



Measure B
Pass-through Fund Program
Compliance Report and Audit Summary
Fiscal Year 2010-2011



Alameda County Transportation Commission
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Pass-through Fund Program Fiscal Year 2010-2011

June 2012



Table of Contents

Introduction	3
Allocations and Revenues	4
Reserves and Expenditures	5
Pass-through Fund and Grant Expenditures	6
Expenditure Comparison	7
Expenditures by Transportation Mode	8
Expenditures by Project Phase	9
Expenditures by Project Type	11
Transit Agencies and Authorities:	
Alameda-Contra Costa Transit District (AC Transit)	14
Bay Area Rapid Transit (BART)	16
Livermore Amador Valley Transit Authority (LAVTA)	18
Water Emergency Transportation Authority (WETA)	20
Alameda County Agencies:	
Alameda County	22
Altamont Commuter Express (ACE)	24
City Agencies:	
City of Alameda	26
City of Albany	29
City of Berkeley	32
City of Dublin	35
City of Emeryville	37
City of Fremont	39
City of Hayward	42
City of Livermore	44
City of Newark	46
City of Oakland	48
City of Piedmont	51
City of Pleasanton	53
City of San Leandro	55
City of Union City/Union City Transit	57

The Alameda County Transportation Commission (Alameda CTC) disburses Measure B funds to Alameda County agencies and jurisdictions on a monthly basis. Agencies and jurisdictions rely on Measure B funds for numerous types of projects: bikeways, bicycle parking facilities, and pedestrian crossing improvements; installation of signage, guardrails, and traffic signals and lights; sidewalk and ramp repairs, street resurfacing and maintenance; bus, rail, and ferry services; and individual demand-response trips, shuttle and fixed-route trips, and meal delivery and other programs for seniors and people with disabilities.

Alameda CTC maintains funding agreements with each agency/ jurisdiction regarding these funds known as “pass-through funds.” Alameda CTC also allocates countywide funds through grants. Each fiscal year, Alameda CTC requires that agencies report their pass-through fund expenditures and grant fund usage.

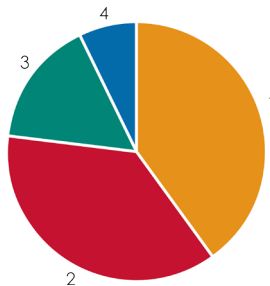
To maintain compliance and receive payment from Alameda CTC, in addition to the annual compliance report and audit, each agency must submit the following program deliverables to Alameda CTC:

- **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 another newsletter of the agency's choice.
- **Website:** Documentation of an updated and accurate program information on a local agency website with a link to Alameda CTC's website.
- **Signage:** Documentation of the public identification of the program improvements as a benefit of the Measure B sales tax program.
- **Additional paratransit program requirements:** Local paratransit plans and budgets with local consumer input and governing body approval, and review by the Paratransit Advisory and Planning Committee and Alameda CTC. Agencies must also participate as a member of the Alameda CTC Paratransit Technical Advisory Committee to address planning, coordination, oversight, and reporting requirements, including annual reporting.

In preparation for the new Master Programs Funding Agreements with the agencies that will be in place in 2012, Alameda CTC also requested that the cities report on their Pavement Condition Index (PCI), to provide a frame of reference for the condition of their local streets and roads. The new funding agreements will require cities to annually report their PCI to Alameda CTC.



Fiscal Year 2010-2011



Alameda CTC Pass-through Program Distribution

Dollar amounts in millions

1 Local Streets and Roads	\$22.5	40%
2 Mass Transit	\$21.3	38%
3 Paratransit	\$9.1	16%
4 Bicycle and Pedestrian	\$3.8	6%
Total Distributions	\$56.7	100%

The Alameda CTC disburses Measure B pass-through funds on a monthly basis to Alameda County agencies and jurisdictions for their transportation programs, based on the Measure B Expenditure Plan. This report summarizes the total Alameda CTC pass-through fund allocations and agency expenditures for fiscal year 2010-2011 (FY 10-11).

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

Pass-through Fund Distributions

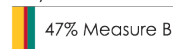
In FY 10-11, Alameda CTC provided a total of \$56.7 million in pass-through funding for four transportation programs to improve local streets and roads (\$22.5 million), to expand mass transit services (\$21.4 million), to expand special transportation services (paratransit) for seniors and people with disabilities (\$9.1 million), and to improve safety for bicyclists and pedestrians (\$3.8 million).

