed over 8.5 million square feet of slurry seal and pavement rehabilitation improvements.
- Alameda County also used Measure B local streets and roads pass-through funds on the construction of sidewalk improvements as part of the "Lewelling/East Lewelling Boulevard Widening Project,"

development of a traffic signal on Castro Valley Boulevard, and various bridge maintenance projects.

- Through the deployment of Measure B bicycle and pedestrian pass-through funds, Alameda County reported expenditures on preliminary engineering phases of several new sidewalk and ramp enhancements which can proceed into construction in the near future.

### Expenditures by Project Phase

Alameda County reported a total Measure B pass-through expenditure of over \$9.6 million to implement a wide range of local transportation enhancements, bicycle and pedestrian improvements, and bridge maintenance projects.

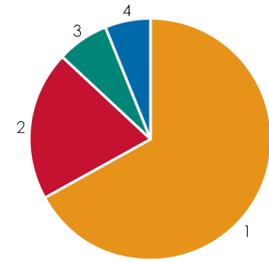
By project phase for the \$9.0 expended in Measure B local streets and roads funds, approximately 67% financed construction improvements, 20% funded project closeout, and the remaining funded maintenance, project scoping, and preliminary engineering phases.

By project phase, of the \$0.6 million expended in Measure B bicycle and pedestrian funds, approximately 50 percent funded construction improvements, 33% funded preliminary scoping and engineering efforts, and the remaining 17% covered project closeout tasks.

### Expenditures by Project Type

By project type, Alameda County's Measure B Local Streets and Roads expenditures were primarily on sidewalk and ramps (38%), and bikeways and multi-use path improvements (33%). These expenditures include 3,600 linear feet of sidewalk improvements as part of the Lewelling/East Lewelling Boulevard Widening Project and 13,900 linear feet of pedestrian and bike trails along Stanley Boulevard. The remaining expenditures focused on local road improvements including street resurfacing and maintenance projects (20%), bridge and tunnel projects (8%), and a traffic signal at Castro Valley Boulevard (1%).

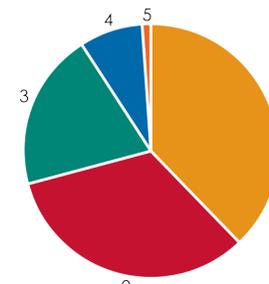
For the Measure B bicycle and pedestrian pass-through expenditures, by project type, the majority of improvements were directed to safety improvements (50%) for the Stanley Boulevard Streetscape Project, and sidewalk and ramp enhancements (48%) on streets including Haviland Ave., Maurbert Ave., and Christensen Lane. The remaining expenditures funded bikeway improvements such as three lane miles for the Fairmont Class II Bike Lane.



**Local Streets and Roads Expenditures by Phase**

Dollars in millions

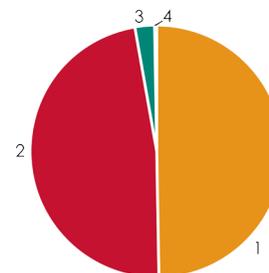
<b>1 Construction</b>	\$6.0	67%
<b>2 Project Completion/Closeout</b>	\$1.8	20%
<b>3 Maintenance</b>	\$0.7	7%
<b>4 PS&amp;E</b>	\$0.5	6%
<b>Total Expenditures</b>	<b>\$9.0</b>	<b>100%</b>



**Local Streets and Roads Expenditures by Type**

Dollars in millions

<b>1 Sidewalk and Ramps</b>	\$3.4	38%
<b>2 Bikeways and Multiuse Paths</b>	\$3.0	33%
<b>3 Street resurfacing and maintenance</b>	\$1.8	20%
<b>4 Bridges and Tunnels</b>	\$0.7	8%
<b>5 Signals</b>	\$0.1	1%
<b>Total Expenditures</b>	<b>\$9.0</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Type**

<b>1 Safety Improvements</b>	\$300,000	50%
<b>2 Sidewalk and Ramps</b>	\$287,186	48%
<b>3 Bikeways (non-Class I)</b>	\$15,262	2%
<b>4 Other</b>	\$481	-%
<b>Total Expenditures</b>	<b>\$602,929</b>	<b>100%</b>



### Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, Alameda County outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

Alameda County reported an unspent FY 10-11 Measure B combined program balance of \$10,779,347, and an ending FY 11-12 fund balance of \$3,947,320. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

#### Alameda County's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$8,888,668	\$2,366,413	\$11,307	\$8,986,397	\$2,279,991
2 Bike/Ped	\$1,890,679	\$377,080	\$2,499	\$602,929	\$1,667,329
<b>Total</b>	<b>\$10,779,347</b>	<b>\$2,743,493</b>	<b>\$13,806</b>	<b>\$9,589,326</b>	<b>\$3,947,320</b>

#### Bicycle and Pedestrian Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$1,667,329
FY 12-13 Estimated Revenue	\$388,392
<b>FY 12-13 Total MB Available</b>	<b>\$2,055,721</b>

#### Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves

Alameda County's Measure B bicycle and pedestrian program contains an ending balance in FY 11-12 amounting to \$1,667,329. In combination with projected FY 12-13 revenue of \$388,392, Alameda County's total available FY 12-13 revenue is approximately \$2,055,721. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

#### Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$1,180,007	\$766,297	\$70,578	\$0	\$2,016,882
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$38,839	\$0	\$0	\$0	\$38,839
<b>Total Measure B</b>	<b>\$1,218,846</b>	<b>\$766,297</b>	<b>\$70,578</b>	<b>\$0</b>	<b>\$2,055,721</b>

Alameda County reported FY 12-13 bicycle and pedestrian program expenditures will include pedestrian ramp improvements and a traffic signal at 163rd and East 14th Street. The remaining balance is allocated to the Undesignated Fund Reserve for contingencies and outer years of the Capital Fund Reserve to implement construction phases of other bicycle and pedestrian enhancements including the aforementioned improvements.

### Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

For its local streets and roads program, Alameda County reported an ending FY 11-12 balance of \$2,279,991, and anticipated FY 12-13 revenue of \$2,437,405. This amounts to approximately \$4,717,396 in total available FY 12-13 revenue. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads Program FY 12-13 Projected Measure B Funds

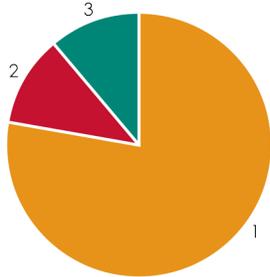
FY 11-12 Ending MB Balance	\$2,279,991
FY 12-13 Estimated Revenue	\$2,437,405
<b>FY 12-13 Total MB Available</b>	<b>\$4,717,396</b>

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$2,655,880	\$968,119	\$233,381	\$0	\$3,857,380
MB Operational Fund Reserve	\$684,751	\$0	\$0	\$0	\$684,751
MB Undesignated Fund Reserve	\$175,265	\$0	\$0	\$0	\$175,265
<b>TOTAL MEASURE B</b>	<b>\$3,515,896</b>	<b>\$968,119</b>	<b>\$233,381</b>	<b>\$0</b>	<b>\$4,717,396</b>

Alameda County anticipates expending approximately \$2.7 million of its Measure B local streets and roads balance in the next fiscal year on slurry seal, pavement rehabilitation and maintenance projects such as the Lark/Plaza Overlay Project. Alameda County allocated funds to the Capital and Operational Fund Reserves to finance bridge maintenance activities. The remaining funds are set aside in the undesignated fund reserve for project contingencies.

# City of Alameda



**Measure B Pass-through Fund Distributions**

Dollars in millions

<b>1</b> Bicycle and Pedestrian	\$1.5	78%
<b>2</b> Local Streets and Roads	\$0.2	11%
<b>3</b> Paratransit	\$0.2	11%
<b>Total Distributions</b>	<b>\$1.9</b>	<b>100%</b>

## FY 11-12 Measure B Revenues

The City of Alameda received Measure B pass-through funds for their bicycle and pedestrian, local streets and roads, and paratransit programs. These funds provide support to a wide range of improvements to enhance safety and transportation access across all transportation avenues.

In FY 11-12, Alameda CTC distributed approximately \$1.9 million in pass-through funds to the City of Alameda for its local streets and roads program (\$1.5 million), bicycle and pedestrian program (\$0.2 million) and paratransit program (\$0.2 million).

The City of Alameda reported the receipt of \$1.9 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$3.7 million.

## FY 11-12 Measure B Expenditures

The City of Alameda finances several projects and activities to enhance traffic circulation in congested areas throughout the city, close gaps in the bicycle/pedestrian networks, and to provide seniors and people with disabilities with more transportation choices and mobility.

### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Paratransit



Bicycle and Pedestrian



Local Streets and Roads



\$0      \$0.5      \$1      \$1.5      \$2      \$2.5      \$3      \$3.5

■ 11-12 Measure B Funding      ■ Other Funding

**Note:** The City of Alameda transferred over its remaining mass transit pass-through reserves (\$4,000) to WETA to operate Alameda Ferries.

### FY 11-12 Program Highlights:

- In FY 11-12, the City of Alameda delivered 7,123 linear feet of reconstructed sidewalks as part of its Annual Sidewalk Repair Program, which is funded entirely through Measure B pass-through funds.



- As part of the City of Alameda's street resurfacing efforts, over 1,845,870 square feet were improved as part of the city's street maintenance program. Improvements also included upgrading ADA curb ramps.
- The City of Alameda's on-call Traffic Striping and Sign Maintenance crew repainted over 10,200 linear feet of red curbs, 885 linear feet of restriped pavement markings, and replaced 12 sign plaques.
- In response to citizen's requests and staff evaluations, the City of Alameda installed 15 bike racks near businesses and recreational areas to promote bicycling.
- The City of Alameda's paratransit program provided approximately 7,600 one-way trips through its free fixed-route bus service for disabled and senior passengers, and monthly group trips from the senior center.
- The remaining mass transit pass-through fund reserve balance was transferred to WETA.

**Expenditures by Project Phase**

By project phase, through the Measure B local streets and roads program, the City of Alameda expended the majority of its \$1.1 million in total expenditures on project completion/closeout (43%), and operations (28%) phases. Some of the major projects completed included the Bicycle Master Plan update, annual resurfacing projects, and citywide sidewalk repair projects. The remaining expenditures centered on maintenance, scoping/planning, and construction phases. These projects included street restriping efforts, bicycle rack installations, and LED in pavement pedestrian crossing lights.

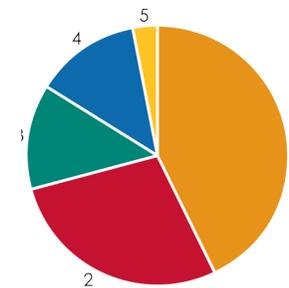
For the Measure B bicycle and pedestrian program, the City of Alameda used 100 percent of its Measure B bicycle and pedestrian pass-through funds for its Annual Sidewalk Repair Program. The City of Alameda reported closing out this project in FY 11-12, and a delivery of 7,124 linear feet of sidewalk repairs, including tree trimming.

By project phase, 100 percent of the Measure B paratransit pass-through funded the City of Alameda's fixed-route transportation service for disabled and senior passengers.

**Expenditures by Project Type**

By project type, the City of Alameda expended Measure B local streets and road funds on operations (25%), street resurfacing and maintenance (25%), sidewalk and ramps (25%), and staffing (15%). The remaining expenditures entailed "other types" which include pedestrian crossing improvements, traffic signals, bike parking facilities, and bikeways/multiuse trails.

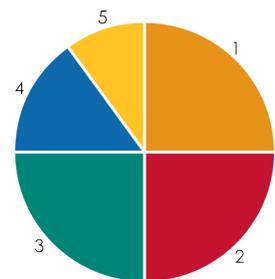
Measure B paratransit funds supported fixed-route shuttle services for seniors and disabled individuals. This included group trips to the local senior center.



**Local Streets and Roads Expenditures by Phase**

Dollars in millions

<b>1</b>	Project Completion/Closeout	\$0.5	43%
<b>2</b>	Operations	\$0.3	28%
<b>3</b>	Maintenance	\$0.1	13%
<b>4</b>	Scoping, Feasibility, Planning	\$0.1	13%
<b>5</b>	Construction	\$-	3%
<b>Total Expenditures</b>		<b>\$1.1</b>	<b>100%</b>



**Local Streets and Roads Expenditures by Type**

Dollars in millions

<b>1</b>	Operations	\$0.3	25%
<b>2</b>	Street resurfacing and maintenance	\$0.3	25%
<b>3</b>	Sidewalk and Ramps	\$0.3	25%
<b>4</b>	Staffing	\$0.2	15%
<b>5</b>	Other	\$0.1	10%
<b>Total Expenditures</b>		<b>\$1.1</b>	<b>100%</b>

### Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Alameda outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Alameda reported an unspent FY 10-11 Measure B pass-through fund balance of \$3,538,906 and a remaining FY 11-12 fund balance of \$3,955,233. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

#### City of Alameda's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$3,164,209	\$1,490,584	\$39,637	\$1,099,073	\$3,595,357
2 Mass Transit	\$4,018	\$0	\$60	\$4,078	\$0
3 Bike/Ped	\$296,297	\$197,025	\$4,523	\$225,290	\$272,555
4 Paratransit	\$74,382	\$157,749	\$924	\$145,734	\$87,321
<b>Total</b>	<b>\$3,538,906</b>	<b>\$1,845,358</b>	<b>\$45,144</b>	<b>\$1,474,175</b>	<b>\$3,955,233</b>

#### Bicycle and Pedestrian Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$272,555
FY 12-13 Estimated Revenue	\$202,936
<b>FY 12-13 Total MB Available</b>	<b>\$475,491</b>

#### Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves

For its Measure B bicycle and pedestrian program, the City of Alameda reported a FY 11-12 ending balance of \$272,555 and anticipated FY 12-13 revenue of \$202,936. Collectively, a total of \$475,491 is available in FY 12-13 for the City of Alameda to use on their bicycle and pedestrian program. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

#### Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$272,555	\$202,936	\$0	\$0	\$475,491
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$272,555</b>	<b>\$202,936</b>	<b>\$0</b>	<b>\$0</b>	<b>\$475,491</b>

The City of Alameda anticipates expending Measure B bicycle and pedestrian pass-through funds on its Annual Sidewalk Repair Program. Sidewalk construction started in fall of FY 12-13 and is expected to be completed by March 2013. Additional planned Measure B expenditures in FY 12-13 include preliminary engineering efforts for the FY 13-14 Sidewalk Repair program.

### Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

For the local streets and roads program, the City of Alameda denoted a FY 11-12 ending balance of \$3,595,357 and an anticipated FY 12-13 revenue of \$1,535,302. Collectively, a total of \$5,130,659 is available in FY 12-13 for the City of Alameda to use on their local transportation improvements. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$3,595,357
FY 12-13 Estimated Revenue	\$1,535,302
<b>FY 12-13 Total MB Available</b>	<b>\$5,130,659</b>

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$1,918,369	\$1,783,110	\$504,000	\$4,000	\$4,209,479
MB Operational Fund Reserve	\$767,650	\$0	\$0	\$0	\$767,650
MB Undesignated Fund Reserve	\$153,530	\$0	\$0	\$0	\$153,530
<b>TOTAL MEASURE B</b>	<b>\$2,839,549</b>	<b>\$1,783,110</b>	<b>\$504,000</b>	<b>\$4,000</b>	<b>\$5,130,659</b>

Over the next fiscal year, the City of Alameda reported Measure B local streets and roads expenditures will include street resurfacing and maintenance projects, bicycle and pedestrian improvements including the Shoreline Bikeway and Neptune Park Path, Annual Sidewalk Repair Program, and bridge maintenance. The remaining balance is for planned expenditures in the outer years of the Capital Fund Reserve on new and continuing construction phases for these projects.

### Paratransit Planned Projects and Fund Reserves

For its paratransit program, the City of Alameda's total available FY 12-13 revenue amounts to \$249,802 from a combined ending FY 11-12 balance of \$87,321 and anticipated FY 12-13 revenue of \$162,481. Collectively, a total of \$249,802 is available in FY 12-13 for the City of Alameda to use on their paratransit program. Measure B paratransit funds are reported to continue to support paratransit operations for the fixed-route transportation service for seniors and people with disabilities in the next fiscal year. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

### Paratransit Program FY 12-13 Projected Measure B Funds

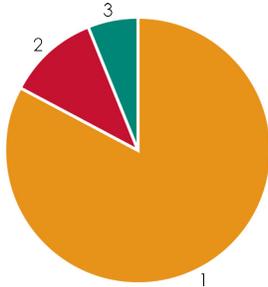
FY 11-12 Ending MB Balance	\$87,321
FY 12-13 Estimated Revenue	\$162,481
<b>FY 12-13 Total MB Available</b>	<b>\$249,802</b>

### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$163,030	\$0	\$0	\$0	\$163,030
MB Operational Fund Reserve	\$81,241	\$0	\$0	\$0	\$81,241
MB Undesignated Fund Reserve	\$5,531	\$0	\$0	\$0	\$5,531
<b>TOTAL MEASURE B</b>	<b>\$249,802</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$249,802</b>

# City of Albany

## FY 11-12 Measure B Revenues



Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$358,038	83%
2 Bicycle and Pedestrian	\$49,486	11%
3 Paratransit	\$27,660	6%
<b>Total Distributions</b>	<b>\$435,185</b>	<b>100%</b>

The City of Albany received Measure B pass-through funds for their bicycle and pedestrian, local streets and roads, and paratransit programs. These funds support accessibility, safety and operational improvements to the city's roadways and bicycle networks, and transportation system. Paratransit pass-through funds support operational transportation services and specialized programs for seniors and people with disabilities.

In FY 11-12, Alameda CTC distributed approximately \$435,185 in total pass-through funds to the City of Albany for its local streets and roads program (\$358,038), bicycle and pedestrian program (\$49,486), and paratransit program (\$27,660).

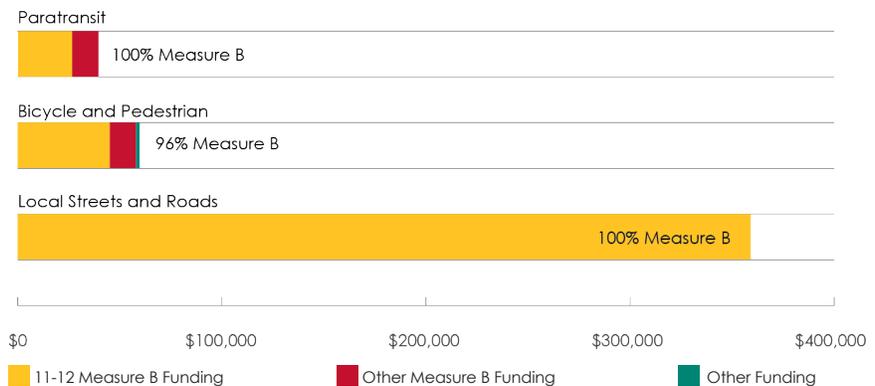
The City of Albany reported the receipt of \$435,185 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$457,505.



## FY 11-12 Measure B Expenditures

The City of Albany relies on Measure B funds to ensure its streets and roads are safe and in good condition, as well as to improve bicycle and pedestrian infrastructure, and paratransit operations.