The agencies reported the receipt of \$56.7 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$380 million.

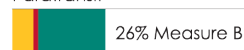
Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian



Paratransit



Local Streets and Roads



Mass Transit



Reported Measure B Expenditures

The agencies and jurisdictions utilized pass-through fund reserves from previous years in FY 10-11. The reported Measure B expenditures of \$56.7 million include a portion of \$50.7 million in FY 09-10 reserves. The unspent balance at the end of FY 10-11 was reported as \$54.1 million.

See the chart below for more information on Measure B pass-through fund reserves, new revenue, and expenditures in FY 10-11. The profiles for the local agencies and jurisdictions that appear later in the report provide more detail on their Measure B reserves and expenditures, per program.

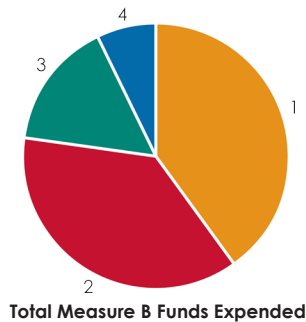
Agency/Jurisdiction	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
AC Transit	\$0	\$21,566,717	\$21,566,717	\$0
BART	\$0	\$1,499,702	\$1,499,702	\$0
LAVTA	\$0	\$824,364	\$824,364	\$0
WETA	\$0	\$275,215	\$175,867	\$1,825,246
ACPWA	\$9,876,552	\$2,553,569	\$1,676,708	\$10,779,347
ACE	\$2,285,223	\$2,132,587	\$2,001,797	\$2,424,620
City of Alameda	\$4,776,803	\$2,211,551	\$3,527,020	\$3,538,906
City of Albany	\$34,203	\$394,544	\$487,744	\$19,506
City of Berkeley	\$1,804,315	\$2,658,351	\$2,097,126	\$2,918,127
City of Dublin	\$1,155,744	\$443,313	\$475,476	\$1,165,478
City of Emeryville	\$469,774	\$250,982	\$79,621	\$648,885
City of Fremont	\$5,069,919	\$2,974,061	\$2,551,442	\$5,591,881
City of Hayward	\$3,117,067	\$2,794,708	\$4,232,252	\$1,871,929
City of Livermore	\$1,631,267	\$1,003,128	\$853,054	\$1,783,621
City of Newark	\$690,147	\$618,027	\$450,779	\$986,693
City of Oakland	\$12,337,886	\$10,394,863	\$11,833,171	\$10,910,118
City of Piedmont	\$314,512	\$364,058	\$154,374	\$678,570
City of Pleasanton	\$1,778,048	\$866,674	\$630,237	\$2,128,315
City of San Leandro	\$2,036,536	\$1,518,431	\$620,860	\$3,028,500
City of Union City	\$3,349,729	\$1,366,974	\$934,739	\$3,847,656
Total	\$50,727,626	\$56,711,819	\$56,673,050	\$54,147,399

Notes:

1. The table above reflects total Measure B 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, such as a \$1.2 million transfer of Measure B funds from the City of Alameda to the Water Emergency Transportation Authority (WETA), as part of the transfer of operations of the Alameda/Oakland Ferry Service in FY 10-11.



Other Measure B Expenditures of \$7.2 Million



Dollar amounts in millions

1 Local Streets and Roads	\$25.5	40%
2 Mass Transit	\$23.6	37%
3 Paratransit	\$9.9	16%
4 Bicycle and Pedestrian	\$4.5	7%
Total Expenditures	\$63.5	100%

In FY 10-11, the compliance reports submitted by agencies provided a detailed breakdown of total Measure B expenditures by program, mode, project phase, and project type, specifying \$56.3 million of Measure B pass-through fund expenditures as well as \$7.2 million of "Other Measure B" expenditures, including discretionary Measure B grant awards, for \$63.5 million in total Measure B expenditures. Jurisdictions spent 40 percent of total Measure B funds on local streets and roads projects, 37 percent on mass transit, 16 percent on paratransit, and 7 percent on bicycle and pedestrian projects.

According to Alameda CTC's auditors, in FY 10-11, the Commission distributed \$56.9 million in Measure B pass-through funds including \$56.7 million in pass-through funds and \$163,090 in paratransit cash-flow stabilization funds. Alameda CTC also reimbursed agencies/jurisdictions \$4.4 million for four grant programs (Bicycle and Pedestrian Countywide Discretionary Fund Grant Program (\$1.6 million), Express Bus Service Grant Program (\$1.5 million), Paratransit Gap Grant Program (\$1.1 million), and Transit Oriented Development Grant Program(\$235,351)).