### Measure B Contribution to Total Program Expenditures



### FY 11-12 Program Highlights:

- In FY 11-12, the City of Albany developed its first Pedestrian Master Plan and updated the Bicycle Master Plan using Measure B bicycle and pedestrian pass-through funds.
- As part of the City of Albany's Bike Rack Citywide Program, Measure B funded 30 new bicycle parking spaces at schools and commercial districts on San Pablo Avenue and Solano Avenue.

- Measure B local streets and roads pass-through funds financed the installation of 25 “Share the Road” signs on Masonic Avenue and “One-way” signs on Kains and Adams.
- The City of Albany’s Street Beautification Project on San Pablo Avenue and Buchanan Street landscaped and maintained over 10,000 square feet of median using Measure B local streets and roads dollars.
- Measure B local streets and roads pass-through funds also financed various citywide street maintenance projects, with over 40 requests for restriping, pothole repairs, and street maintenance improvements.
- The City of Albany’s Measure B funded paratransit program provided approximately 4,800 one-way trips for seniors and people with disabilities, and delivered 532 meals as part of its Meals on Wheels Program.

**Expenditures by Project Phase**

By project phase, the City of Albany’s local streets and roads program implemented a total of three projects, with 100 percent of them in the maintenance phase. These projects include street maintenance projects, sign replacement, and median beautification efforts.

For the Measure B bicycle and pedestrian program, the City of Albany implemented two projects. Approximately 60 percent of the program funds, including Measure B Bicycle and Pedestrian Countywide Discretionary Grant funds, supported the development of the Albany’s Pedestrian Master Plan and the Update to the Bicycle Master Plan reported as in the closeout phases in FY 11-12. The remaining 40 percent financed the Bike Racks Project as an ongoing maintenance activity that implements bicycle parking throughout the city.

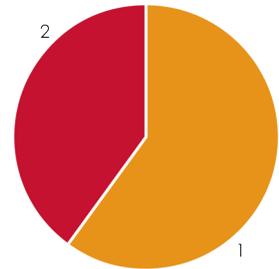
By project phase, 100 percent of the Measure B paratransit program funds financed operational phases of the paratransit program. These operations included door-to-door group shopping trips and recreational trips from the Albany Senior Center Community Center, which is also financed by Measure B discretionary Paratransit Gap Grant funds.

**Expenditures by Project Type**

By project type, the City of Albany reported expenditures of Measure B local streets and road funds on operations staff costs (89%) that supported street maintenance activities, and signage costs (11%) to install new signs near schools.

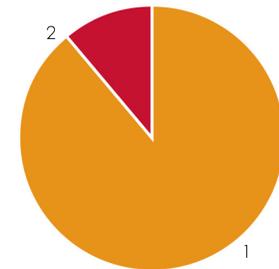
By project type, the Measure B bicycle and pedestrian funds funded the Pedestrian and Bicycle Master Plan development (60%) and implementation of bike parking facilities (40%).

For the paratransit program, by project type, Measure B pass-through and paratransit discretionary grant funds financed group trips (82%), same day/taxi program (14%), and meal delivery (4%).



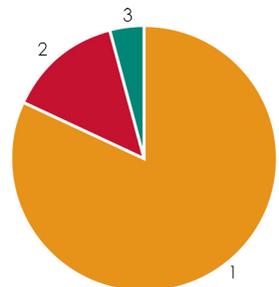
**Bicycle and Pedestrian Expenditures by Phase and Type**

By Phase		
1 Project Completion/Closeout	\$34,400	60%
2 Maintenance	\$22,831	40%
By Type		
1 Master Plan	\$34,400	60%
2 Bike Parking	\$22,831	40%
<b>Total Expenditures</b>	<b>\$57,231</b>	<b>100%</b>



**Local Streets and Roads Expenditures by Type**

1 Staffing	\$318,212	89%
2 Signage	\$40,000	11%
<b>Total Expenditures</b>	<b>\$358,212</b>	<b>100%</b>



**Paratransit Expenditures by Type**

1 Group Trips	\$32,831	82%
2 Same Day/Taxi Program	\$5,449	14%
3 Meal Delivery	\$1,634	4%
<b>Total Expenditures</b>	<b>\$39,914</b>	<b>100%</b>

## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Albany outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Albany reported an unspent FY 10-11 Measure B pass-through fund balance of \$19,556 and a remaining FY 11-12 fund balance of \$24,854. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### City of Albany's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$0	\$358,038	\$174	\$358,212	\$0
2 Paratransit	\$11,323	\$27,660	\$0	\$27,629	\$11,354
3 Bike/Ped	\$8,233	\$49,486	\$24	\$44,243	\$13,500
<b>Total</b>	<b>\$19,556</b>	<b>\$435,185</b>	<b>\$198</b>	<b>\$430,085</b>	<b>\$24,854</b>

### Local Streets and Roads FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$368,779
<b>FY 12-13 Total MB Available</b>	<b>\$368,779</b>

### Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

For its Measure B local streets and roads program, the City of Albany reported a FY 11-12 ending balance of zero and anticipated FY 12-13 revenue of \$368,779. As a result, the total available FY 12-13 revenue is \$368,779. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$368,779	\$0	\$0	\$0	\$368,779
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$368,779</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$368,779</b>

Similar to FY 11-12, the City of Albany Measure B local streets and roads expenditures are planned to be expended in their entirety on street maintenance projects.

### Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves

For its Measure B bicycle and pedestrian program, the City of Albany reported a FY 11-12 ending balance of \$13,500 and anticipated FY 12-13 revenue of \$50,971. As a result, the total available FY 12-13 revenue is \$64,471. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

### Bicycle and Pedestrian Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$13,500
FY 12-13 Estimated Revenue	\$50,971
<b>FY 12-13 Total MB Available</b>	<b>\$64,471</b>

### Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$59,471	\$0	\$0	\$0	\$59,471
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$5,000	\$0	\$0	\$0	\$5,000
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$64,471</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,471</b>

The City of Albany anticipates expending \$59,471 of its Measure B bicycle and pedestrian funds on Marin Santa Fe Traffic Signal and Pedestrian Improvements, Albany Complete Streets-San Pablo Ave. and Buchanan Street Corridors, bike racks installation, and citywide signage implementation. The remaining balance is allocated to the Operational Fund Reserve.

### Paratransit Program FY 12-13 Planned Projects and Fund Reserves

For its Measure B paratransit program, the City of Albany reported a FY 11-12 ending balance of \$11,354 and anticipated FY 12-13 revenue of \$28,490. As a result, the total available FY 12-13 revenue is \$39,844. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

### Paratransit Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$11,354
FY 12-13 Estimated Revenue	\$28,490
<b>FY 12-13 Total MB Available</b>	<b>\$39,844</b>

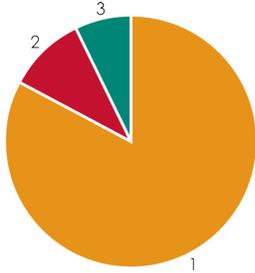
### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$28,490	\$0	\$0	\$0	\$28,490
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$11,354	\$0	\$0	\$0	\$11,354
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$39,844</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,844</b>

Measure B paratransit funds are reported to continue to support paratransit operations for the group-trip services from the Albany Community Senior Center, Meals on Wheels Program, and same day taxi program subsidies. These expenditures are anticipated to consume the majority of the available FY 12-13 revenue.

# City of Berkeley

## FY 11-12 Measure B Revenues



Measure B Pass-through Fund Distributions

Dollars in millions

<b>1</b> Local Streets and Roads	\$2.5	83%
<b>2</b> Bicycle and Pedestrian	\$0.3	10%
<b>3</b> Paratransit	\$0.2	7%
<b>Total Distributions</b>	<b>\$3.0</b>	<b>100%</b>

The City of Berkeley uses the majority of the Measure B funds it receives for street maintenance, such as reconstruction and overlay, curb ramps, and thermoplastic striping and markings. The City also relies on Measure B for a wide variety of bicycle and pedestrian projects, as well as to operate its paratransit program for seniors and people with disabilities.

In FY 11-12, Alameda CTC distributed approximately \$3.0 million in total pass-through funds to the City of Berkeley for its local streets and roads program (\$2.5 million), bicycle and pedestrian program (\$0.3 million), and paratransit program (\$0.2 million).

The City of Berkeley reported the receipt of \$3.0 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$7.9 million.

## FY 11-12 Measure B Expenditures

The City of Berkeley committed Measure B funds to improve street conditions with ongoing maintenance and pothole repair, to close gaps in the city’s bicycle and pedestrian network, and to maintain operations for paratransit services.

### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Paratransit



Bicycle and Pedestrian



Local Streets and Roads



### FY 11-12 Program Highlights:

- In FY 11-12, the City of Berkeley constructed 650 linear feet of concrete path for the West Street Bicycle Boulevard Project. This project funded with Measure B bicycle and pedestrian pass-through funds, includes a gravel shoulder, lighting, pedestrian bulb outs, and crossing treatments.
- Additionally, several other bicycle and pedestrian improvements funded through Measure B and Safe Routes to School grants are in

their initial scoping and planning stages, which prepares these projects for construction in the next fiscal year.

- Measure B local streets and roads pass-through funds financed over 182,000 square feet of street overlay, curb ramps, and thermoplastic striping and markings on Sacramento Street from University to Dwight.
- The City of Berkeley expended over \$1.0 million of Measure B local streets and roads pass-through funds on approximately four lane miles of street resurfacing and maintenance projects, which included drainage improvements, curb ramps, and thermoplastic striping.
- Measure B paratransit pass-through funds supported approximately 2,170 one-way trips for seniors and people with disabilities, and customer service and outreach efforts. Combined with leveraged local funds, the Berkeley's paratransit program provided approximately 8,300 one-way trips.

### Expenditures by Project Phase

By project phase, the City of Berkeley's local streets and roads program expended Measure B funds mainly on construction (47%) and maintenance (47%) phases. The remaining expenses were dedicated to other phases (6%) which included general transportation administration for plan development.

For the Measure B bicycle and pedestrian program, the City of Berkeley spent the majority of funding on the construction phase (37%) and scoping, feasibility, and planning phase (31%). Other phase expenditures included preliminary, scoping and engineering (17%), operations (15%), and a small amount to other activities which include environmental work and general administration.

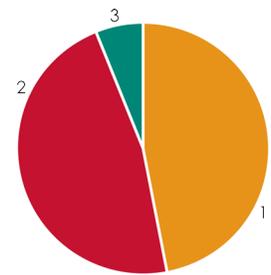
By project phase, 100 percent of the Measure B paratransit program financed operational phases of the paratransit program for the same day taxi program, and customer service and outreach activities.

### Expenditures by Project Type

By project type, the City of Berkeley's Measure B local streets and roads fund covered staffing (49%), street resurfacing and maintenance activities (47%), and other types (4%). These activities include staffing for maintenance crews, general administration, and planning development for bikeways and multi-use paths.

By project type, Measure B bicycle and pedestrian funds supported the construction of multiuse paths (52%), staffing (46%), sidewalks and ramps (1%), pedestrian crossing improvements (1%), and other activities types.

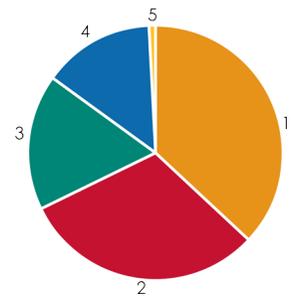
For the paratransit program, by project type, Measure B pass-through funds supported customer service and outreach (52%), same day/taxi program (31%), and management/overhead/staffing (17%) types.



**Local Streets and Roads Expenditures by Phase**

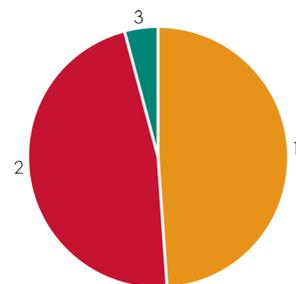
Dollars in millions

<b>1</b> Maintenance	\$1.4	47%
<b>2</b> Construction	\$1.4	47%
<b>3</b> Other	\$0.2	6%
<b>Total Expenditures</b>	<b>\$3.0</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Phase**

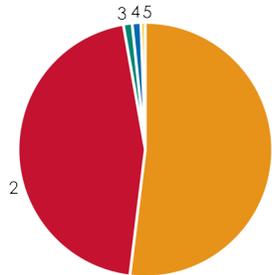
<b>1</b> Construction	\$152,232	37%
<b>2</b> Scoping, Feasibility, Planning	\$126,315	31%
<b>3</b> PS&E	\$67,998	17%
<b>4</b> Operations	\$60,938	15%
<b>5</b> Other	\$805	-%
<b>Total Expenditures</b>	<b>\$408,288</b>	<b>100%</b>



**Local Streets and Roads Expenditures by Type**

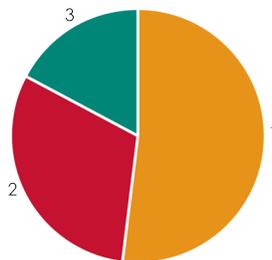
Dollars in millions

<b>1</b> Staffing	\$1.5	49%
<b>2</b> Street Resurfacing and Maintenance	\$1.4	47%
<b>3</b> Other	\$0.1	4%
<b>Total Expenditures</b>	<b>\$3.0</b>	<b>100%</b>



Bicycle and Pedestrian Expenditures by Type

Type	Amount	Percentage
1 Multiuse Paths (Class 1)	\$206,758	52%
2 Staffing	\$187,253	46%
3 Sidewalks and Ramps	\$6,910	1%
4 Pedestrian Crossing Improvements	\$6,612	1%
5 Other	\$755	-%
<b>Total Expenditures</b>	<b>\$408,288</b>	<b>100%</b>



Paratransit Expenditures by Type

Type	Amount	Percentage
1 Customer Service and Outreach	\$77,869	52%
2 Same Day/Taxi Program	\$47,288	31%
3 Management/Overhead/Staffing	\$26,051	17%
<b>Total Expenditures</b>	<b>\$151,208</b>	<b>100%</b>

**Local Streets and Roads  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$1,890,611
FY 12-13 Estimated Revenue	\$2,567,952
<b>FY 12-13 Total MB Available</b>	<b>\$4,458,562</b>

**Measure B Ending Balance**

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Berkeley outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Berkeley reported an unspent FY 10-11 Measure B pass-through fund balance of \$2,918,127 and a remaining FY 11-12 fund balance of \$2,377,339. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

**City of Berkeley's FY 11-12 Ending Measure B Balance**

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$2,355,953	\$2,493,157	\$477	\$2,958,976	\$1,890,611
2 Bike/Ped	\$535,452	\$300,509	\$117	\$408,288	\$427,790
3 Paratransit	\$26,722	\$183,421	\$3	\$151,208	\$58,938
<b>Total</b>	<b>\$2,918,127</b>	<b>\$2,977,087</b>	<b>\$597</b>	<b>\$3,518,472</b>	<b>\$2,377,339</b>

**Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves**

The City of Berkeley's Measure B local streets and roads program contains a total FY 12-13 available revenue of approximately \$4,458,562 from the sum of the reported a FY 11-12 ending balance of \$1,890,611 and anticipated FY 12-13 revenue of \$2,567,952. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

**Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$3,762,493	\$0	\$0	\$0	\$3,762,493
MB Capital Fund Reserve	\$20,000	\$30,000	\$390,100	\$0	\$440,100
MB Operational Fund Reserve	\$255,969	\$0	\$0	\$0	\$255,969
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$4,038,462</b>	<b>\$30,000</b>	<b>\$390,100</b>	<b>\$0</b>	<b>\$4,458,562</b>

Approximately \$3.8 million of Measure B local streets and roads funds are planned expenditures on street rehabilitation and maintenance projects, Shattuck Reconfiguration, West Street Bicycle Boulevard improvements, and Russell/Acton traffic calming project. The remaining balance is planned expenditures in the Capital Fund Reserve for ongoing construction and maintenance improvements over the next three fiscal years.

### Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves

For its Measure B bicycle and pedestrian fund, the City of Berkeley reported an ending FY 11-12 balance of \$427,790 and a FY 12-13 anticipated revenue of \$309,524. Collectively, this equates to approximately \$737,314 in total available revenue for FY 12-13. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

### Bicycle and Pedestrian Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$427,790
FY 12-13 Estimated Revenue	\$309,524
<b>FY 12-13 Total MB Available</b>	<b>\$737,314</b>

### Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$430,092	\$0	\$0	\$0	\$430,092
MB Capital Fund Reserve	\$28,515	\$244,755	\$0	\$0	\$273,270
MB Operational Fund Reserve	\$3,000	\$0	\$0	\$0	\$3,000
MB Undesignated Fund Reserve	\$30,952	\$0	\$0	\$0	\$30,952
<b>TOTAL MEASURE B</b>	<b>\$492,559</b>	<b>\$244,755</b>	<b>\$0</b>	<b>\$0</b>	<b>\$737,314</b>

The City of Berkeley anticipates expending Measure B bicycle and pedestrian pass-through funds on West Street Bicycle Boulevard, Safe Routes to Transit, Bike-to-Work Day Sponsorships, and general transportation planning and administration. This will consume the majority of the available revenue in FY 12-13, while the remaining balance is anticipated to finance construction projects in FY 13-14.

### Paratransit Program FY 12-13 Planned Projects and Fund Reserves

For its Measure B paratransit program, the City of Berkeley anticipated FY 12-13 available revenue is approximately \$247,862. The City of Berkeley expects these funds to continue to support Berkeley's paratransit operations including administration and customer service and outreach efforts. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

### Paratransit Program FY 12-13 Projected Measure B Funds

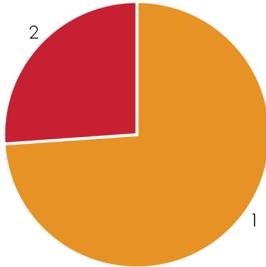
FY 11-12 Ending MB Balance	\$58,938
FY 12-13 Estimated Revenue	\$188,924
<b>FY 12-13 Total MB Available</b>	<b>\$247,862</b>

### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$188,924	\$0	\$0	\$0	\$188,924
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$58,938	\$0	\$0	\$0	\$58,938
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$247,862</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$247,862</b>

## City of Dublin

### FY 11-12 Measure B Revenues



Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$345,525	74%
2 Bicycle and Pedestrian	\$122,883	26%
<b>Total Distributions</b>	<b>\$468,408</b>	<b>100%</b>

The City of Dublin relies on Measure B funds to prolong the life of its local streets and roads through regular maintenance and improvements to existing infrastructure. The City of Dublin also uses Measure B funds to finance various bicycle and pedestrian improvements.