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 10-11.

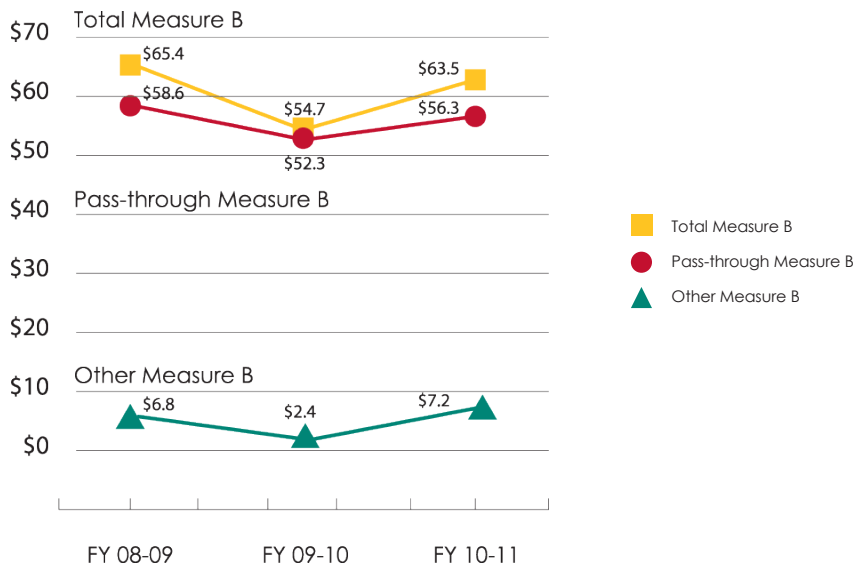
Economic Upswing Increases Revenues, Expenditures

Year to year, the state of the economy directly affects the amount of transportation sales tax revenue Alameda CTC receives and, in turn, the amount the agencies and jurisdictions spend on transportation programs. In FY 09-10, local agencies expended less in Measure B funding than they did the previous fiscal year (FY 08-09), because of projects put on hold due to the tight economy, a lack of state and federal funds, and limited budgets and resources.

In FY 10-11, as the economic crisis began to subside, the amount of Measure B revenues increased, and agencies/jurisdictions expended these revenues, along with reserves from the prior year. The chart below details the total Measure B funds expended over the last three fiscal years.

Measure B Expenditure Comparison

Dollar amounts in millions



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 10-11, total Measure B expenditures of \$63.5 million supported the following transportation modes within each program:

- **Bicycle and pedestrian:** Local agencies reported over 60 percent of bicycle and pedestrian expenditures on pedestrian projects, 32 percent on projects that benefit bicyclists and pedestrians, and the remainder on bicycle projects (5 percent) and other projects such as sidewalk repair and maintenance (3 percent).
- **Local streets and roads:** Local agencies reported about 68 percent of local streets and roads funds directly supported streets and roads projects. About 30 percent funded bicycle and pedestrian projects. About 1 percent funded other projects including administration, staffing, training, and traffic management; and less than 1 percent funded paratransit services and mass transit (scoping and bus-stop facility maintenance).
- **Mass transit:** The majority of mass transit funds (82 percent) supported bus operations. Measure B also funded rail service (9 percent) and ferry transportation (9 percent).
- **Paratransit:** The jurisdictions reported expenditures of 65 percent of paratransit funds on services for people with disabilities, 35 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	\$201,593	\$0	\$0	\$0	\$201,593
Bicycle and Pedestrian	\$1,446,247	\$7,763,846	\$0	\$0	\$9,210,093
Pedestrian	\$2,683,448	\$0	\$0	\$0	\$2,683,448
Mass Transit	\$0	\$47,026	\$0	\$0	\$47,026
Paratransit	\$0	\$66,000	\$0	\$0	\$66,000
Streets and Roads	\$0	\$17,355,385	\$0	\$0	\$17,355,385
Bus	\$0	\$0	\$19,376,783	\$0	\$19,376,783
Ferry	\$0	\$0	\$2,206,831	\$0	\$2,206,831
Rail	\$0	\$0	\$2,001,797	\$0	\$2,001,797
Disabled Services	\$0	\$0	\$0	\$6,457,640	\$6,457,640
Senior and Disabled Services	\$0	\$0	\$0	\$3,420,894	\$3,420,894
Senior Services	\$0	\$0	\$0	\$16,000	\$16,000
Meals on Wheels	\$0	\$0	\$0	\$7,021	\$7,021
Other	\$127,854	\$361,933	\$0	\$7,982	\$497,770
Total	\$4,459,143	\$25,594,190	\$23,585,411	\$9,909,537	\$63,548,280