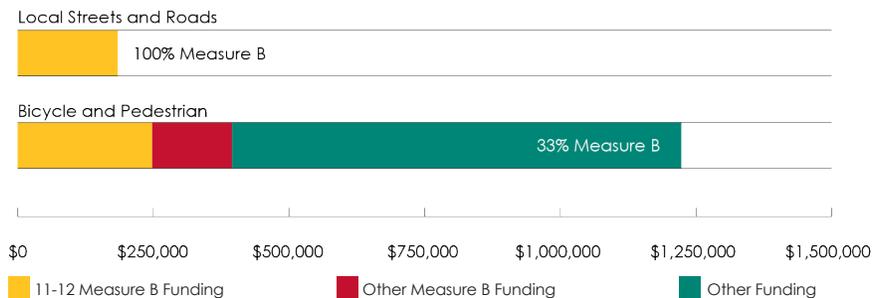
In FY 11-12, Alameda CTC distributed approximately \$468,408 in total pass-through funds to the City of Dublin for its local streets and roads program (\$345,525), and bicycle and pedestrian program (\$122,883).

The City of Dublin reported the receipt of \$468,408 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$1,405,947.

### FY 11-12 Measure B Expenditures

The City of Dublin reported expending Measure B funds to improve street conditions through its Annual Street Overlay Program, and to improve their bicycle and pedestrian infrastructure.

### Measure B Contribution to Total Program Expenditures



#### FY 11-12 Program Highlights:

- In FY 11-12, the City of Dublin resurfaced approximately 546,500 square feet of street pavement with over an inch of asphalt concrete as part of the Measure B local streets and roads program.
- The City of Dublin utilized Measure B bicycle and pedestrian funds to replace approximately 1,925 linear feet of damaged sidewalks in front of Dublin High School and adjacent to bus stops on Village Parkway. Funds also supported traffic signal improvements and development of the City's Bikeways Master Plan Program Implementation.
- Measure B bicycle and pedestrian discretionary grant funds funded 340 linear feet of trail for the Alamo Canal Trail under I-580.

### Expenditures by Project Phase

By project phase, 100 percent of the City of Dublin's Measure B local streets and roads funds financed construction phases of their Annual Street Overlay Programs.

From the Measure B bicycle and pedestrian program, including \$153,733 in Measure B discretionary grant expenditures, the City of Dublin expended 97 percent on construction phases for sidewalk improvements near Dublin High School, Traffic signal Improvements at San Ramon Road and Shannon Avenue, and the Alamo Canal Trail under I-580. The remaining 3 percent covered the other phases which included the Bikeways Master Plan Program Implementation.

### Expenditures by Project Type

By project type, 100 percent of the City of Dublin's Measure B local streets and roads funds funded street resurfacing and maintenance types of activities. As a result, approximately 546,500 square feet of street pavement was repaired or replaced.

By project type, Measure B bicycle and pedestrian expenditures consisted of 56 percent for pedestrian crossing improvements, 39 percent for multiuse paths, 3 percent for education and promotion, and 2 percent for sidewalks and ramps.

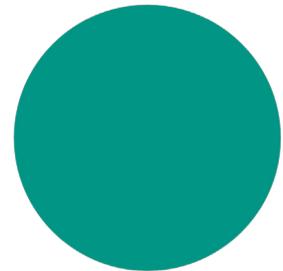
### Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Dublin outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Dublin reported an unspent FY 10-11 Measure B pass-through fund balance of \$1,165,478 and a remaining FY 11-12 fund balance of \$1,211,812. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

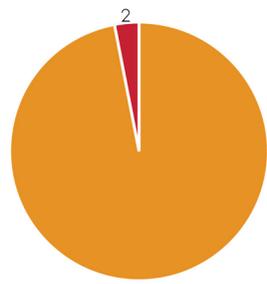
#### City of Dublin's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$677,217	\$345,525	\$7,556	\$186,447	\$843,851
2 Bike/Ped	\$488,261	\$122,883	\$3,337	\$246,520	\$367,961
<b>Total</b>	<b>\$1,165,478</b>	<b>\$468,408</b>	<b>\$10,893</b>	<b>\$432,967</b>	<b>\$1,211,812</b>



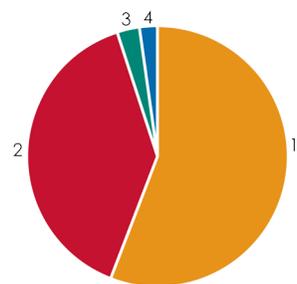
Local Streets and Roads Expenditures by Phase

1 Construction	\$186,447	100%
<b>Total Expenditures</b>	<b>\$186,447</b>	<b>100%</b>



Bicycle and Pedestrian Expenditures by Phase

1 Construction	\$387,522	97%
2 Other	\$12,731	3%
<b>Total Expenditures</b>	<b>\$400,253</b>	<b>100%</b>



Bicycle and Pedestrian Expenditures by Type

1 Pedestrian Crossing Improvements	\$224,905	56%
2 Multiuse Path (Class I)	\$153,733	39%
3 Education and Promotion	\$12,731	3%
4 Sidewalks and Ramps	\$8,884	2%
<b>Total Expenditures</b>	<b>\$400,253</b>	<b>100%</b>

**Local Streets and Roads Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$843,851
FY 12-13 Estimated Revenue	\$355,891
<b>FY 12-13 Total MB Available</b>	<b>\$1,199,742</b>

**Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves**

For its Measure B local streets and roads program, the City of Dublin reported an ending FY 11-12 balance of \$843,851 and a FY 12-13 anticipated revenue of \$355,891. Collectively, this equates to approximately \$1,199,742 in total available revenue for FY 12-13. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

**Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$903,389	\$0	\$0	\$0	\$903,389
MB Capital Fund Reserve	\$296,353	\$0	\$0	\$0	\$296,353
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$1,199,742</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,199,742</b>

The City of Dublin's Measure B local streets and roads funds, planned expenditures are identified for the FY 12-13 Annual Street Overlay Program, and West Dublin BART Golden Gate Dr. Improvements. These expenditures are expected to consume the full available FY 12-13 revenue of \$1,199,742.

**Bicycle and Pedestrian  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$367,961
FY 12-13 Estimated Revenue	\$126,569
<b>FY 12-13 Total MB Available</b>	<b>\$494,530</b>

**Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves**

For its Measure B bicycle and pedestrian program, the City of Dublin reported an ending FY 11-12 balance of \$367,961 and a FY 12-13 anticipated revenue of \$126,569. Collectively, this equates to approximately \$494,530 in total available revenue for FY 12-13. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

**Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$492,812	\$0	\$0	\$0	\$492,812
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$1,718	\$0	\$0	\$0	\$1,718
<b>TOTAL MEASURE B</b>	<b>\$494,530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$494,530</b>

The City of Dublin anticipates expending Measure B bicycle and pedestrian pass-through funds on West Dublin Golden Gate Drive Improvements, the FY 12-13 Bikeways Master Plan Program Implementation, and FY 12-13 Bikeways Master Plan Update/Development of Pedestrian Master Plan. Approximately \$493,000 is expected to be expended in FY 12-13, and the remaining balance of approximately \$1,700 is identified in the Undesignated Fund Reserve for project contingencies.

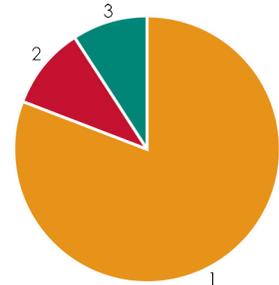
# City of Emeryville

## FY 11-12 Measure B Revenues

The City of Emeryville relies on Measure B funds to finance the cost of paratransit operations to provide accessible transportation for seniors and people with disabilities, street maintenance and repair, and for bicycle and pedestrian improvements.

In FY 11-12, Alameda CTC distributed approximately \$273,856 in pass-through funds to the City of Emeryville for local streets and roads program (\$222,675), bicycle and pedestrian program (\$26,906), and paratransit program (\$24,274).

The City of Emeryville reported the receipt of \$273,856 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$906,121.



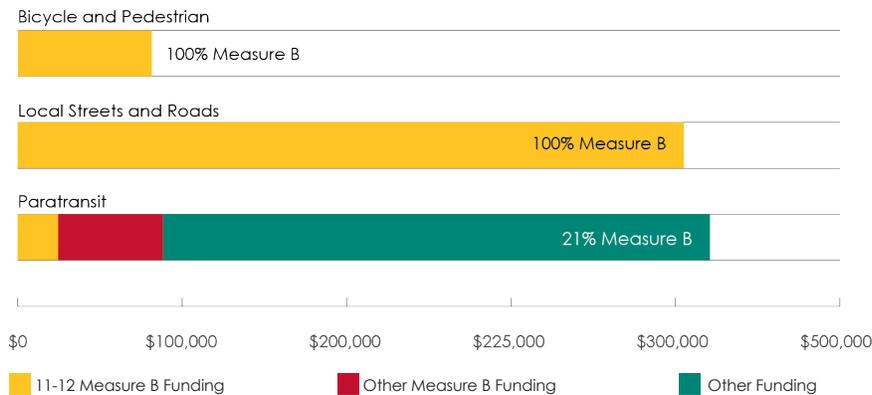
Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$222,675	81%
2 Bicycle and Pedestrian	\$26,906	10%
3 Paratransit	\$24,274	9%
<b>Total Distributions</b>	<b>\$273,856</b>	<b>100%</b>

## FY 11-12 Measure B Expenditures

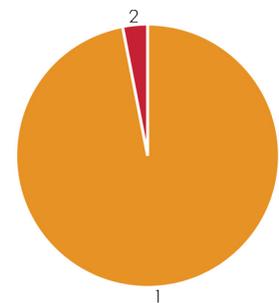
The City of Emeryville reported Measure B expenditures supported street maintenance projects, bicycle and pedestrian outreach and infrastructure improvements, and paratransit operations. These expenditures help ensure safer and more convenient travel conditions and transportation access for Emeryville residents and visitors.

### Measure B Contribution to Total Program Expenditures



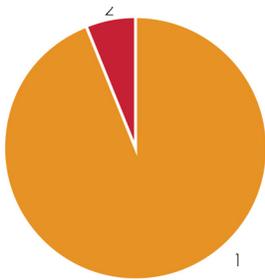
### FY 11-12 Program Highlights:

- In FY 11-12, the City of Emeryville's Measure B local streets and roads program financed the 2011 Slurry Seal Project to repair 523,800 square feet of roadway.
- The City of Emeryville's Measure B bicycle and pedestrian funds delivered six new bicycle parking spaces near commercial establishments, installation of two video detection systems to streamline traffic signals, a traffic analysis study of San Pablo,



Local Streets and Roads Expenditures by Phase

1 Construction	\$393,410	97%
2 Maintenance	\$11,337	3%
<b>Total Expenditures</b>	<b>\$404,747</b>	<b>100%</b>



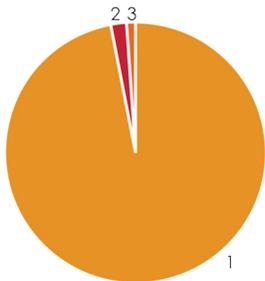
**Bicycle and Pedestrian Expenditures by Phase**

<b>1</b> Project Completion/Closeout	\$76,128	94%
<b>2</b> Scoping, Feasibility, Planning	\$4,942	6%
<b>Total Expenditures</b>	<b>\$81,070</b>	<b>100%</b>

- Adeline Street and West MacArthur Boulevard, and supplies for outreach events.
- Measure B paratransit funds provided nearly 10,600 one-way trips from the Taxi Reimbursement Program, 8-to-Go Shuttle, and Accessible Group Trips Program.
- The City of Emeryville also used Measure B paratransit funds to provide 2,800 ticket scholarships as part of the East Bay Paratransit Discount Ticket Program, and delivered over 7,200 meals as part of the Meals on Wheels Program.

**Expenditures by Project Phase**

By project phase, 97 percent of the City of Emeryville's Measure B local streets and roads funds supported construction phases, while the remaining 3 percent funded maintenance phases. These projects include the Annual Slurry Seal Project and purchasing maintenance materials for pothole repair.



**Bicycle and Pedestrian Expenditures by Type**

<b>1</b> Signals	\$78,842	97%
<b>2</b> Bike Parking	\$1,485	2%
<b>3</b> Outreach and Promotion	\$743	1%
<b>Total Expenditures</b>	<b>\$81,070</b>	<b>100%</b>

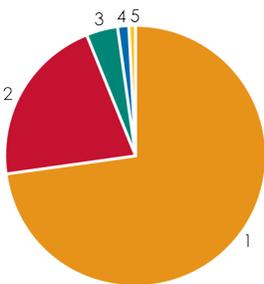
From the Measure B bicycle and pedestrian program, the City of Emeryville expended 94 percent on project completion/closeout on projects such as the Commercial Bike Rack Program, Intersection Improvements, and the Annual Bike to Work Day. The remaining expenditures supported a Safe Routes to Transit Project that included a traffic analysis study.

By project phase, 100 percent of the City of Emeryville's Measure B paratransit funds, including paratransit gap grant funds, financed the operational phases of the Taxi Reimbursement Program, Meals on Wheels Volunteer Driver Reimbursement Program, Accessible Group Trips Program, 8-to-Go Shuttle, and the East Bay Paratransit Discount Ticket Program.

**Expenditures by Project Type**

By project type, 100 percent of the City of Emeryville's Measure B local streets and roads funds funded street resurfacing and maintenance types of activities.

By project type, 97 percent of Measure B bicycle and pedestrian expenditures funded signal improvements, 2 percent financed bike parking, and 1 percent covered outreach and promotion.



**Paratransit Expenditures by Type**

<b>1</b> City-Based Door-to-Door Programs	\$65,202	73%
<b>2</b> Group Trips	18,543	21%
<b>3</b> Same Day/Taxi Program	\$3,131	4%
<b>4</b> Scholarship/Subsidized Fare	\$1,924	2%
<b>5</b> Meal Delivery	\$159	0%
<b>Total Expenditures</b>	<b>\$88,959</b>	<b>100%</b>

For the Paratransit Program, the City of Emeryville spent 73 percent of Measure B paratransit expenditures on city-based door-to-door programs, 21 percent on group trips, 4 percent on same day taxi reimbursement program, and the remaining amount on subsidized transportation fares and meal delivery operations.

## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Emeryville outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Emeryville reported an unspent FY 10-11 Measure B pass-through fund balance of \$648,885 and a remaining FY 11-12 fund balance of \$419,026. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### City of Emeryville's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$477,063	\$222,675	\$4,301	\$404,747	\$299,292
2 Bike/Ped	\$165,918	\$26,906	\$1,506	\$81,071	\$113,259
3 Paratransit	\$5,904	\$24,274	\$54	\$23,757	\$6,475
<b>Total</b>	<b>\$648,885</b>	<b>\$273,856</b>	<b>\$5,861</b>	<b>\$509,575</b>	<b>\$419,026</b>



## Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

For its Measure B local streets and roads program, the City of Emeryville reported an ending FY 11-12 balance of \$299,292 and a FY 12-13 anticipated revenue of \$229,355. Collectively, this equates to approximately \$528,647 in total available revenue for FY 12-13. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$299,292
FY 12-13 Estimated Revenue	\$229,355
<b>FY 12-13 Total MB Available</b>	<b>\$528,647</b>

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$229,355	\$0	\$0	\$0	\$229,355
MB Capital Fund Reserve	\$299,292	\$0	\$0	\$0	\$299,292
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$528,647</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$528,647</b>

Measure B local streets and roads funds are identified for the FY 12-13 Annual Slurry Seal and Street Maintenance Program. These expenditures will utilize the City of Emeryville's available FY 12-13 revenue in full.

**Bicycle and Pedestrian  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$113,253
FY 12-13 Estimated Revenue	\$27,714
<b>FY 12-13 Total MB Available</b>	<b>\$140,967</b>

**Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves**

For its Measure B bicycle and pedestrian program, the City of Emeryville reported an ending FY 11-12 balance of \$113,253 and a FY 12-13 anticipated revenue of \$27,714. Collectively, this equates to approximately \$140,967 in total available revenue for FY 12-13. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

**Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$13,800	\$0	\$0	\$0	\$13,800
MB Capital Fund Reserve	\$0	\$63,167	\$37,000	\$27,000	\$127,167
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$13,800</b>	<b>\$63,167</b>	<b>\$37,000</b>	<b>\$27,000</b>	<b>\$140,967</b>

The City of Emeryville anticipates expending Measure B bicycle and pedestrian pass-through funds on Bike to Work Day activities, Bike Path Pavement Markings, and Fix-it-Stations. Approximately \$13,800 will be expended in FY 12-13, and the remaining available revenue is identified for future expenditures over the next fiscal years on bike parking facilities, signage, and various bicycle and pedestrian infrastructure construction projects.

**Paratransit Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$6,475
FY 12-13 Estimated Revenue	\$25,002
<b>FY 12-13 Total MB Available</b>	<b>\$31,477</b>

**Paratransit Planned Projects and Fund Reserves**

The City of Emeryville's paratransit program contains a reported ending FY 11-12 balance of \$6,475 and a FY 12-13 anticipated revenue of \$25,002. Collectively, this equates to approximately \$31,477 in total available revenue for FY 12-13. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

**Paratransit FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$25,002	\$0	\$0	\$0	\$25,002
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$6,475	\$0	\$0	\$0	\$6,475
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$31,477</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,477</b>

The City of Emeryville plans to fund its existing programs with Measure B paratransit funds. This includes the Meals on Wheels Delivery Program, subsidized transportation fares, taxi program, and the 8-to-Go Shuttle operations. These expenditures will exhaust the bulk of Emeryville's anticipated available FY 12-13 revenue balance.

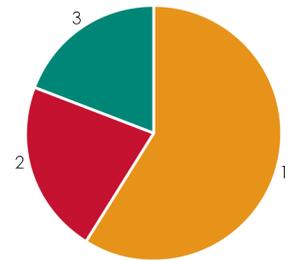
# City of Fremont

## FY 11-12 Measure B Revenues

Over half of the City of Fremont's total Measure B expenditures support local streets and roads operations and maintenance, pavement repair, and safety improvements. Measure B paratransit funds cover the cost of the City of Fremont's paratransit program, which provides door-to-door and group transportation for seniors and people with disabilities as well as meal delivery. Measure B bicycle and pedestrian funds help improve access and safety in the City of Fremont for bicyclists and pedestrians.

In FY 11-12, Alameda CTC distributed approximately \$3.2 million in pass-through funds to the City of Fremont for local streets and roads program (\$1.9 million), paratransit program (\$0.7 million), and bicycle and pedestrian program (\$0.6).

The City of Fremont reported the receipt of \$3.2 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$9.3 million.



**Measure B Pass-through Fund Distributions**

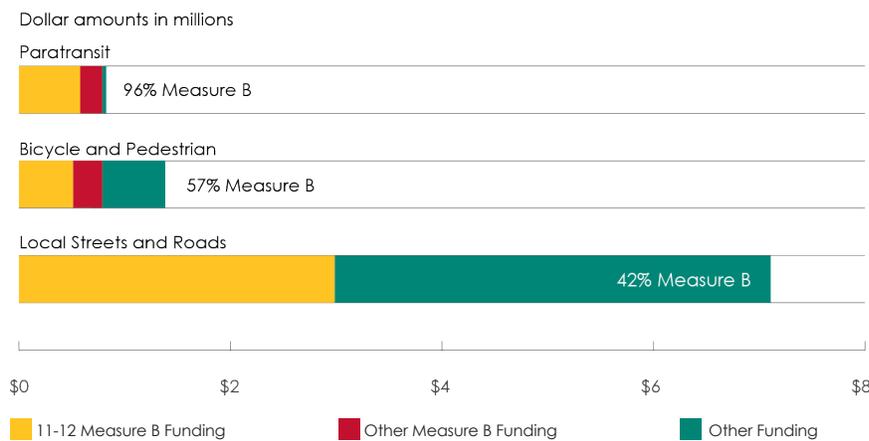
Dollars in millions

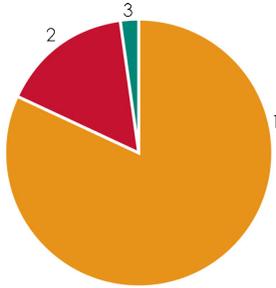
Category	Amount (Millions)	Percentage
1 Local Streets and Roads	\$1.9	59%
2 Paratransit	\$0.7	22%
3 Bicycle and Pedestrian	\$0.6	19%
<b>Total Distributions</b>	<b>\$3.2</b>	<b>100%</b>

## FY 11-12 Measure B Expenditures

The City of Fremont reported Measure B expenditures financed street resurfacing and overlay projects, paratransit operations, and bicycle and pedestrian improvements. These improvements facilitated greater transportation access and safety throughout the city across all transportation modes.

### Measure B Contribution to Total Program Expenditures

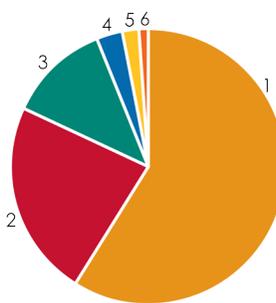




**Local Streets and Roads Expenditures by Phase**

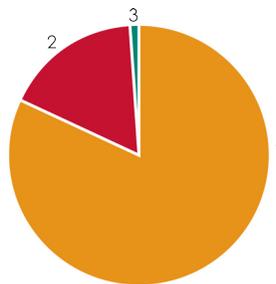
Dollars in millions

<b>1 Construction</b>	\$2.4	82%
<b>2 Operations</b>	\$0.5	16%
<b>3 Other</b>	\$0.1	2%
<b>Total Expenditures</b>	<b>\$3.0</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Phase**

<b>1 Project Completion/Closeout</b>	\$432,972	59%
<b>2 Maintenance</b>	\$165,696	23%
<b>3 PS&amp;E</b>	\$91,488	12%
<b>4 Other</b>	\$24,872	3%
<b>5 Construction</b>	\$15,139	2%
<b>6 Scoping, Feasibility, Planning</b>	\$7,626	1%
<b>Total Expenditures</b>	<b>\$737,793</b>	<b>100%</b>



**Local Streets and Roads Expenditures by Type**

Dollars in millions

<b>1 Street Resurfacing and Maintenance</b>	\$2.4	80%
<b>2 Staff</b>	\$0.5	17%
<b>3 Other</b>	\$0.1	3%
<b>Total Expenditures</b>	<b>\$3.0</b>	<b>100%</b>

*FY 11-12 Program Highlights:*

- In FY 11-12, the City of Fremont's Measure B local streets and roads program financed the Street Overlay Project that consisted of grinding and replacing 224,330 square feet of failed pavement areas with new asphalt concrete. Measure B financed approximately 87,651 square feet of these street repair improvements.
- The City of Fremont's Measure B local streets and roads funds also helped deliver approximately 1,989,747 square feet of asphalt rubber chip and slurry seal to maintain various streets throughout the city. Of this amount, approximately 548,574 square feet was funded through Measure B.
- Measure B paratransit funds provided 25,965 one-way trips through Fremont's door-to-door program, group trip operations, and volunteer driver program (funded through a Measure B paratransit gap grant).
- As part of Fremont's Meals on Wheels Program, Measure B paratransit financed 30,058 of 53,160 total in-house meals deliveries to seniors and people with disabilities.

**Expenditures by Project Phase**

By project phase, 82 percent of the City of Fremont's Measure B local streets and roads funds financed construction phases, 16 percent funded operations, and the remaining 2 percent funded other phases including planning, environmental, and preliminary engineering phases. The construction projects included cape and slurry seal improvements, street repairs, and the Niles Boulevard Roadway improvements project, which installed 3,788 linear feet of new curb, gutter and sidewalk, and new street pavement.

The City of Fremont's Measure B bicycle and pedestrian program expended 59 percent on project completion/closeout phase, 23 percent on the maintenance phase, 12 percent on preliminary engineering phases, 3 percent on other phases (outreach), 2 percent on construction, and 1 percent on scoping, feasibility, and planning. These expenditures include Measure B discretionary grant funds for the Irvington Area Improvement, Bay Streetscape, and Senior Walk Club Program.

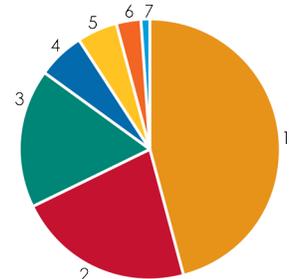
By project phase, 100 percent of the City of Fremont's Measure B paratransit funds, including paratransit gap grant funds financed operational phases of the programs including door-to-door services, group trips, customer service and outreach, meal delivery, Tri-City Mobility Management Program, VIP Rides Program, and the Tri-City Travel Training Program.

### Expenditures by Project Type

By project type, 80 percent of the City of Fremont's Measure B local streets and roads funds supported street resurfacing and maintenance types of activities, 17 percent on staffing for program administration, studies, and project development, and 3 percent on other for study for the Tupelo Storm Drain Repair project.

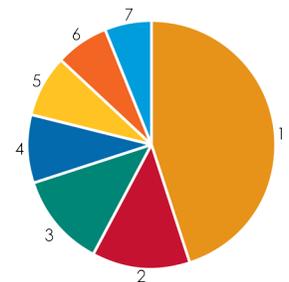
By project type, 46 percent of Measure B bicycle and pedestrian expenditures funded pedestrian crossing improvements, 22 percent financed sidewalks and ramps, and 17 percent covered staffing for program administration.

For the Paratransit Program, the City of Fremont spent 45 percent of Measure B paratransit expenditures, including paratransit gap grant funds, on city-based door-to-door programs, 13 percent on customer service and outreach, 12 percent on the volunteer driver program, and the remaining amount on travel training, mobility management, group trip, meal delivery operations, and general program administration.



**Bicycle and Pedestrian Expenditures by Type**

<b>1</b> Pedestrian Crossing Improvements	\$340,577	46%
<b>2</b> Sidewalks and Ramps	\$162,555	22%
<b>3</b> Staffing	\$122,001	17%
<b>4</b> Other	\$46,017	6%
<b>5</b> Traffic Calming	\$36,260	5%
<b>6</b> Bike Parking	\$24,872	3%
<b>7</b> Multiuse Paths (Class 1)	\$5,511	1%
<b>Total Expenditures</b>	<b>\$737,793</b>	<b>100%</b>



**Paratransit Expenditures by Type**

<b>1</b> City-Based Door-to-Door Programs	\$345,629	45%
<b>2</b> Customer Service and Outreach	\$100,503	13%
<b>3</b> Volunteer Drivers Program	\$86,139	12%
<b>4</b> Mobility Management/Travel Training	\$69,720	9%
<b>5</b> Group Trips	\$65,260	8%
<b>6</b> Management/Overhead/Staffing	\$57,243	7%
<b>7</b> Meal Delivery	\$43,505	6%
<b>Total Expenditures</b>	<b>\$767,999</b>	<b>100%</b>

## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Fremont outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Fremont reported an unspent FY 10-11 Measure B pass-through fund balance of \$5,591,881 and a remaining FY 11-12 fund balance of \$4,800,983. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### City of Fremont's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$3,453,171	\$1,926,549	\$29,361	\$2,983,413	\$2,425,668
2 Paratransit	\$149,420	\$706,249	\$1,272	\$612,140	\$244,801
3 Bike/Ped	\$1,989,290	\$571,465	\$25,038	\$455,279	\$2,130,514
<b>Total</b>	<b>\$5,591,881</b>	<b>\$3,204,262</b>	<b>\$55,672</b>	<b>\$4,050,832</b>	<b>\$4,800,983</b>

### Local Streets and Roads Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$2,425,662
FY 12-13 Estimated Revenue	\$1,984,345
<b>FY 12-13 Total MB Available</b>	<b>\$4,410,008</b>

### Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

The City of Fremont's Measure B local streets and roads program available FY 12-13 revenue is approximately \$4,410,008 from the FY 11-12 ending balance of \$2,425,662 and FY 12-13 estimated revenue of \$1,984,345. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$300,230	\$0	\$0	\$0	\$300,230
MB Capital Fund Reserve	\$1,908,199	\$464,907	\$448,066	\$98,000	\$2,919,172
MB Operational Fund Reserve	\$992,172	\$0	\$0	\$0	\$992,172
MB Undesignated Fund Reserve	\$198,435	\$0	\$0	\$0	\$198,435
<b>TOTAL MEASURE B</b>	<b>\$3,399,035</b>	<b>\$464,907</b>	<b>\$448,066</b>	<b>\$98,000</b>	<b>\$4,410,008</b>

The City of Fremont anticipates expending Measure B local streets and roads funds on signal coordination efforts, the Congestion Management Program, Citywide Overlay projects, Niles Boulevard Roadway Improvements, Tupelo Storm Drain Repair, and slurry seal maintenance projects. These expenditures include operational fund reserve expenses and amount to approximately \$3.2 million in FY 12-13. Fremont allocates the remaining FY 12-13 available revenue to the Capital Fund Reserve and Undesignated Fund Reserve for construction improvements.

### Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves

For the City of Fremont's Measure B bicycle and pedestrian program, the available FY 12-13 revenue is approximately \$2,719,123 from the FY 11-12 ending balance of \$2,130,514 and FY 12-13 estimated revenue of \$588,609. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

### Bicycle and Pedestrian FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$2,130,514
FY 12-13 Estimated Revenue	\$588,609
<b>FY 12-13 Total MB Available</b>	<b>\$2,719,123</b>

### Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$1,037,754	\$782,724	\$532,003	\$13,478	\$2,365,959
MB Operational Fund Reserve	\$294,304	\$0	\$0	\$0	\$294,304
MB Undesignated Fund Reserve	\$58,860	\$0	\$0	\$0	\$58,860
<b>TOTAL MEASURE B</b>	<b>\$1,390,918</b>	<b>\$782,724</b>	<b>\$532,003</b>	<b>\$13,478</b>	<b>\$2,719,123</b>

Measure B bicycle and pedestrian pass-through funds are planned for various safety and infrastructure improvements including Walnut Ave-Argonaut Lane Reduction, Mission Blvd. Sidewalk and Signal, Deep Creek Pedestrian Improvements, Cedar Street Study, and the East Warren Ave Sidewalk Improvement. The City of Fremont expects to expend approximately \$1.3 million in FY 12-13 and the remaining FY 12-13 available revenue is allocated to the Capital Fund Reserve for developing and ongoing construction projects.

### Paratransit Program FY 12-13 Planned Projects and Fund Reserves

The City of Fremont reported a total of \$972,237 in FY 12-13 available revenue from the FY 11-12 ending Measure B balance of \$244,801 and FY 12-13 anticipated revenue of \$727,436. The City of Fremont expects to expend Measure B paratransit funds to its Paratransit Program which includes door to door service, meal delivery, travel training, and mobility management activities. In FY 12-13, approximately \$900,000 will be expended, with the remaining \$72,000 allocated to undesignated activities.

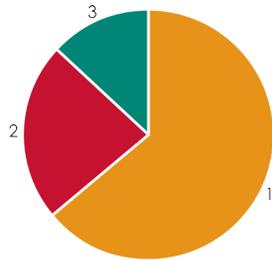
### Paratransit Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$244,801
FY 12-13 Estimated Revenue	\$727,436
<b>FY 12-13 Total MB Available</b>	<b>\$972,237</b>

### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$537,237	\$0	\$0	\$0	\$537,237
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$363,000	\$0	\$0	\$0	\$363,000
MB Undesignated Fund Reserve	\$72,000	\$0	\$0	\$0	\$72,000
<b>TOTAL MEASURE B</b>	<b>\$972,237</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$972,237</b>

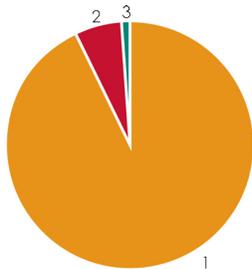
## City of Hayward



Measure B Pass-through Fund Distributions

Dollars in millions

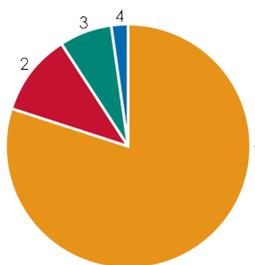
Category	Amount (Millions)	Percentage
1 Local Streets and Roads	\$1.9	64%
2 Paratransit	\$0.7	23%
3 Bicycle and Pedestrian	\$0.4	13%
<b>Total Distributions</b>	<b>\$3.0</b>	<b>100%</b>



Local Streets and Roads Expenditures by Phase

Dollars in millions

Category	Amount (Millions)	Percentage
1 Project Completion/Closeout	\$1.7	93%
2 Scoping, Feasibility, Planning	\$0.1	6%
3 Other	\$-	1%
<b>Total Expenditures</b>	<b>\$1.8</b>	<b>100%</b>



Bicycle and Pedestrian Expenditures by Phase

Category	Amount (Millions)	Percentage
1 Construction	\$476,583	80%
2 Scoping, Feasibility, Planning	\$64,295	11%
3 Project Completion/Closeout	\$39,506	7%
4 Other	\$14,153	2%
<b>Total Expenditures</b>	<b>\$594,537</b>	<b>100%</b>

### FY 11-12 Measure B Revenues

The City of Hayward uses the majority of Measure B funds to maintain and improve the condition of its local streets and roads. The City of Hayward also relies on Measure B funds to finance non-ADA paratransit services for seniors and people with disabilities, as well as for sidewalk, curb ramp, and pedestrian crossing improvements.

In FY 11-12, Alameda CTC distributed approximately \$3.0 million in pass-through funds to the City of Hayward for its local streets and roads program (\$1.9 million), paratransit program (\$0.7 million), and bicycle and pedestrian program (\$0.4 million).

The City of Hayward reported the receipt of \$3.0 million in pass-through fund revenues.

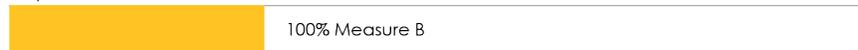
### FY 11-12 Measure B Expenditures

The City of Hayward reported Measure B expenditures facilitated sidewalk and ramp improvements, pedestrian crossing improvements, local streets maintenance, and paratransit operations.

#### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian



Paratransit



Local Streets and Roads



\$0 \$0.5 \$1 \$1.5 \$2

11-12 Measure B Funding

#### FY 11-12 Program Highlights:

- In FY 11-12, the City of Hayward's Measure B local streets and roads program financed 795,103 square feet of street and pavement rehabilitation.
- The City of Hayward's Measure B bicycle and pedestrian funds delivered 3,073 linear feet of new sidewalks on D Street, Cypress Street, Weston Road, and Bellina Avenue from Second to Third Street.

- Measure B bicycle and pedestrian funds also supported the relocation of the Industrial Boulevard Pedestrian/Bicycle Bridge in conjunction with the County's Floodwall Improvement Project.
- Measure B paratransit funds provided 7,752 one-way trips through Hayward's door-to-door program, group trip operations, and collaboration with the Alzheimer's Services of the East Bay (ASEB) Transportation.
- Hayward's Measure B paratransit funded 34,931 meal deliveries to isolated seniors, living in the paratransit program's service area.

### Expenditures by Project Phase

By project phase, 93 percent of the City of Hayward's Measure B local streets and roads funds financed project completion/closeout, 6 percent funded scoping, feasibility and planning, and the remaining funded other type of activities such as installing solar speed monitoring devices.

The City of Hayward's Measure B bicycle and pedestrian program expended 80 percent on project construction, 11 percent on scoping, feasibility, and planning, 7 percent on project completion/closeout, and 2 percent on other activities such as installation of pedestrian push buttons.

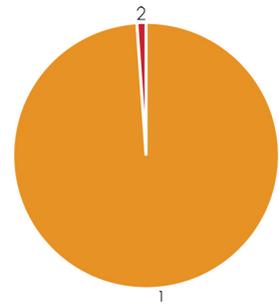
By project phase, 100 percent of the City of Hayward's Measure B paratransit funds financed operational phases of its programs including door-to-door services, group trips, customer service and outreach, and meals on wheels.

### Expenditures by Project Type

By project type, 99 percent of the City of Hayward's Measure B local streets and roads funds supported street resurfacing and maintenance types of activities, and the remaining 1 percent funded traffic calming efforts.

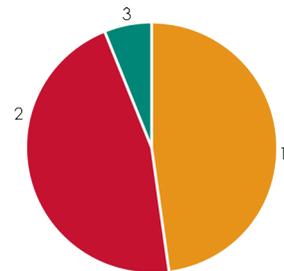
By project type, 48 percent of Measure B bicycle and pedestrian expenditures funded sidewalk and ramp improvements, 46 percent financed pedestrian crossing improvements, and 6 percent funded bikeway improvements.

For the paratransit program, the City of Hayward expended 53 percent of Measure B paratransit expenditures on the City of Hayward's non-ADA demand response paratransit service for individuals 70 years old and over, and individuals in the process of acquiring East Bay Paratransit (EBP) certification or who were unable to use the ADA service due to traveling outside of the EBP service area. Of the remaining expenses, approximately 37 percent financed management/staffing activities to run the various programs, 5 percent funded meal delivery services, and 5 percent of expenses were dedicated to customer service and outreach.



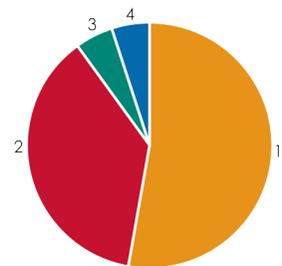
**Local Streets and Roads Expenditures by Type**  
Dollars in millions

<b>1</b> Street Resurfacing and Maintenance	\$1.7	99%
<b>2</b> Traffic Calming	\$0.1	1%
<b>Total Expenditures</b>	<b>\$1.8</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Type**

<b>1</b> Sidewalks and Ramps	\$286,280	48%
<b>2</b> Pedestrian Crossing Improvements	\$271,041	46%
<b>3</b> Bikeways (non-Class I)	\$37,216	6%
<b>Total Expenditures</b>	<b>\$594,537</b>	<b>100%</b>



**Paratransit Expenditures by Type**

<b>1</b> City-Based Door-to-Door Programs	\$265,206	53%
<b>2</b> Management/Overhead/Staffing	\$184,353	37%
<b>3</b> Meal Delivery	\$22,917	5%
<b>4</b> Customer Service and Outreach	\$23,716	5%
<b>Total Expenditures</b>	<b>\$496,192</b>	<b>100%</b>

## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Hayward outlined in their annual Compliance Report anticipated planned 788 and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Hayward reported an unspent FY 10-11 Measure B pass-through fund balance of \$1,871,931 and a remaining FY 11-12 fund balance of \$1,911,083. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### City of Hayward's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$752,265	\$1,881,722	-\$5,879	\$1,816,066	\$812,042
2 Paratransit	\$592,755	\$682,931	\$2,510	\$496,192	\$782,004
3 Bike/Ped	\$526,911	\$384,874	-\$211	\$594,537	\$317,037
<b>Total</b>	<b>\$1,871,931</b>	<b>\$2,949,527</b>	<b>-\$3,580</b>	<b>\$2,906,795</b>	<b>\$1,911,083</b>

Note: City of Hayward reports a negative interest due to a GASB 31 adjustment.