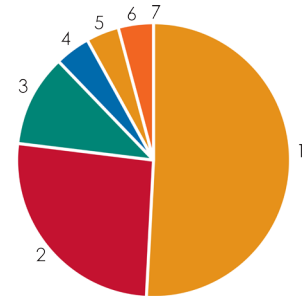
Note: Measure B expenditures by mode include both pass-through and grant funds.

Total Measure B Expenditures by Project Phase

The 20 agencies reported expenditures of just over 50 percent of Measure B funds on operations (\$32.4 million of the \$63.5 million in total expenditures). These dollars helped agencies to maintain services, despite cutbacks from other funding sources.

Other top expenditures by phase include:

- Construction including expenditures on plans, specifications, and estimates (\$16.7 million)
- Maintenance (\$7.1 million)
- Scoping, feasibility, and planning (\$2.6 million)



Total Measure B Expenditures by Phase

Dollar amounts in millions

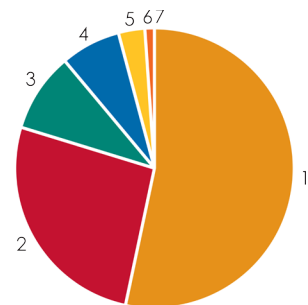
1 Operations	\$32.4	51%
2 Construction (+PS&E)	\$16.7	26%
3 Maintenance	\$7.1	11%
4 Scoping, Planning	\$2.6	4%
5 Other	\$2.3	4%
6 Project Completion	\$2.3	4%
7 Environmental	\$0.1	–
Total Expenditures	\$63.5	100%

Local Streets and Roads Expenditures by Project Phase

The agencies reported expenditures of \$25.6 million on projects to maintain and improve local streets and roads. Agencies spent about 53 percent of Measure B funds on construction (includes plans, specifications, and estimates). These dollars primarily funded street resurfacing and maintenance, and street reconstruction and overlay, including drainage improvements, curb ramps, and striping. The cities perform the improvements and maintenance necessary to provide residents with safe road conditions and to improve their pavement condition index.

Other top local streets and roads expenditures by phase include:

- Maintenance (\$6.8 million)
- Scoping, feasibility, and planning (\$2.2 million)
- Project completion and closeout activities (\$1.9 million)

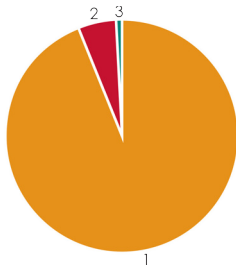


Local Streets & Roads Expenditures by Phase

Dollar amounts in millions

1 Construction (+PS&E)	\$13.5	53%
2 Maintenance	\$6.8	26%
3 Scoping, Planning	\$2.2	9%
4 Project Completion	\$1.9	7%
5 Operations	\$0.8	3%
6 Other	\$0.3	2%
7 Environmental	\$0.1	–
Total Expenditures	\$25.6	100%

Expenditures by Project Phase



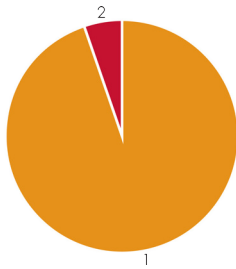
Mass Transit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$22.2	94%
2 Other	\$1.2	5%
3 Construction (+PS&E)	\$0.2	1%
Total Expenditures	\$23.6	100%

Mass Transit Expenditures by Project Phase

Transit agencies spent the majority of Measure B funds on operations (\$22.2 million of the \$23.6 million total mass transit expenditures). Other expenditures include ferry service expenses for the San Francisco Bay Area Water Emergency Transportation Authority.