### Local Streets and Roads Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$812,042
FY 12-13 Estimated Revenue	\$1,938,174
<b>FY 12-13 Total MB Available</b>	<b>\$2,750,215</b>

### Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

For the City of Hayward's Measure B local streets and roads program, approximately \$2,750,215 is available from the combined FY 11-12 ending balance of \$812,042 and FY 12-13 estimated revenue of \$1,938,174. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$2,217,000	\$0	\$0	\$0	\$2,217,000
MB Capital Fund Reserve	\$0	\$533,215	\$0	\$0	\$533,215
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$2,217,000</b>	<b>\$533,215</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,750,215</b>

The City of Hayward anticipates expending Measure B local streets and roads funds on street maintenance projects on Contessa, Sequoia, Capetown, Tilden, Martha, Edgemere, Gading, Lindenwood, Gettysburg, Canyon View, High Country, Deer Park Ct., Deer Park Way, Claiborne, Chandler, & Dento. The City identified \$2.2 million in expenses in FY 12-13 and set aside the remaining \$0.5 million in FY 13-14 Capital Fund Reserve for ongoing construction phases.

### Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves

For the City of Hayward's Measure B bicycle and pedestrian program, approximately \$713,457 is available from the combined FY 11-12 ending balance of \$317,037 and FY 12-13 estimated revenue of \$396,420. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

#### Bicycle and Pedestrian Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$317,037
FY 12-13 Estimated Revenue	\$396,420
<b>FY 12-13 Total MB Available</b>	<b>\$713,457</b>

#### Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$553,000	\$0	\$0	\$0	\$553,000
MB Capital Fund Reserve	\$0	\$160,457	\$0	\$0	\$160,457
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$553,000</b>	<b>\$160,457</b>	<b>\$0</b>	<b>\$0</b>	<b>\$713,457</b>

Measure B bicycle and pedestrian pass-through funds are identified for the Industrial Boulevard Pedestrian/Bicycle Bridge Relocation Project, sidewalk improvements on Franklin Ave., Harder Rd. and Phillips Way, and pedestrian traffic signal improvements citywide. Over \$550,000 are planned expenses in FY 12-13, and the remaining available revenue is allocated to the Capital Fund Reserve for other bicycle and pedestrian improvements.

### Paratransit Program FY 12-13 Planned Projects and Fund Reserves

Hayward's Measure B paratransit fund contains a FY 12-13 available revenue balance of \$1,485,423. This includes the FY 11-12 ending Measure B balance of \$782,004 and FY 12-13 anticipated revenue of \$703,419. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

#### Paratransit Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$782,004
FY 12-13 Estimated Revenue	\$703,419
<b>FY 12-13 Total MB Available</b>	<b>\$1,485,423</b>

#### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$1,065,423	\$0	\$0	\$0	\$1,065,423
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$350,000	\$0	\$0	\$0	\$350,000
MB Undesignated Fund Reserve	\$70,000	\$0	\$0	\$0	\$70,000
<b>TOTAL MEASURE B</b>	<b>\$1,485,423</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,485,423</b>

The City of Hayward expects to expend Measure B paratransit funds on its Paratransit Group Trip Program, Central County Taxi Program, door-to-door service, meal delivery, and travel training activities. These programs and service encompass approximately \$1.4 million in total FY 12-13 planned expenditures. The remaining balance of the available FY 12-13 revenue is allocated to undesignated project contingencies.

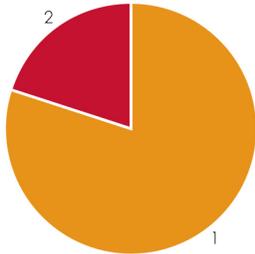
## City of Livermore

### FY 11-12 Measure B Revenues

The City of Livermore uses Measure B primarily for street maintenance and to install signals, sidewalks, and ramps to improve pedestrian and traffic safety. The City of Livermore also counts on Measure B for a number of bicycle and pedestrian improvements to expand Livermore's trails and bikeway network.

In FY 11-12, Alameda CTC distributed approximately \$1.0 million in pass-through funds to the City of Livermore for its local streets and roads program (\$0.8 million), and bicycle and pedestrian program (\$0.2 million).

The City of Livermore reported the receipt of \$1.0 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$9.7 million.



Measure B Pass-through Fund Distributions

Dollars in millions

Category	Amount (Millions)	Percentage
1 Local Streets and Roads	\$0.8	80%
2 Bicycle and Pedestrian	\$0.2	20%
<b>Total Distributions</b>	<b>\$1.0</b>	<b>100%</b>

### FY 11-12 Measure B Expenditures

The City of Livermore reported Measure B expenditures financed bike and pedestrian improvements and local transportation improvements to roadway infrastructure.

#### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian

80% Measure B

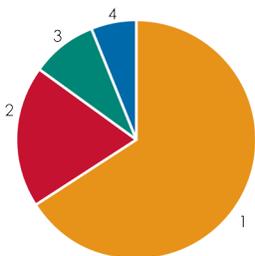
Local Streets and Roads

10% Measure B

\$0 \$2 \$4 \$6 \$8 \$10

11-12 Measure B Funding

Other Funding



Local Streets and Roads Expenditures by Phase

Phase	Amount	Percentage
1 Project Completion/Closeout	\$572,635	66%
2 PS&E	\$168,030	19%
3 Scoping, Feasibility, Planning	\$80,820	9%
4 Other	\$47,872	6%
<b>Total Expenditures</b>	<b>\$869,357</b>	<b>100%</b>

#### FY 11-12 Program Highlights:

- In FY 11-12, the City of Livermore's Measure B local streets and roads program supported the planning and construction delivery of 5,700,000 square feet of street and pavement rehabilitation, of which over 500,000 square feet was directly funded with Measure B.
- Measure B local streets and roads also financed 3,287 linear feet of new sidewalk and administration efforts of Livermore's Sidewalk Repair Program.
- The City of Livermore's Measure B bicycle and pedestrian funds supported mitigation of 25,000 square feet of the existing Arroyo Mocho Trail connecting Robertson Park to the Livermore Wine Trail.

- Measure B bicycle and pedestrian funds supported the design and construction of the Iron Horse Trail between the Downtown Transit Center and Livermore Avenue. This project is approximately 25 percent complete and funded completely with Measure B funds.

### Expenditures by Project Phase

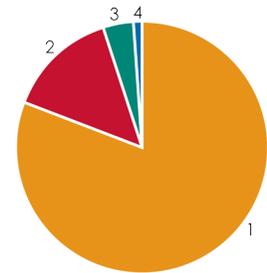
By project phase, 66 percent of the City of Livermore's Measure B local streets and roads funds financed project completion/closeout, 19 percent financed the preliminary engineering phase, 9 percent funded project scoping and feasibility studies, and the remaining 6 percent funded other types of activities such as staffing administration and support for the Community Development Department efforts to improve local transit services.

The City of Livermore's Measure B bicycle and pedestrian program expended 81 percent on project completion/closeout, 14 percent financed other activities such as advanced planning and preliminary engineering for bicycle facilities, 4 percent funded scoping studies, and 1 percent delivered maintenance work.

### Expenditures by Project Type

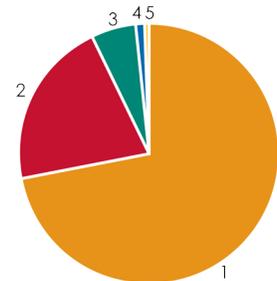
By project type, 72 percent of the City of Livermore's Measure B local streets and roads funds supported street resurfacing and maintenance types of activities, and 21 percent implemented new sidewalk and ramps. The remaining expenditures covered signal improvements, staffing efforts, and pedestrian crossing improvements.

By project type, 86 percent of Measure B bicycle and pedestrian expenditures delivered bicycle and pedestrian safety enhancements and improved connectivity to regional trails. The remaining 14 percent financed staffing efforts related to preliminary engineering for bicycle facilities, staff responses to miscellaneous local and regional bike and pedestrian trail requests, and development of future phases of the Iron Horse Regional Trail.



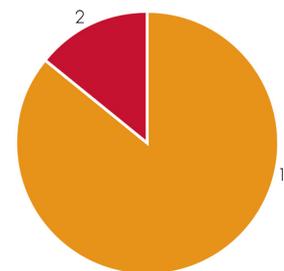
**Bicycle and Pedestrian Expenditures by Phase**

<b>1</b> Project Completion/Closeout	\$288,776	81%
<b>2</b> Other	\$50,000	14%
<b>3</b> Scoping, Feasibility, Planning	\$12,834	4%
<b>4</b> Maintenance	\$4,265	1%
<b>Total Expenditures</b>	<b>\$355,875</b>	<b>100%</b>



**Local Streets and Roads Expenditures by Type**

<b>1</b> Street Resurfacing and Maintenance	\$626,223	72%
<b>2</b> Sidewalk and Ramps	\$179,312	21%
<b>3</b> Signals	\$47,872	6%
<b>4</b> Staffing	\$14,110	1%
<b>5</b> Pedestrian Crossing Improvements	\$1,840	0%
<b>Total Expenditures</b>	<b>\$869,357</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Type**

<b>1</b> Multiuse Path (Class I)	\$305,875	86%
<b>2</b> Staffing	\$50,000	14%
<b>Total Expenditures</b>	<b>\$355,875</b>	<b>100%</b>

## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Livermore outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Livermore reported an unspent FY 10-11 Measure B pass-through fund balance of \$1,863,819 and a remaining FY 11-12 fund balance of \$1,711,127. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### City of Livermore's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$1,118,656	\$845,373	\$7,084	\$869,357	\$1,101,756
2 Bike/Ped	\$745,163	\$216,127	\$3,956	\$355,875	\$609,371
<b>Total</b>	<b>\$1,863,819</b>	<b>\$1,061,500</b>	<b>\$11,040</b>	<b>\$1,225,232</b>	<b>\$1,711,127</b>

### Local Streets and Roads Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$1,101,756
FY 12-13 Estimated Revenue	\$870,734
<b>FY 12-13 Total MB Available</b>	<b>\$1,972,490</b>

### Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

The City of Livermore's Measure B local streets and roads program contains a FY 12-13 available revenue balance of \$1,972,490. This includes the FY 11-12 ending Measure B balance of \$1,101,756 and FY 12-13 anticipated revenue of \$870,734. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$1,154,100	\$0	\$0	\$0	\$1,154,100
MB Capital Fund Reserve	\$0	\$805,600	\$0	\$0	\$805,600
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$12,790	\$0	\$0	\$0	\$12,790
<b>TOTAL MEASURE B</b>	<b>\$1,166,890</b>	<b>\$805,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,972,490</b>

The City of Livermore anticipates expending Measure B local streets and roads funds on Galaxy Ct. Flood Protect and Trail Repair, Bicycle and Pedestrian Master Plan Updates, street repairs, and traffic signal improvements and reconfigurations. With these projects planned, Livermore will use its remaining balance, expending approximately \$1.2 million in FY 12-13 and \$800,000 in FY 13-14.

### Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves

The City of Livermore's Measure B bicycle and pedestrian program contains a FY 12-13 available revenue balance of \$831,982. This includes the FY 11-12 ending Measure B balance of \$609,371 and FY 12-13 anticipated revenue of \$222,611. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Bicycle and Pedestrian Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$609,371
FY 12-13 Estimated Revenue	\$222,611
<b>FY 12-13 Total MB Available</b>	<b>\$831,982</b>

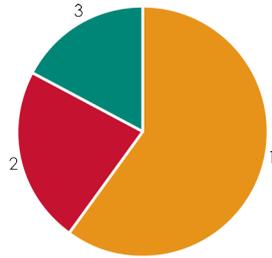
### Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$55,000	\$0	\$0	\$0	\$55,000
MB Capital Fund Reserve	\$0	\$270,000	\$0	\$484,782	\$754,782
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$22,200	\$0	\$0	\$0	\$22,200
<b>TOTAL MEASURE B</b>	<b>\$77,200</b>	<b>\$270,000</b>	<b>\$0</b>	<b>\$484,782</b>	<b>\$831,982</b>

Measure B bicycle and pedestrian pass-through funds are expected to fund Trail and Bikeways Master Plan Implementation, Arroyo Mocho Trail E-1 Extension, and Trail Segment L-19 I-580 Undercrossing. These expenditures in FY 12-13 are anticipated to support preliminary engineering phases of these bicycle and pedestrian enhancements. Subsequently, the majority of expenditures are identified expenditures in FY 13-14 through FY 15-16 for the construction phases.



## City of Newark



Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$390,449	60%
2 Paratransit	\$153,470	23%
3 Bicycle and Pedestrian	\$113,640	17%
<b>Total Distributions</b>	<b>\$657,559</b>	<b>100%</b>

### FY 11-12 Measure B Revenues

The City of Newark uses Measure B primarily for its asphalt concrete street overlay program and curb, gutter, and sidewalk replacement. The City of Newark also uses Measure B to fund paratransit services for seniors and people with disabilities, and bicycle and pedestrian improvements.

In FY 11-12, Alameda CTC distributed approximately \$0.7 million in pass-through funds to the City of Newark for local streets and roads program (\$0.4 million), paratransit program (\$0.2 million), and bicycle and pedestrian program (\$0.1 million).

The City of Newark reported the receipt of \$0.7 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$1.6 million.

### FY 11-12 Measure B Expenditures

The City of Newark reported Measure B expenditures covered street resurfacing and maintenance improvements, sidewalk improvements, and paratransit services.

#### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

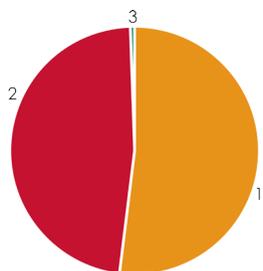
Paratransit



Bicycle and Pedestrian



Local Streets and Roads



Local Streets and Roads Expenditures by Phase

1 Maintenance	\$436,549	52%
2 Project Completion/ Closeout	\$395,300	48%
3 Right-of-Way	\$831	-%
<b>Total Expenditures</b>	<b>\$831,880</b>	<b>100%</b>

#### FY 11-12 Program Highlights:

- In FY 11-12, the City of Newark's Measure B local streets and roads program delivered 554,115 square feet of pavement rehabilitation and maintenance, of which over 206,227 square feet were directly funded with Measure B funds.
- The City of Newark's Measure B bicycle and pedestrian funds financed 1,800 linear feet of new curb and gutter.
- Measure B paratransit funds financed 4,728 door-to-door trips, and delivered 13,238 meals through its Meals-on-Wheels program.

### Expenditures by Project Phase

By project phase, 52 percent of the City of Newark's Measure B local streets and roads funds financed the maintenance phase, 48 percent financed project completion/closeout, and a small amount funded right-of-way activities. The annual Asphalt Concrete Overlay Program consisting of base repair and patch paving work composed the majority of these expenditures.

The City of Newark's Measure B bicycle and pedestrian program expended 100 percent on maintenance for the 2012 Curb, Gutter, and Sidewalk Replacement project. This project, also funded with local streets and roads pass-through funds, replaced and removed damaged curb, gutter, and sidewalk through Newark to prevent tripping hazards.

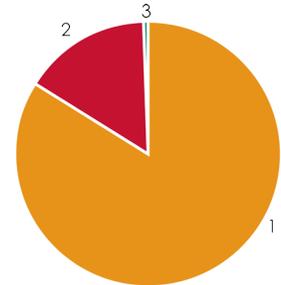
As part of the Measure B paratransit expenditures, the City of Newark reported 100 percent of expenses were tied to operational phases for its door-to-door services and Meals-on-Wheels program.

### Expenditures by Project Type

By project type, 84 percent of the City of Newark's Measure B local streets and roads funds supported street resurfacing and maintenance types of activities, and 16 percent implemented sidewalk and ramp improvements. A small amount financed bridge and tunnels improvements that were associated with right-of-way costs for the Central Avenue Overpass.

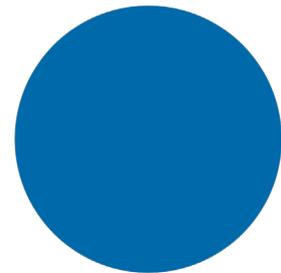
By project type, 100 percent of Measure B bicycle and pedestrian expenditures delivered safety improvements as part of the sidewalk, curb, and gutter replacement efforts.

Approximately 96 percent of Measure B paratransit expenditures were dedicated to the city-based door-to-door programs, and the remaining 4 percent funded meals delivery for the Meals-on-Wheels program.



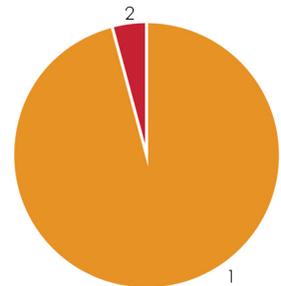
Local Streets and Roads Expenditures by Type

1 Street Resurfacing and Maintenance	\$694,979	84%
2 Sidewalk and Ramps	\$136,870	16%
3 Bridges and Tunnels	\$31	-%
<b>Total Expenditures</b>	<b>\$831,880</b>	<b>100%</b>



Bicycle and Pedestrian Expenditures by Type

1 Safety Improvements	\$99,438	100%
<b>Total Expenditures</b>	<b>\$99,438</b>	<b>100%</b>



Paratransit Expenditures by Type

1 City-based Door-to-Door Programs	\$151,614	96%
2 Meal Delivery	\$7,000	4%
<b>Total Expenditures</b>	<b>\$158,614</b>	<b>100%</b>



## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Newark outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Newark reported an unspent FY 10-11 Measure B pass-through fund balance of \$986,693 and a remaining FY 11-12 fund balance of \$558,234. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### City of Newark's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$833,898	\$390,449	\$2,918	\$831,880	\$395,385
2 Paratransit	\$58,089	\$153,470	\$287	\$158,614	\$53,231
3 Bike/Ped	\$94,706	\$113,640	\$710	\$99,438	\$109,618
<b>Total</b>	<b>\$986,693</b>	<b>\$657,559</b>	<b>\$3,915</b>	<b>\$1,089,932</b>	<b>\$558,234</b>

### Local Streets and Roads Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$395,385
FY 12-13 Estimated Revenue	\$402,162
<b>FY 12-13 Total MB Available</b>	<b>\$797,547</b>

### Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

The City of Newark Measure B local streets and roads program contains an FY 11-12 ending Measure B balance of \$395,385 and FY 12-13 anticipated revenue of \$402,162. Collectively, the City of Newark's available FY 12-13 revenue balance is \$797,547. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$797,547	\$0	\$0	\$0	\$797,547
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$797,547</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$797,547</b>

The City of Newark anticipates expending Measure B local streets and roads funds on citywide handicap ramps and detectable warning surfaces, the Asphalt Concrete Overlay Program, Street Cap Seal Program, Maintenance Programs, and curb, sidewalk, and gutter replacement projects. The City of Newark reported using the full available local streets and roads balance of \$797,547 in FY 12-13.

### Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves

For the City of Newark's Measure B bicycle and pedestrian program, the available FY 12-13 revenue balance is \$226,667 from the FY 11-12 Measure B ending balance of \$109,618 and FY 12-13 anticipated revenue of \$117,049. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

#### Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$110,000	\$110,000	\$6,667	\$0	\$226,667
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$110,000</b>	<b>\$110,000</b>	<b>\$6,667</b>	<b>\$0</b>	<b>\$226,667</b>

Measure B bicycle and pedestrian pass-through funds are expected to support citywide handicap ramp improvements, and sidewalk, curb, and ramp enhancements. Approximately \$110,000 will be expended in FY 12-13, and the remaining available balance is identified for use in FY 13-14 and FY 14-15.

### Paratransit Program FY 12-13 Planned Projects and Fund Reserves

For the City of Newark's Measure B paratransit program, the available FY 12-13 revenue balance is \$211,307 from the FY 11-12 Measure B ending balance of \$53,232 and FY 12-13 anticipated revenue of \$158,075. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

#### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$116,463	\$0	\$0	\$0	\$116,463
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$79,037	\$0	\$0	\$0	\$79,037
MB Undesignated Fund Reserve	\$15,807	\$0	\$0	\$0	\$15,807
<b>TOTAL MEASURE B</b>	<b>\$211,307</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$211,307</b>

Measure B paratransit pass-through funds are reported for future expenditures on the Newark's door-to-door program, and meal delivery program. Newark's reported FY 12-13 expenses will encapsulate the bulk of the FY 12-13 available revenue with approximately \$200,000 in expenditures. The remaining funds have been identified for undesignated project contingencies.

#### Bicycle and Pedestrian FY 12-13 Projected Measure B Funds

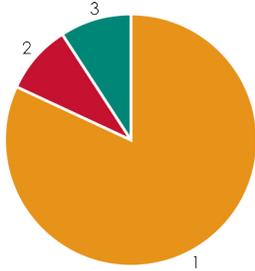
FY 11-12 Ending MB Balance	\$109,618
FY 12-13 Estimated Revenue	\$117,049
<b>FY 12-13 Total MB Available</b>	<b>\$226,667</b>

#### Paratransit Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$53,232
FY 12-13 Estimated Revenue	\$158,075
<b>FY 12-13 Total MB Available</b>	<b>\$211,307</b>

## City of Oakland

### FY 11-12 Measure B Revenues



**Measure B Pass-through Fund Distributions**

Dollars in millions

<b>1</b> Local Streets and Roads	\$8.9	82%
<b>2</b> Bicycle and Pedestrian	\$1.0	9%
<b>3</b> Paratransit	\$1.0	9%
<b>Total Distributions</b>	<b>\$10.9</b>	<b>100%</b>

The City of Oakland expends the majority of its Measure B funds on local streets and road projects to maintain and repair streets, improve traffic signal coordination, and various sidewalk and ramp enhancements. The City of Oakland also relies on Measure B to operate its paratransit program for seniors and people with disabilities, and a variety of bicycle and pedestrian projects designed to improve safety and mobility.

In FY 11-12, Alameda CTC distributed approximately \$10.9 million in pass-through funds to the City of Oakland for local streets and roads program (\$8.9 million), paratransit program (\$1.0 million), and bicycle and pedestrian program (\$1.0 million).

The City of Oakland reported the receipt of \$10.9 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$17.3 million.

### FY 11-12 Measure B Expenditures

The City of Oakland reported Measure B expenditures financed a range of activities including street resurfacing and maintenance improvements, bicycle and pedestrian improvements, and paratransit programs.

#### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Paratransit



Bicycle and Pedestrian



Local Streets and Roads



*FY 11-12 Program Highlights:*

- In FY 11-12, the City of Oakland's Measure B local streets and roads program supported 238 curb ramps and upgrades throughout the city, implemented emergency roadway repair at 11 locations, upgraded traffic signals and controller units, and repaired over 20,000 linear feet of sidewalks paths.
- The City of Oakland's Measure B bicycle and pedestrian funds funded the design and installation of 39 lane miles of bicycle improvements including striping/markings, signage, and traffic signal video cameras to improve travel safety.
- As part of the Oakland's Bike Plan Outreach, Measure B bicycle and pedestrian funds also funded the distribution of newsletters, bikeway maps, and outreach mailers to over 26,430 individuals to promote education and bicycle activities.
- The City of Oakland's paratransit program provided approximately 31,150 one-way passenger trips financed through Measure B pass-through and grant funds for seniors and people with disabilities.

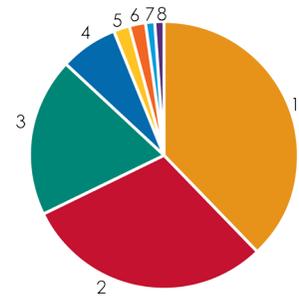
**Expenditures by Project Phase**

The City of Oakland reported total Measure B expenditures of approximately \$11.7 million across their local streets and roads, bicycle and pedestrian, and paratransit programs. This includes \$11.1 million in Measure B pass-through expenditures across the three programs, \$0.4 million in Measure B bicycle and pedestrian grant funds, and \$0.2 million in paratransit discretionary grants.

By project phase, 38 percent of the Measure B local streets and roads funds financed the maintenance phase, 30 percent financed construction, 19 percent funded scoping, feasibility, and planning phases. The remaining expenditures were dedicated to preliminary engineering, administration, right-of-way, and operational phases to implement local transportation improvements throughout the city.

For its bicycle and pedestrian program, Oakland spent 91 percent of its funds on construction for Lakeshore/Lake Park Complete Streets Project, Citywide Sidewalk Repair Program, Cityracks Bicycle Parking Program, Bikeways Implementation and Improvement, and Creed Street Stairs Rehabilitation. The remaining expenditures were spent on preliminary engineering, and scoping, feasibility and planning efforts.

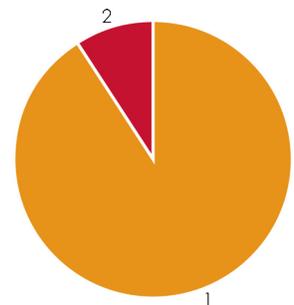
The City of Oakland reported using 100 percent of Measure B paratransit expenditures to operate its program for seniors and people with disabilities.



**Local Streets and Roads Expenditures by Phase**

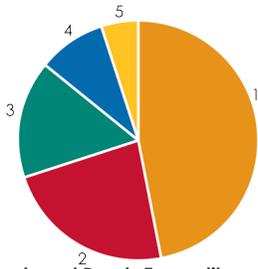
Dollars in millions

<b>1</b> Maintenance	\$3.7	38%
<b>2</b> Construction	\$2.9	30%
<b>3</b> Scoping, feasibility, planning	\$1.8	19%
<b>4</b> PS&E	\$0.6	7%
<b>5</b> Project Completion/Closeout	\$0.2	2%
<b>6</b> Other	\$0.2	2%
<b>7</b> Right-of-Way	\$0.1	1%
<b>8</b> Operations	\$0.1	1%
<b>Total Expenditures</b>	<b>\$9.6</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Phase**

<b>1</b> Construction	\$1.0	91%
<b>2</b> Other	\$0.1	9%
<b>Total Expenditures</b>	<b>\$1.1</b>	<b>100%</b>



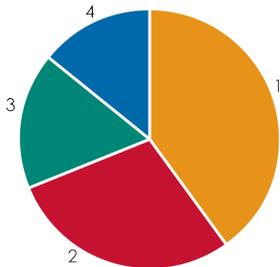
Local Streets and Roads Expenditures by Type\*

1 Other: Guardrail, ITS and Maintenance	\$4.5	47%
2 Sidewalk and Ramps	\$2.2	23%
3 Street Resurfacing and Maintenance	\$1.6	16%
4 Signage	\$0.8	9%
5 Bridges and Tunnels	\$0.5	5%
<b>Total Expenditures</b>	<b>\$9.6</b>	<b>100%</b>

**Expenditures by Project Type**

By project type, the City of Oakland reported most of its local streets and roads expenditures on "other" phases, described as guardrail programs, Intelligent Transportation System implementation, parking facilities improvements, 42nd & High Access Improvement Project, maintenance, and administration. The next largest local streets and road expenditures were tied to sidewalk and ramp improvements, and street resurfacing and maintenance projects on various roadway and pedestrian facilities.

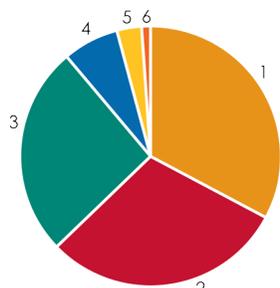
The City of Oakland reported 33 percent of Measure B bicycle and pedestrian expenditures financed sidewalk and ramp improvements, 30 percent funded other types described as sidewalk and ramp repairs, pedestrian lights, signage, trees, and irrigation improvements, and 26 percent covered bikeway improvements. The remaining expenditures supported safety improvements, bicycle and pedestrian outreach and education, and bike parking facilities. These expenditures include costs associated with Measure B grant funded Lakeshore/Lake Park Complete Streets Project



Bicycle and Pedestrian Expenditures by Type

1 Sidewalks and Ramps	\$353,821	33%
2 Other: Sidewalk Lights and Landscaping Improvements	\$321,335	30%
3 Bikeways (non-Class I)	\$276,005	26%
4 Safety Improvements	\$68,434	7%
5 Education and Promotion	\$32,531	3%
6 Bike Parking	\$9,651	1%
<b>Total Expenditures</b>	<b>\$1,061,777</b>	<b>100%</b>

For its paratransit program, the City reported that 40 percent of its Measure B paratransit program funds, including discretionary paratransit grants, supported city-based door-to-door programs, 29 percent funded the same day/taxi program, and the remaining expenditures linked to general administration and customer outreach and promotion of the paratransit program.



Paratransit Expenditures by Type\*

1 City-based Door to Door	\$0.4	40%
2 Same Day Taxi Program	\$0.3	29%
3 Management/Overhead/Staffing	\$0.2	17%
4 Customer Service and Outreach	\$0.1	14%
<b>Total Expenditures</b>	<b>\$1.0</b>	<b>100%</b>

\* Dollars in millions

## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Oakland outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Oakland reported an unspent FY 10-11 Measure B pass-through fund balance of \$10,910,118 and a remaining FY 11-12 fund balance of \$10,691,786. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### City of Oakland's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$8,078,189	\$8,886,871	\$20,269	\$9,650,656	\$7,359,967
2 Bike/Ped	\$2,893,568	\$1,042,954	\$7,590	\$647,310	\$3,297,988
3 Paratransit	-\$61,639	\$939,927	\$0	\$817,977	\$60,311
<b>Total</b>	<b>\$10,910,118</b>	<b>\$10,869,752</b>	<b>\$27,859</b>	<b>\$11,115,943</b>	<b>\$10,691,786</b>



**Local Streets and Roads Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$7,359,967
FY 12-13 Estimated Revenue	\$9,153,477
<b>FY 12-13 Total MB Available</b>	<b>\$16,513,444</b>

**Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves**

The City of Oakland's Measure B local streets and roads program contains a FY 12-13 available revenue balance of \$16,513,444. This includes the FY 11-12 ending Measure B balance of \$7,359,967 and FY 12-13 anticipated revenue of \$9,153,477. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

**Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$5,265,000	\$0	\$0	\$0	\$5,265,000
MB Capital Fund Reserve	\$2,930,000	\$4,105,000	\$100,000	\$0	\$7,135,000
MB Operational Fund Reserve	\$3,215,000	\$0	\$0	\$0	\$3,215,000
MB Undesignated Fund Reserve	\$898,444	\$0	\$0	\$0	\$898,444
<b>TOTAL MEASURE B</b>	<b>\$12,308,444</b>	<b>\$4,105,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$16,513,444</b>

The City of Oakland anticipates expending Measure B local streets and roads funds on traffic signal coordination improvements, Intelligent Transportation System improvements for the Broadway and Airport Interconnect Projects, traffic signals, Hazard Elimination Program, 42nd/ High I-880 Access Improvements, and various street resurfacing and maintenance projects. Oakland intends to expend approximately \$11.5 million in FY 12/13, \$4.1 million in FY 13/14, and \$100,000 in FY 14/15. The remaining amount is identified in the Undesignated Fund Reserve.

**Bicycle and Pedestrian Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$3,297,988
FY 12-13 Estimated Revenue	\$1,074,243
<b>FY 12-13 Total MB Available</b>	<b>\$4,372,231</b>

**Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves**

The City of Oakland's Measure B bicycle and pedestrian program contains a FY 12-13 available revenue balance of \$4,372,231. This includes the FY 11-12 ending Measure B balance of \$3,297,988 and FY 12-13 anticipated revenue of \$1,074,243. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

**Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$705,000	\$0	\$0	\$0	\$705,000
MB Capital Fund Reserve	\$338,000	\$2,286,000	\$900,000	\$0	\$3,524,000
MB Operational Fund Reserve	\$50,000	\$0	\$0	\$0	\$50,000
MB Undesignated Fund Reserve	\$93,231	\$0	\$0	\$0	\$93,231
<b>TOTAL MEASURE B</b>	<b>\$1,186,231</b>	<b>\$2,286,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$4,372,231</b>

Measure B bicycle and pedestrian pass-through funds are expected to support the 7th Street West Oakland Streetscape Project, sidewalk repairs, bike improvements, and the Stairs and Paths Program. Oakland expects to expend approximately \$1.1 million in FY 12-13, \$2.3 million in FY 13-14, and \$1.0 million in FY 14-15 for construction activities.

### Paratransit Planned Projects and Fund Reserves

The City of Oakland's Measure B paratransit program contains a FY 12-13 available revenue balance of \$1,028,436. This includes the FY 11-12 ending Measure B balance of \$60,311 and FY 12-13 anticipated revenue of \$968,125. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

### Paratransit Program

#### FY 12-13 Projected Measure B Funds

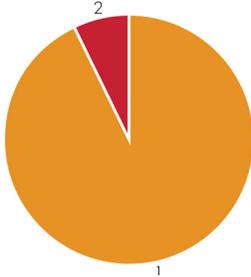
FY 11-12 Ending MB Balance	\$60,311
FY 12-13 Estimated Revenue	\$968,125
<b>FY 12-13 Total MB Available</b>	<b>\$1,028,436</b>

### Paratransit FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$968,125	\$0	\$0	\$0	\$968,125
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$60,311	\$0	\$0	\$0	\$60,311
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$1,028,436</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,028,436</b>

Measure B paratransit pass-through funds are reported for future expenditures on the Oakland's door-to-door program, same day/ taxi program, and customer service and outreach activities. Oakland anticipates expending the entire available revenue of \$1,028,436 in FY 12-13.

## City of Piedmont



Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$359,993	93%
2 Bicycle and Pedestrian	\$28,473	7%
<b>Total Distributions</b>	<b>\$388,466</b>	<b>100%</b>

### FY 11-12 Measure B Revenues

The City of Piedmont utilized its Measure B local streets and roads funds to implement street resurfacing projects to maintain the city's roadway conditions. This year, Piedmont did not report expenditures related to Measure B bicycle and pedestrian improvements as the city reported plans to use its annual bicycle and pedestrian pass-through allocations for a future Bike and Pedestrian Master Plan.

In FY 11-12, Alameda CTC distributed approximately \$388,466 in pass-through funds to the City of Piedmont for local streets and roads program (\$359,933), and bicycle and pedestrian program (\$28,473).

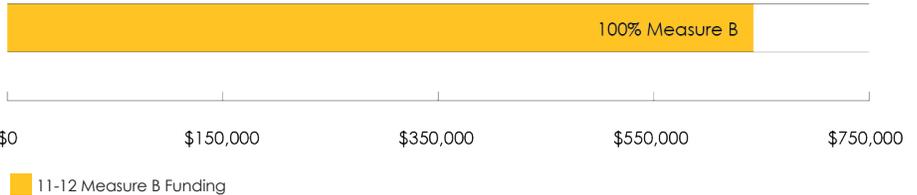
The City of Piedmont reported the receipt of \$388,466 in pass-through fund revenues.

### FY 11-12 Measure B Expenditures

The City of Piedmont reported Measure B expenditures financed a range of street resurfacing and maintenance projects. In FY 11-12, the City of Piedmont expended \$648,877 on local transportation improvements.

#### Measure B Contribution to Total Program Expenditures

Local Streets and Roads



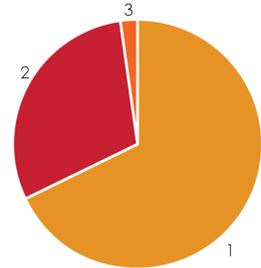
#### FY 11-12 Program Highlights:

- In FY 11-12, the Piedmont's Measure B local streets and roads program financed the implementation of 166,205 square feet of pavement reconstruction, including curb and gutter improvements. Improvements included pavement reconstruction of Moraga Ave and Seaview Ave; slurry seal of Magnolia, Bonita and Hillside; and design work for pavement rehabilitation on Howard, Wyngaard, Cambridge, Inverleith Terrace, and Harvard.
- The City of Piedmont reported using Measure B local streets and roads funds to replace approximately 970 linear feet of damaged sidewalk, curb, and gutter, in addition to a ramp replacement.



### Expenditures by Project Phase

By project phase, the City of Piedmont reported 68 percent of Measure B local streets and roads expenditures on project completion/closeout, 30 percent on construction, and 2 percent on preliminary engineering. These expenditures supported Piedmont's paving and street resurfacing projects that improved the safety and accessibility of the roadways.

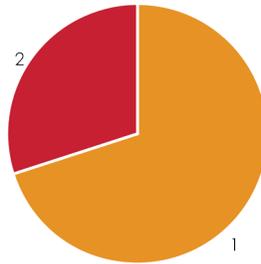


Local Streets and Roads Expenditures by Phase

<b>1 Project Completion/Closeout</b>	\$443,883	68%
<b>2 Construction</b>	\$194,160	30%
<b>3 PS&amp;E</b>	\$10,834	2%
<b>Total Expenditures</b>	<b>\$648,877</b>	<b>100%</b>

### Expenditures by Project Type

By project type, the City of Piedmont reported 70% percent of local streets and roads expenditures on street resurfacing and maintenance projects. The remaining 30 percent of expenditures facilitated sidewalk and ramp improvements to preserve the integrity of the streets with the elimination of damaged ramps and sidewalks and sealing base material.