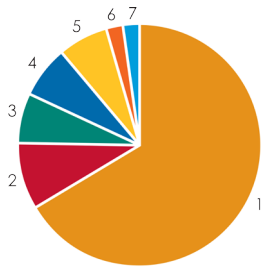
Paratransit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$9.4	95%
2 Other	\$0.5	5%
Total Expenditures	\$9.9	100%

Paratransit Expenditures by Project Phase

Agencies spent the majority of Measure B funds on operations of paratransit programs (\$9.4 million of \$9.9 million total). Other expenditures included vehicle equipment expenses and paratransit stop capital improvements.



Bicycle and Pedestrian Expenditures by Phase

Dollar amounts in millions

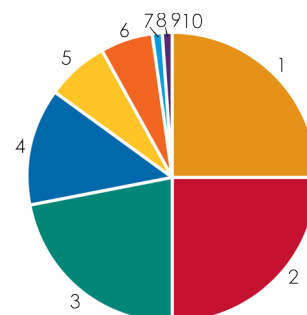
1 Construction (+PS&E)	\$3.0	66%
2 Scoping, Planning	\$0.4	9%
3 Project Completion	\$0.3	7%
4 Maintenance	\$0.3	7%
5 Other	\$0.3	7%
6 Environmental	\$0.1	2%
7 Operations	\$0.1	2%
Total Expenditures	\$4.5	100%

Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total expenditures of \$4.5 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.

Local Streets and Roads Expenditures by Project Type

By project type, the agencies reported expenditures of approximately \$6.5 million street resurfacing and maintenance. About \$6.4 million went directly to signals, and \$5.6 million funded other expenditures, including a wide variety of improvements such as gutter and sidewalk replacement, an integrated traffic management center in Oakland, guardrails, and training.



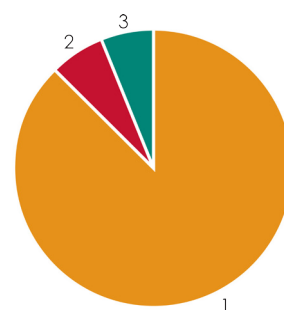
Local Streets & Roads Expenditures by Type

Dollar amounts in millions

1 Street Maintenance	\$6.5	25%
2 Signals	\$6.4	25%
3 Other	\$5.6	22%
4 Sidewalks and Ramps	\$3.2	13%
5 Bridges and Tunnels	\$1.7	7%
6 Staffing	\$1.5	6%
7 Operations	\$0.3	1%
8 Traffic Calming	\$0.2	1%
9 Pedestrian Crossings	\$0.1	–
10 Equipment and Vehicles	\$0.1	–
Total Expenditures	\$25.6	100%

Mass Transit Expenditures by Project Type

By project type, transit agencies reported spending the majority of Measure B funds on operations (\$20.7 million). Approximately \$1.5 million funded Welfare to Work services, and the remainder covered other expenditures that supported ferry services provided by the San Francisco Bay Area Water Emergency Transportation Authority.

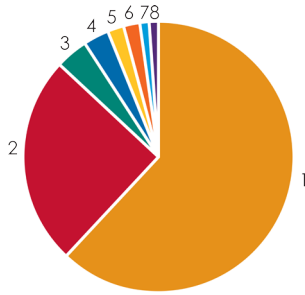


Mass Transit Expenditures by Type

Dollar amounts in millions

1 Operations	\$20.7	88%
2 Welfare to Work	\$1.5	6%
3 Other	\$1.4	6%
Total Expenditures	\$23.6	100%

Expenditures by Project Type

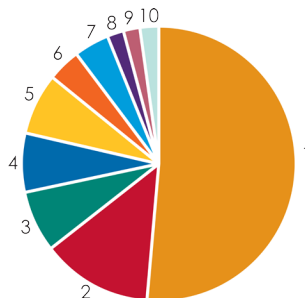


Paratransit Expenditures by Type

Dollar amounts in millions

1 Operations/Other ¹	\$6.1	62%
2 Individual Trips	\$2.5	25%
3 Shuttle or Fixed-route Trips	\$0.4	4%
4 Customer Service	\$0.3	3%
5 Management	\$0.2	2%
6 Capital Purchase	\$0.2	2%
7 Meal Delivery	\$0.1	1%
8 Group Trips	\$0.1	1%
Total Expenditures	\$9.9	100%