Local Streets and Roads Expenditures by Type

<b>1 Street Resurfacing and Maintenance</b>	\$454,717	70%
<b>2 Sidewalk and Ramps</b>	\$194,160	30%
<b>Total Expenditures</b>	<b>\$648,877</b>	<b>100%</b>

## Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Piedmont outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Piedmont reported an unspent FY 10-11 Measure B pass-through fund balance of \$678,570 and a remaining FY 11-12 fund balance of \$418,159. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

### City of Piedmont's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
<b>1 LSR</b>	\$577,191	\$359,993	\$0	\$648,877	\$288,307
<b>2 Bike/Ped</b>	\$101,379	\$28,473	\$0	\$0	\$129,852
<b>Total</b>	<b>\$678,570</b>	<b>\$388,466</b>	<b>\$0</b>	<b>\$648,877</b>	<b>\$418,159</b>

**Local Streets and Roads Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$288,307
FY 12-13 Estimated Revenue	\$370,793
<b>FY 12-13 Total MB Available</b>	<b>\$659,100</b>

**Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves**

For its Measure B local streets and roads program, the City of Piedmont reported a FY 11-12 ending balance of \$288,307 and anticipated FY 12-13 revenue of \$370,793. As a result, the total available FY 12-13 revenue is \$659,100. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

**Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$207,340	\$207,340	\$207,340	\$0	\$622,020
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$37,080	\$0	\$0	\$0	\$37,080
<b>TOTAL MEASURE B</b>	<b>\$244,420</b>	<b>\$207,340</b>	<b>\$207,340</b>	<b>\$0</b>	<b>\$659,100</b>

The City of Piedmont anticipates expending Measure B local streets and roads funds on its annual Pavement Management Program and will include additional streets to expend the funds expeditiously. Over the next three fiscal years, the City of Piedmont anticipates an annual expenditure of \$207,340 to finance the preliminary engineering and construction phases of these pavement improvements.

**Bicycle and Pedestrian  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$129,852
FY 12-13 Estimated Revenue	\$29,327
<b>FY 12-13 Total MB Available</b>	<b>\$159,179</b>

**Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves**

For its Measure B bicycle and pedestrian program, the City of Piedmont reported a FY 11-12 ending balance of \$129,852 and anticipated FY 12-13 revenue of \$29,327. As a result, the total available FY 12-13 revenue is \$159,179. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

**Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$0	\$52,082	\$52,082	\$52,082	\$156,246
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$2,933	\$0	\$0	\$2,933
<b>TOTAL MEASURE B</b>	<b>\$0</b>	<b>\$55,015</b>	<b>\$52,082</b>	<b>\$52,082</b>	<b>\$159,179</b>

These pass-through funds are planned for a Bicycle and Pedestrian Master Plan starting in FY 13-14. The expenditures include feasibility planning and scoping for the plan's development, as well as potential construction related to Safe Routes to School improvements.

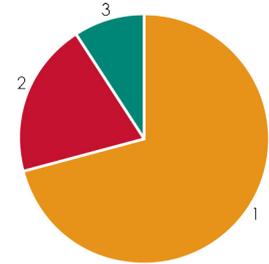
# City of Pleasanton

## FY 11-12 Measure B Revenues

The City of Pleasanton relies on Measure B funds primarily to extend the service life of its local streets and roads through various maintenance improvements. The City of Pleasanton also uses Measure B funds to improve trail access and close trail gaps in their bicycle and pedestrian network. Additionally, Measure B supports their paratransit program to facilitate transportation for seniors and people with disabilities.

In FY 11-12, Alameda CTC distributed \$942,044 in pass-through funds to the City of Pleasanton for local streets and roads program (\$667,979), bicycle and pedestrian program (\$187,611), and paratransit program (\$86,454).

The City of Pleasanton reported the receipt of \$942,044 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$3,843,167.



Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$667,979	71%
2 Bicycle and Pedestrian	\$187,611	20%
3 Paratransit	\$86,454	9%
<b>Total Distributions</b>	<b>\$942,044</b>	<b>100%</b>

## FY 11-12 Measure B Expenditures

The City of Pleasanton reported Measure B expenditures supported local streets and roads improvements, bicycle and pedestrian enhancements, and paratransit operations.

### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian



Paratransit



Local Streets and Roads



11-12 Measure B Funding

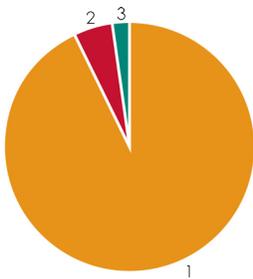
Other Measure B Funding

Other Funding



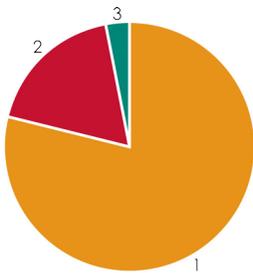
*FY 11-12 Program Highlights:*

- In FY 11-12, the City of Pleasanton resurfaced or provided slurry seal on over 2,700,000 square feet of local streets and roads, and finished the installation of 2 new traffic signals at the intersections of West Las Positas Blvd. and Muirwood Drive, and Stoneridge Drive and Stoneridge Mall Road. These improvements were funded using Measure B local streets and road pass-through funds and other local funds.
- Through its bicycle and pedestrian program, the City of Pleasanton developed the preliminary engineering for a trail connection between the cities of Pleasanton and Dublin as part of the Alamo Canal Trail I-580 Undercrossing Project. This will close a critical gap in the region's bicycle and pedestrian network.
- The City of Pleasanton's paratransit program reduces isolation, increases socialization, and encourages independent living. Measure B funds, including paratransit gap grant funds, financed approximately 5,000 one-way trips of a total of 14,000 one-way trips through the City of Pleasanton's door-to-door program, and fixed-route Downtown Route Shuttle.



**Local Streets and Roads Expenditures by Phase**

<b>1</b> Project Completion/Closeout	\$55,852	93%
<b>2</b> PS&E	\$32,518	5%
<b>3</b> Construction	\$11,233	2%
<b>Total Expenditures</b>	<b>\$599,603</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Phase**

<b>1</b> Project Completion/Closeout	\$36,263	79%
<b>2</b> Construction	\$8,000	18%
<b>3</b> Other	\$1,427	3%
<b>Total Expenditures</b>	<b>\$45,690</b>	<b>100%</b>

**Expenditures by Project Phase**

By project phase, the City of Pleasanton reported 93 percent of Measure B local streets and roads expenditures on project completion/closeout, 5 percent on preliminary engineering, and 2 percent on construction. These expenditures financed Pleasanton's slurry seal and road resurfacing projects, traffic signal improvements, and 1,585 linear feet of curb and gutter replacements.

By project phase, 79 percent of Measure B bicycle and pedestrian funds supported the project completion/closeout phase, 18 percent went to the construction phase, and 3 percent funded the other phases such as administration activities. These expenditures delivered an update to the City of Pleasanton Bikeway Maps and an installation of a curb ramp for a new crosswalk at West Las Positas and Payne Road.

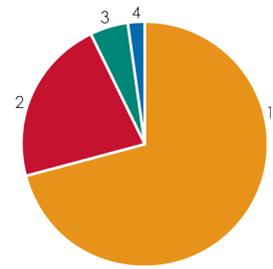
Pleasanton's Measure B paratransit expenditures financed 100 percent of service operational phases for the Downtown Route Shuttle and door-to-door services.

### Expenditures by Project Type

By project type, the City of Pleasanton spent 71 percent of its Measure B local streets and roads funds on traffic signals, 22 percent on street surfacing and maintenance, 5 percent on operations, and 2 percent on sidewalk and ramp improvements.

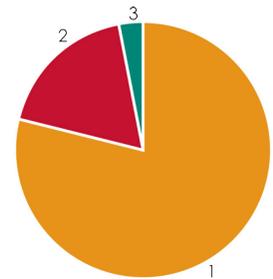
By project type, the City of Pleasanton spent 79 percent of its Measure B bicycle and pedestrian funds on multi-use paths (class I), 18 percent on pedestrian crossing improvements, and 3 percent on education and promotion.

The City of Pleasanton reported, by project type, 56 percent of Measure B paratransit funds supported the Downtown Route Shuttle operation and 44 percent financed door-to-door services.



Local Streets and Roads Expenditures by Type

1 Signals	\$423,363	71%
2 Street Resurfacing and Maintenance	\$132,489	22%
3 Operations	\$32,518	5%
4 Sidewalk and Ramps	\$11,233	2%
<b>Total Expenditures</b>	<b>\$599,603</b>	<b>100%</b>



Bicycle and Pedestrian Expenditures by Type

1 Multiuse Paths (Class I)	\$32,263	79%
2 Pedestrian Crossing Improvements	\$8,000	18%
3 Education and Promotion	\$1,427	3%
<b>Total Expenditures</b>	<b>\$45,690</b>	<b>100%</b>

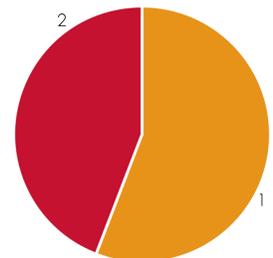
### Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Pleasanton outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of Pleasanton reported an unspent FY 10-11 Measure B pass-through fund balance of \$2,128,314 and a remaining FY 11-12 fund balance of \$2,358,055. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

#### City of Pleasanton's FY 11-12 Ending Measure B Balance

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$1,052,111	\$667,979	\$8,929	\$599,603	\$1,129,416
2 Bike/Ped	\$1,076,203	\$187,611	\$10,515	\$45,690	\$1,228,639
3 Paratransit	\$0	\$86,454	\$0	\$86,454	\$0
<b>Total</b>	<b>\$2,128,314</b>	<b>\$942,044</b>	<b>\$19,444</b>	<b>\$731,747</b>	<b>\$2,358,055</b>



Paratransit Expenditures by Type

1 Shuttle or Fixed Route	\$112,127	56%
2 City-Based Door-to-Door Programs	\$86,454	44%
<b>Total Expenditures</b>	<b>\$198,581</b>	<b>100%</b>

**Local Streets and Roads Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$1,129,416
FY 12-13 Estimated Revenue	\$688,018
<b>FY 12-13 Total MB Available</b>	<b>\$1,817,434</b>

**Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves**

For its Measure B local streets and roads program, the City of Pleasanton reported a FY 11-12 ending balance of \$1,129,416 and anticipated FY 12-13 revenue of \$688,018. As a result, the total available FY 12-13 revenue is \$1,817,434. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

**Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$1,082,434	\$0	\$0	\$0	\$1,082,434
MB Capital Fund Reserve	\$0	\$0	\$0	\$435,000	\$435,000
MB Operational Fund Reserve	\$300,000	\$0	\$0	\$0	\$300,000
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$1,382,434</b>	<b>\$0</b>	<b>\$0</b>	<b>\$435,000</b>	<b>\$1,817,434</b>

The City of Pleasanton anticipates expending Measure B local streets and roads funds on an annual curb and gutter replacement, slurry seal and street resurfacing activities, and construction of the I-580 and Foothill Interchange. The majority of expenditures are anticipated in FY 12-13 with approximately \$1.4 million identified for these improvements. The City of Pleasanton identified the remaining \$435,000 for the Old Stanley Blvd. Roadway Improvement in FY 15-16.

**Bicycle and Pedestrian Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$1,228,639
FY 12-13 Estimated Revenue	\$193,239
<b>FY 12-13 Total MB Available</b>	<b>\$1,421,878</b>

**Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves**

The City of Pleasanton reported Measure B bicycle and pedestrian ending FY 11-12 fund balance of \$1,228,639 and anticipated FY 12-13 revenue of \$193,239. As a result, the total available FY 12-13 revenue is approximately \$1,421,878. The chart below details the reported FY 12-13 planned projects and reserve allocations for the Pleasanton's bicycle and pedestrian program.

**Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$135,050	\$0	\$0	\$0	\$135,050
MB Capital Fund Reserve	\$0	\$824,943	\$405,000	\$0	\$1,229,943
MB Operational Fund Reserve	\$37,585	\$0	\$0	\$0	\$37,585
MB Undesignated Fund Reserve	\$19,300	\$0	\$0	\$0	\$19,300
<b>TOTAL MEASURE B</b>	<b>\$191,935</b>	<b>\$824,943</b>	<b>\$405,000</b>	<b>\$0</b>	<b>\$1,421,878</b>

Measure B bicycle and pedestrian pass-through funds are planned for Valley Avenue Bicycle & Pedestrian Trail Relocation, Hopyard Road Bicycle Lanes, Arroyo Mocho Test Paving Segments, and Arroyo Mocho Paving projects. Pleasanton anticipates approximately \$170,000 in expenditures in FY 12-13, \$825,000 in FY 13-14, and \$405,000 in FY 14-15 to implement the construction phase of these projects using the available Measure B revenue.

**Paratransit Program FY 12-13 Planned Projects and Fund Reserves**

The City of Pleasanton reported no remaining Measure B paratransit ending FY 11-12 fund balance. Therefore, the FY 12-13 revenue available for Pleasanton's paratransit program consists of \$89,048 from its annual FY 12-13 anticipated revenue. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

**Paratransit Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$89,048
<b>FY 12-13 Total MB Available</b>	<b>\$89,048</b>

**Paratransit FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$89,048	\$0	\$0	\$0	\$89,048
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$89,048</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,048</b>

The City of Pleasanton reported using Measure B paratransit funds in their entirety for the Pleasanton Paratransit Service Door-to-Door Program in FY 12-13.

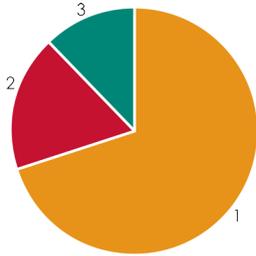
## City of San Leandro

### FY 11-12 Measure B Revenues

The City of San Leandro uses Measure B to improve its local transportation system. From local road improvements, bicycle and pedestrian facilities enhancements, to paratransit operations, Measure B is an important funding source in the City of San Leandro's annual budget.

In FY 11-12, Alameda CTC distributed approximately \$1.7 million in pass-through funds to the City of San Leandro for local streets and roads program (\$1.2 million), bicycle and pedestrian program (\$0.2 million), and paratransit program (\$0.3 million).

The City of San Leandro reported the receipt of \$1.7 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$6.3 million.



Measure B Pass-through Fund Distributions

Dollars in millions

Category	Amount (Millions)	Percentage
1 Local Streets and Roads	\$1.2	70%
2 Paratransit	\$0.3	18%
3 Bicycle and Pedestrian	\$0.2	12%
<b>Total Distributions</b>	<b>\$1.7</b>	<b>100%</b>

### FY 11-12 Measure B Expenditures

The City of San Leandro reported Measure B local streets and roads program expenditures helped extend the life of its roadways and bridges. Measure B funds also provided paratransit services to seniors and people with disabilities, and financed bicycle and pedestrian improvements.

#### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Paratransit



Bicycle and Pedestrian



Local Streets and Roads



#### FY 11-12 Program Highlights:

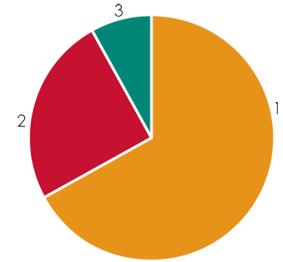
- In FY 11-12, the City of San Leandro delivered approximately 1,800,000 square feet of slurry seal improvements with the help of Measure B.
- Through its bicycle and pedestrian program, the City of San Leandro constructed 11 new ADA curb ramps, 37 handicap ramps, 2,020 linear feet of sidewalk, and various traffic calming devices.
- Measure B paratransit funds provided 12,306 one-way trips to seniors and people with disabilities through its Flex Paratransit program, Medical Transportation Service, and lift assisted shuttle trips.

### Expenditures by Project Phase

By project phase, the City of San Leandro reported 67 percent of Measure B local streets and roads expenditures on project completion/closeout, 25 percent on construction, and 8 percent on other phases include preliminary engineering, maintenance, administration and management activities. Through Measure B, the City of San Leandro provided residents with safer paths of travel for pedestrians, and durable efficient surfaces for vehicle travel.

By project phase, 54 percent of Measure B bicycle and pedestrian funds supported the construction phase, 38 percent financed preliminary engineering, and 8 percent went to project completion/closeout activities.

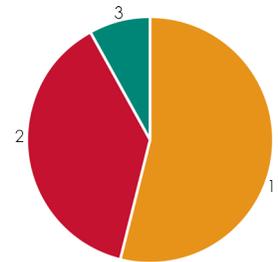
The City of San Leandro's Measure B paratransit expenditures financed 100 percent of service operational phases for paratransit programs.



**Local Streets and Roads Expenditures by Phase**

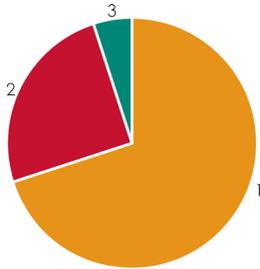
Dollars in millions

<b>1</b> Project Completion/Closeout	\$0.8	67%
<b>2</b> Construction	\$0.3	25%
<b>3</b> Other	\$0.1	8%
<b>Total Expenditures</b>	<b>\$1.2</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Phase**

<b>1</b> Construction	\$112,761	54%
<b>2</b> PS&E	\$78,605	38%
<b>3</b> Project Completion/Closeout	\$17,444	8%
<b>Total Expenditures</b>	<b>\$208,810</b>	<b>100%</b>



**Local Streets and Roads Expenditures by Type**

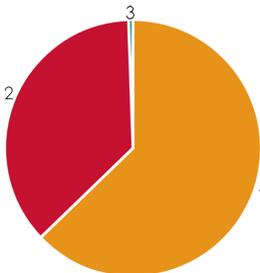
1 Street Resurfacing and Maintenance	\$0.8	70%
2 Sidewalks and Ramps	\$0.3	25%
3 Other	\$0.1	5%
<b>Total Expenditures</b>	<b>\$1.2</b>	<b>100%</b>

**Expenditures by Project Type**

By project type, the City of San Leandro spent 70 percent of its Measure B local streets and roads funds on street surfacing and maintenance, 25 percent on sidewalks and ramps, and 5 percent on other phases inclusive of assets management, education and promotion, and bridge and tunnel improvements.

By project type, the City of San Leandro utilized 63 percent of its Measure B bicycle and pedestrian funds on sidewalk and ramps, and 37 percent on safety improvements. A small amount was also dedicated to pedestrian crossing improvements.

The City of San Leandro reported, by project type, 78 percent of Measure B paratransit funds supported the Flex Paratransit Shuttle operations and 22 percent city-based door-to-door programs.