1. Primarily East Bay Paratransit services and Paratransit Gap Grant projects.



Bicycle and Pedestrian Expenditures by Type

Dollar amounts in millions

1 Sidewalks and Ramps	\$2.3	51%
2 Other ¹	\$0.6	13%
3 Multiuse Paths (Class 1)	\$0.3	7%
4 Master Plans	\$0.3	7%
5 Signals	\$0.3	7%
6 Staffing	\$0.2	5%
7 Pedestrian Crossings	\$0.2	4%
8 Bikeways (non-Class 1)	\$0.1	2%
9 Education, Promotion	\$0.1	2%
10 Bike Parking	\$0.1	2%
Total Expenditures	\$4.5	100%

1. Primarily streetscape improvements and sidewalk repair.

Paratransit Expenditures by Project Type

By project type, agencies reported the majority of their paratransit Measure B expenditures as other, which includes approximately \$5.9 million in AC Transit and BART operations of Americans with Disabilities Act-mandated paratransit services provided by the East Bay Paratransit Consortium. 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, an on-demand shuttle; as well as for other projects that provide discount BART tickets, scholarships, and other paratransit services.

Other top paratransit expenditures by type include \$2.5 million on individual demand-response trips and approximately \$400,000 on shuttle or fixed-route trips.

Bicycle and Pedestrian Expenditures by Project Type

By project type, agencies reported the majority of Measure B expenditures on sidewalks and ramps (\$2.3 million), and reported expenditures of \$218,000 on other, described as streetscape improvements, sidewalk repair, and school traffic safety workshops, among other projects.

Other top bicycle and pedestrian expenditures by type include approximately \$300,000 each on multiuse paths (Class 1), master plans, and signals. Agencies also reported just over 4 percent of expenditures on both project staffing and pedestrian crossing improvements.

Staffing Expenditures by Project Type

By project type, approximately 3 percent of the \$63.5 million in total Measure B expenditures was reported to cover salary and benefits for staff to support projects, programs, or services. The agencies/jurisdictions reported expenditures of \$1.7 million total on staffing.

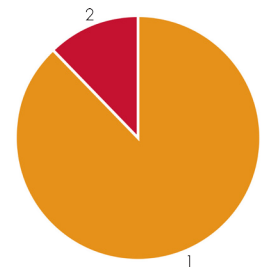
In FY 09-10, the staff expenditure percentage of the total Measure B expenditures was the same in FY 10-11 (3 percent), and the total staffing costs in FY 10-11 were approximately \$329,000 higher than in FY 09-10, due to the economic upswing.

The majority of FY 10-11 staffing expenditures covered staffing for local streets and roads projects, such as:

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

The remainder funded staffing for bicycle and pedestrian projects, such as:

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



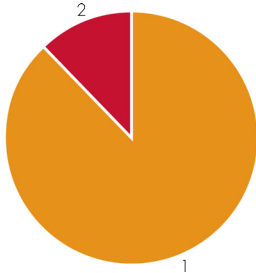
Measure B Staffing Expenditures

Dollar amounts in millions

1 Local Streets and Roads	\$1.5	88%
2 Bicycle and Pedestrian	\$0.2	12%
Total Expenditures	\$1.7	100%

Date Audit Submitted: 12/29/11
Date Report Submitted: 12/27/11

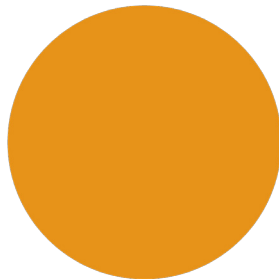
Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Lewis Clinton, Chief Finance Officer / 510-891-4752 / lclinton@actransit.org



Measure B Pass-through Fund Distributions

Dollar amounts in millions

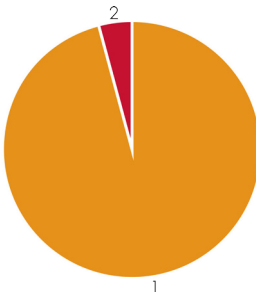
1 Mass Transit	\$17.4	81%
2 Paratransit	\$4.2	19%
Total Expenditures	\$21.6	100%



Mass Transit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$17.4	100%
Total Expenditures	\$17.4	100%



Paratransit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$4.3	96%
2 Other ¹	\$0.2	4%
Total Expenditures	\$4.5	100%

1. Capital purchase of vehicle locator equipment.

FY 10-11 Measure B Revenues

AC Transit relies on Measure B funds to support its bus operations in Northern, Central, and Southern Alameda County, and Americans with Disabilities Act (ADA) paratransit operations throughout the county via the East Bay Paratransit Consortium.