**Bicycle and Pedestrian Expenditures by Type**

1 Sidewalk and Ramps	\$130,350	63%
2 Safety Improvements	\$77,900	37%
3 Pedestrian Crossing Improvements	\$560	0%
<b>Total Expenditures</b>	<b>\$208,810</b>	<b>100%</b>

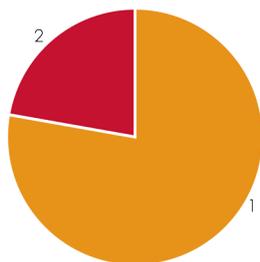
**Measure B Ending Balance**

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of San Leandro outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

The City of San Leandro reported an unspent FY 10-11 Measure B pass-through fund balance of \$3,072,379 and a remaining FY 11-12 fund balance of \$3,059,306. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

**City of San Leandro's FY 11-12 Ending Measure B Balance**

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$1,930,779	\$1,168,567	\$14,889	\$1,226,660	\$1,887,575
2 Bike/Ped	\$1,088,297	\$226,756	\$3,195	\$208,810	\$1,109,438
3 Paratransit	\$53,303	\$263,091	\$0	\$254,101	\$62,293
<b>Total</b>	<b>\$3,072,379</b>	<b>\$1,658,414</b>	<b>\$18,084</b>	<b>\$1,689,571</b>	<b>\$3,059,306</b>



**Paratransit Expenditures by Type**

1 Shuttle/Fixed-route Trips	\$254,101	78%
2 City-based Door-to-Door Programs	\$71,293	22%
<b>Total Expenditures</b>	<b>\$325,394</b>	<b>100%</b>

### Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves

The City of San Leandro's Measure B local streets and roads program contains a FY 12-13 available revenue balance of \$3,091,233. This includes the FY 11-12 ending Measure B balance of \$1,887,609 and FY 12-13 anticipated revenue of \$1,203,624. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

### Local Streets and Roads Program FY 12-13 Projected Measure B Funds

FY 11-12 Ending MB Balance	\$1,887,609
FY 12-13 Estimated Revenue	\$1,203,624
<b>FY 12-13 Total MB Available</b>	<b>\$3,091,233</b>

### Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$0	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$930,459	\$2,039,888	\$120,886	\$0	\$3,091,233
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$930,459</b>	<b>\$2,039,888</b>	<b>\$120,886</b>	<b>\$0</b>	<b>\$3,091,233</b>

The City of San Leandro anticipates expending Measure B local streets and roads funds on East 14th Street Utility and Streetlight Replacement project, Storm Drain Outfall Repair, Annual Overlay / Rehab program, Annual Sidewalk Repair Program, and the Annual Street Sealing Program. Over \$930,000 is allocated for FY 12-13 to implement preliminary engineering and project construction. Approximately \$2.0 million is identified for FY 13-14 and \$121,000 for FY 14-15, which includes planned expenditures for sidewalk and street sealing maintenance and construction activities.



**Bicycle and Pedestrian  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$1,109,438
FY 12-13 Estimated Revenue	\$233,559
<b>FY 12-13 Total MB Available</b>	<b>\$1,342,997</b>

**Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves**

The City of San Leandro's Measure B bicycle and pedestrian program contains approximately \$1,342,997 in available FY 12-13 revenue. This includes the FY 11-12 ending Measure B balance of \$1,109,438 and FY 12-13 anticipated revenue of \$233,559. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

**Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$151,373	\$0	\$0	\$0	\$151,373
MB Capital Fund Reserve	\$1,191,624	\$0	\$0	\$0	\$1,191,624
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$1,342,997</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,342,997</b>

Measure B bicycle and pedestrian pass-through funds have anticipated expenditures on the Sidewalk Repair Program, and the San Leandro High Signal at the 136th and Bancroft intersection. The City of San Leandro anticipates expending the available revenue of \$1,342,997 in full on these projects in FY 12-13.

**Paratransit Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$62,293
FY 12-13 Estimated Revenue	\$270,984
<b>FY 12-13 Total MB Available</b>	<b>\$333,277</b>

**Paratransit Program FY 12-13 Planned Projects and Fund Reserves**

The City of San Leandro's Measure B paratransit program contains approximately \$333,277 in available FY 12-13 revenue. This includes the FY 11-12 ending Measure B balance of \$62,293 and FY 12-13 anticipated revenue of \$270,984. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

**Paratransit FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$197,785	\$0	\$0	\$0	\$0
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$135,492	\$0	\$0	\$0	\$333,277
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$333,277</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$333,277</b>

The City of San Leandro plans to utilize the full available revenue amount of \$333,277 on the Flex Paratransit Service during FY 12-13.

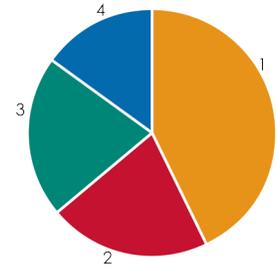
# City of Union City & Union City Transit

## FY 11-12 Measure B Revenues

The City of Union City and Union City Transit use Measure B to subsidize its local transportation infrastructure improvements and transit operations. Union City uses Measure B funding to keep its local streets and roads safe and to improve accessibility. Through its bicycle and pedestrian program, Union City also relies on Measure B to install signs, construct ADA ramps, and to perform sidewalk improvements.

In FY 11-12, Alameda CTC distributed approximately \$1.4 million in pass-through funds to the City of Union City for local streets and roads program (\$0.6 million), mass transit program (\$0.3 million), paratransit program (\$0.3 million), and bicycle and pedestrian program (\$0.2 million).

The City of Union City reported the receipt of \$1.4 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$10.8 million.



**Measure B Pass-through Fund Distributions**

Dollars in millions

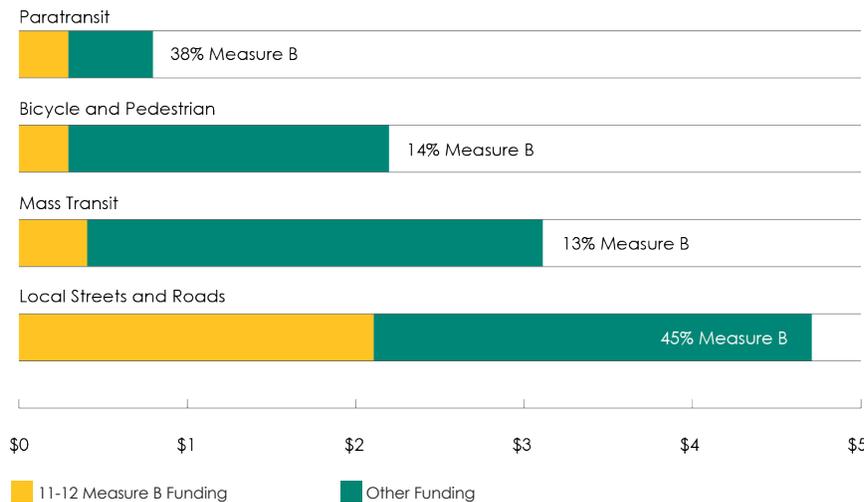
<b>1</b> Local Streets and Roads	\$0.6	43%
<b>2</b> Mass Transit	\$0.3	21%
<b>3</b> Paratransit	\$0.3	21%
<b>4</b> Bicycle and Pedestrian	\$0.2	15%
<b>Total Distributions</b>	<b>\$1.4</b>	<b>100%</b>

## FY 11-12 Measure B Expenditures

Union City reported Measure B expenditures financed local streets and roads program, bicycle and pedestrian improvements, transit, and paratransit operations. These improvements range from street rehabilitation, sidewalk and trail improvements, transit operations and ADA-mandated paratransit service operations with the aim to improve safety, accessibility, and connectivity of the city's transportation system.

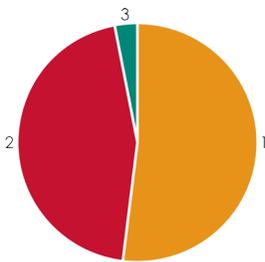
### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions



*FY 11-12 Program Highlights:*

- In FY 11-12, through its local streets and roads program, Measure B funded 2,300,000 square feet of pavement rehabilitation, pothole repairs, and street overlay. Union City also reported using Measure B funds to replace over 200 traffic signs throughout the city to increase signage visibility and traffic safety.
- Union City reported the delivery of 24,609 linear feet of sidewalk and trail improvements, 37,737 square feet of lane striping and crosswalk painting, and the installation of a crosswalk system inclusive of lighted and textured crosswalks using Measure B funds and local funding sources. Measure B bicycle and pedestrian funds funded the majority of these improvements.
- Union City Paratransit provided 20,837 one-way trips for seniors and people with disabilities. Approximately 7,187 trips were directly funded through Measure B.
- Union City Transit provided 500,513 one-way unduplicated trips through its bus operations. Approximately 60,000 of those trips were directly funded through Measure B.



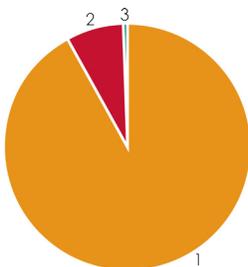
**Local Streets and Roads Expenditures by Phase**  
Dollars in millions

<b>1</b> Maintenance	\$1.1	52%
<b>2</b> Construction	\$1.0	45%
<b>3</b> Operations	\$0.1	3%
<b>Total Expenditures</b>	<b>\$2.2</b>	<b>100%</b>

**Expenditures by Project Phase**

By project phase, Union City reported 52 percent of Measure B local streets and roads expenditures went to maintenance, 45 percent on construction, and 3 percent on operational phases.

The majority of Measure B bicycle and pedestrian funds supported the construction phase at 92 percent. The remaining expenses financed preliminary engineering phases, and a small portion of other costs associated with staff charges for the Clean Water Program for a bicycle and pedestrian project.



**Bicycle and Pedestrian Expenditures by Phase**

<b>1</b> Construction	\$243,926	92%
<b>2</b> PS&E	\$20,481	8%
<b>3</b> Other	\$262	-%
<b>Total Expenditures</b>	<b>\$264,669</b>	<b>100%</b>

Union City's Measure B mass transit and paratransit expenditures financed 100 percent of service operational phases of Union City Transit buses, and ADA-mandated and non-ADA paratransit services.

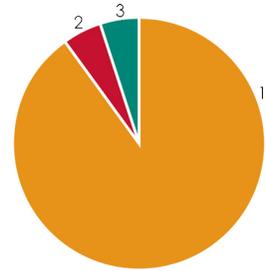
### Expenditures by Project Type

By project type, Union City expended 90 percent of its Measure B local streets and roads funds on street surfacing and maintenance, 4 percent on staffing for program administration, studies, and management, and 4 percent on other phases including operational, side walk and ramp, and traffic calming types of activities.

By project type, Union City utilized 83 percent of its Measure B bicycle and pedestrian funds on bikeways (non-Class 1), 10 percent on multiuse paths (Class 1), 3 percent on safety improvements, and the remaining on pedestrian crossing improvements, sidewalks and ramps, staffing, and master plan development types.

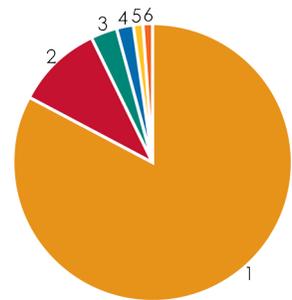
Union City's Measure B paratransit services supported 100 percent of ADA and non-ADA services conducted through the city's paratransit program.

Similarly, Union City Transit reported 100 percent of expenditures for its bus operations.



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

<b>1</b> Street Resurfacing and Maintenance	\$1.9	90%
<b>2</b> Staffing	\$0.1	4%
<b>3</b> Other	\$0.1	4%
<b>Total Expenditures</b>	<b>\$2.1</b>	<b>100%</b>



**Bicycle and Pedestrian Expenditures by Type**

<b>1</b> Bikeways (non-Class I)	\$218,724	83%
<b>2</b> Multiuse Path (Class I)	\$25,202	10%
<b>3</b> Safety Improvements	\$8,465	3%
<b>4</b> Pedestrian Crossing Improvements	\$7,500	2%
<b>5</b> Sidewalks and Ramps	\$3,470	1%
<b>6</b> Other	\$1,308	1%
<b>Total Expenditures</b>	<b>\$264,669</b>	<b>100%</b>

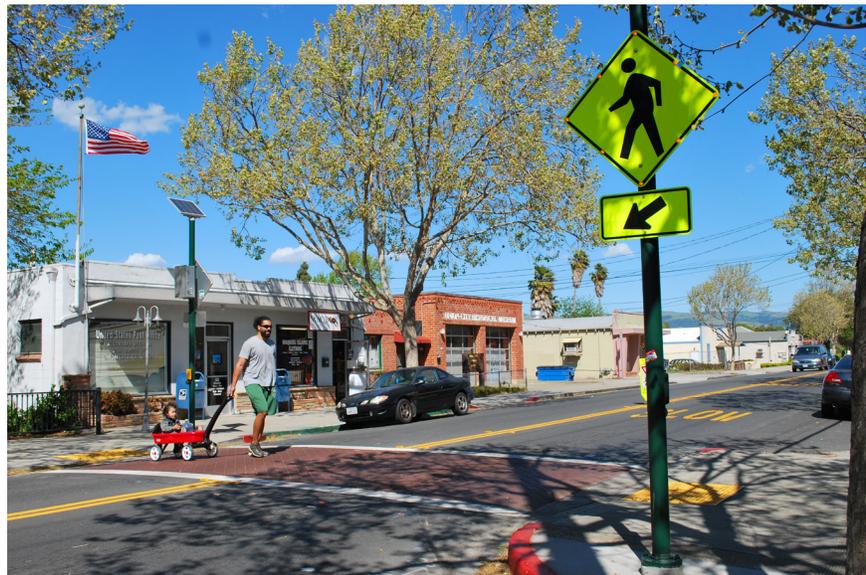
### Measure B Ending Balance

As required per the MPFA's Timely Use of Funds and Reserve Policies, the City of Union City outlined in their annual Compliance Report anticipated planned expenditures and reserve funds using their ending balance and projected annual revenue. The FY 12-13 Measure B projected revenue is based on the agency's FY 11-12 actual revenue received and escalated by 3 percent growth.

Union City reported an unspent FY 10-11 Measure B pass-through fund balance of \$3,847,657 and a remaining FY 11-12 fund balance of \$2,272,119. See the chart below for FY 10-11 Measure B starting reserve balances, revenues and expenditures in FY 11-12, and the collective ending Measure B fund balance.

**City of Union City/Union City Transit's FY 11-12 Ending Measure B Balance**

	10-11 MB Balance	11-12 MB Revenue	11-12 MB Interest	11-12 MB Expended	Ending MB Balance
1 LSR	\$2,804,055	\$612,171	\$28,730	\$2,149,672	\$1,295,284
2 Mass Transit	\$0	\$365,509	\$0	\$365,509	\$0
3 Paratransit	\$0	\$279,808	\$0	\$279,808	\$0
4 Bike/Ped	\$1,043,602	\$185,558	\$12,344	\$264,669	\$976,835
<b>Total</b>	<b>\$3,847,657</b>	<b>\$1,443,046</b>	<b>\$41,074</b>	<b>\$3,059,658</b>	<b>\$2,272,119</b>



**Local Streets and Roads Program FY 12-13 Planned Projects and Fund Reserves**

Union City's Measure B local streets and roads program holds approximately \$1,925,820 in available FY 12-13 revenue. This includes the FY 11-12 ending Measure B balance of \$1,295,284 and FY 12-13 anticipated revenue of \$630,536. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's local streets and roads program.

**Local Streets and Roads Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$1,295,284
FY 12-13 Estimated Revenue	\$630,536
<b>FY 12-13 Total MB Available</b>	<b>\$1,925,820</b>

**Local Streets and Roads FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$729,339	\$0	\$0	\$0	\$729,339
MB Capital Fund Reserve	\$0	\$818,481	\$0	\$0	\$818,481
MB Operational Fund Reserve	\$315,000	\$0	\$0	\$0	\$315,000
MB Undesignated Fund Reserve	\$63,000	\$0	\$0	\$0	\$63,000
<b>TOTAL MEASURE B</b>	<b>\$1,107,339</b>	<b>\$818,481</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,925,820</b>

Union City anticipates expending Measure B local streets and roads funds on Traffic Signal Loop Detector Replacement, GIS programs, streets paving and maintenance, traffic counts, and retrofit audible pedestrian signals. The majority of expenditures occur in FY 12-13 with approximately \$1.1 million in expenses. Approximately \$818,481 is identified in FY 13-14 for annual slurry seal, wheelchair ramps, and citywide overlay programs.

**Bicycle and Pedestrian Program  
FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$976,835
FY 12-13 Estimated Revenue	\$191,125
<b>FY 12-13 Total MB Available</b>	<b>\$1,167,960</b>

**Bicycle and Pedestrian Program FY 12-13 Planned Projects and Fund Reserves**

For Union City's Measure B bicycle and pedestrian program, approximately \$1,167,960 is available in FY 12-13 revenue. This includes the FY 11-12 ending Measure B balance of \$976,835 and FY 12-13 anticipated revenue of \$191,125. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's bicycle and pedestrian program.

**Bicycle and Pedestrian FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$621,128	\$0	\$0	\$0	\$621,128
MB Capital Fund Reserve	\$40,000	\$249,677	\$132,655	\$10,000	\$432,332
MB Operational Fund Reserve	\$95,500	\$0	\$0	\$0	\$95,500
MB Undesignated Fund Reserve	\$19,000	\$0	\$0	\$0	\$19,000
<b>TOTAL MEASURE B</b>	<b>\$775,628</b>	<b>\$249,677</b>	<b>\$132,655</b>	<b>\$10,000</b>	<b>\$1,167,960</b>

Measure B bicycle and pedestrian pass-through funds have anticipated expenditures on the Smith Street Smart Crosswalk Project, Citywide Trail System Rehabilitation, Union City Sports Center Access at Union City Blvd., and Meyers Dr. Sidewalk Project. The majority of the expenditures occur in FY 12-13 with approximately \$750,000 in planned expenditures. The remaining funds are identified in the Capital Fund Reserve as planned expenditures on construction phases on some of the aforementioned projects and anticipated sidewalk improvements.

**Paratransit Planned Projects and Fund Reserves**

Union City reported no funds remaining in the FY 11-12 ending balance for its Measure B paratransit program. Therefore, the total available FY 12-13 revenue is based on the projected available FY 12-13 revenue in the amount of \$288,202. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's paratransit program.

**Paratransit FY 12-13 Planned Projects and Reserve Allocations**

Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$288,202	\$0	\$0	\$0	\$288,202
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$288,202</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$288,202</b>

Union City identified complete expenditures of their annual revenues on ongoing operations for ADA paratransit services.

**Paratransit Program**

**FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$288,202
<b>FY 12-13 Total MB Available</b>	<b>\$288,202</b>

**Mass Transit Program FY 12-13 Planned Projects and Fund Reserves**

Similarly, Union City Transit reported no funds remaining in the FY 11-12 ending balance for its Measure B mass transit program. As a result, the total available FY 12-13 revenue is \$376,474 from the projected annual revenue distribution to Union City Transit. The chart below details the reported FY 12-13 planned projects and reserve allocations for the agency's mass transit program.

**Mass Transit FY 12-13 Planned Projects and Reserve Allocations**

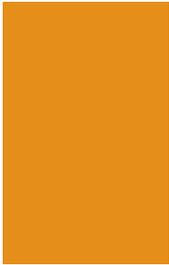
Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	Total
FY 12-13 MB Planned Projects	\$376,474	\$0	\$0	\$0	\$376,474
MB Capital Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Operational Fund Reserve	\$0	\$0	\$0	\$0	\$0
MB Undesignated Fund Reserve	\$0	\$0	\$0	\$0	\$0
<b>TOTAL MEASURE B</b>	<b>\$376,474</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$376,474</b>

Union City Transit anticipates expending the full available revenue of \$376,474 on ongoing bus operations during FY 12-13.

**Mass Transit Program**

**FY 12-13 Projected Measure B Funds**

FY 11-12 Ending MB Balance	\$0
FY 12-13 Estimated Revenue	\$376,474
<b>FY 12-13 Total MB Available</b>	<b>\$376,474</b>



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