In FY 10-11, Alameda CTC distributed a total of \$21.6 million in pass-through funds to AC Transit for mass transit (\$17.4 million) and paratransit (\$4.2 million) programs.

Program highlights:

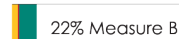
- In FY 10-11, AC Transit's fixed-route transit operations in Alameda County provided 49.7 million trips funded by Measure B.
- East Bay Paratransit services reported by AC Transit provided 519,478 one-way passenger trips for people with disabilities; Measure B funded 102,900 of these trips.
- AC Transit's Welfare to Work program provides mobility and job access in the evening and late evening.

AC Transit reported the receipt of \$21.6 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$271.6 million.

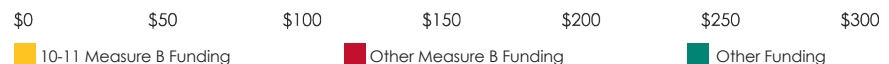
Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Paratransit



Mass Transit



Expenditures by Project Phase

By project phase, AC Transit spent 100 percent of Measure B mass transit funds on operations and 96 percent of paratransit funds on operations.

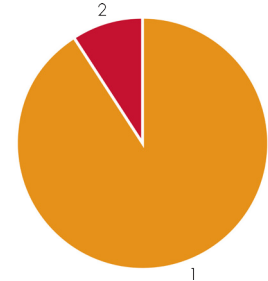
Measure B Reserves and Expenditures

AC Transit reported an unspent FY 09-10 balance of zero and a remaining FY 10-11 pass-through fund balance of zero. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

AC Transit Measure B Revenues and Expenditures

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Mass Transit ¹	\$0	\$17,399,762	\$17,399,762	\$0
2 Paratransit	\$0	\$4,166,955	\$4,166,955	\$0
3 Bicycle and Pedestrian	\$0	\$0	\$0	\$0
Total	\$0	\$21,566,717	\$21,566,717	\$0

1. AC Transit reported \$500 more in mass transit revenues than Alameda CTC distributed.



Mass Transit Expenditures by Type

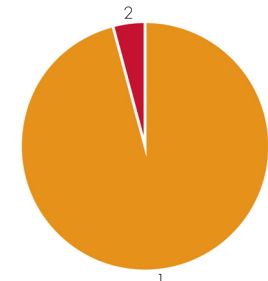
Dollar amounts in millions

1 Operations	\$15.9	91%
2 Welfare to Work	\$1.5	9%
Total Expenditures	\$17.4	100%

Expenditures by Project Type

AC Transit reported total Measure B expenditures of \$22 million, which includes approximately \$500,000 through the Express Bus Service Grant Program for its 1R line, about \$248,000 through the Paratransit Gap Grant Program for capital purchase of vehicle equipment for the East Bay Paratransit fleet, and \$20,000 for the Bike Racks for New Buses project.

By project type, AC Transit spent 91 percent of mass transit funds on operations and the rest on the Welfare to Work Program. For its paratransit program, AC Transit spent the majority of funds on operations and the remainder on the vehicle equipment purchase.



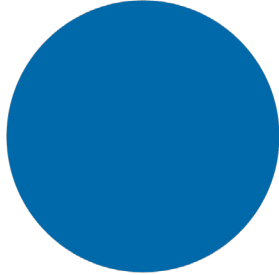
Paratransit Expenditures by Type

Dollar amounts in millions

1 Other (operations)	\$4.3	96%
2 Capital Purchase	\$0.2	4%
Total Expenditures	\$4.5	100%

Date Audit Submitted: 12/27/11
Date Report Submitted: 12/29/11

Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Ed Pangilinan, Assistant Controller / 510-464-6929 / epangil@bart.gov



Measure B Pass-through Fund Distributions

Dollar amounts in millions

1 Paratransit¹	\$1.5	100%
Total Expenditures	\$1.5	100%

1. Includes \$43,219 in paratransit cash-flow stabilization.

FY 10-11 Measure B Revenues

Measure B funds BART's paratransit program, which provides ADA-mandated transportation services for people with disabilities in Alameda County through the East Bay Paratransit Consortium.

In FY 10-11, Alameda CTC distributed a total of \$1.5 million in pass-through funds to BART for its paratransit program.

Program highlights:

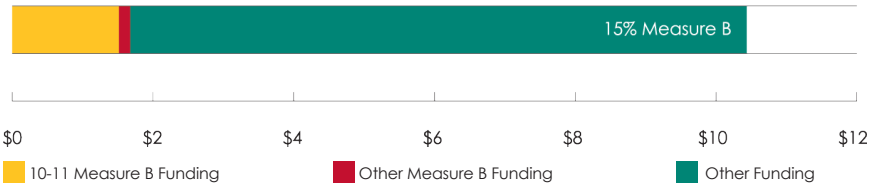
- East Bay Paratransit services reported by BART provided 233,335 one-way passenger trips for people with disabilities; Measure B funded 37,036 of these trips.
- BART also relied on Measure B Paratransit Gap Grant funds for its *Learn BART!* picture guide with entertaining drawings that illustrate a person successfully learning to ride BART. Having minimal text, *Learn BART!* attracts readers who would not normally read brochures, those with visual impairments or limited English skills.

BART reported the receipt of \$1.5 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$10.5 million.

Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Paratransit



Measure B Reserves and Expenditures

BART reported an unspent FY 09-10 balance of zero and a remaining FY 10-11 pass-through fund balance of zero. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

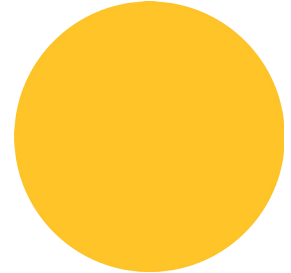
BART Measure B Revenues and Expenditures

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Paratransit	\$0	\$1,499,702	\$1,499,702	\$0
Total	\$0	\$1,499,702	\$1,499,702	\$0

Expenditures by Project Phase

BART reported total Measure B expenditures of \$1.6 million, which includes approximately \$27,000 through the Paratransit Gap Grant Program for *Learn BART!* and \$43,000 in paratransit cash-flow stabilization.

By project phase, BART spent 100 percent of Measure B paratransit funds on operations of ADA-mandated paratransit service by the East Bay Paratransit Consortium.



Paratransit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$1.6	100%
Total Expenditures	\$1.6	100%

Date Audit Submitted: 12/12/11
Date Report Submitted: 11/08/11

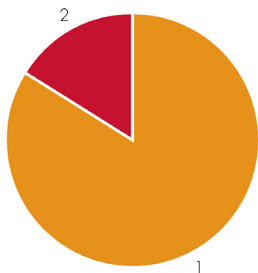
Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Tamara Edwards, Accounting Analyst / 925-455-7566 / tedwards@lavta.org



FY 10-11 Measure B Revenues

Measure B funds subsidize LAVTA's WHEELS fixed-route bus service, express bus service, its Dial A Ride paratransit program, as well as its Route 55 senior shuttle. People in the Tri-Valley communities of Dublin, Livermore, and Pleasanton use these transit services.

In FY 10-11, Alameda CTC distributed a total of \$824,364 in pass-through funds to LAVTA for mass transit (\$693,940) and paratransit (\$130,424) programs.



Measure B Pass-through Fund Distributions

1 Mass Transit	\$693,940	84%
2 Paratransit	\$130,424	16%
Total Expenditures	\$824,364	100%

Program highlights:

- In FY 10-11, fixed-route bus service provided 1.5 million one-way trips (97,826 funded by Measure B); WHEELS express bus services provided 207,668 one-way trips (89,297 funded by Measure B).
- WHEELS Dial a Ride paratransit service provided 42,869 rides (3,258 funded by Measure B).
- The Dial A Ride Scholarship program distributed 840 tickets funded by Measure B to low-income clients.

LAVTA reported the receipt of \$824,364 in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$13.2 million.

Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Paratransit



Mass Transit



Measure B Reserves and Expenditures

LAVTA reported an unspent FY 09-10 balance of zero and a remaining FY 10-11 pass-through fund balance of zero. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

LAVTA Measure B Revenues and Expenditures

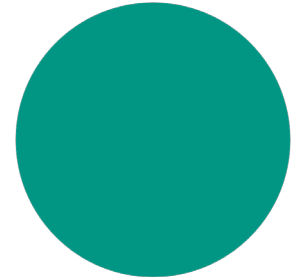
	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Mass Transit	\$0	\$693,940	\$693,940	\$0
2 Paratransit	\$0	\$130,424	\$130,424	\$0
Total	\$0	\$824,364	\$824,364	\$0

Expenditures by Project Phase and Type

The total Measure B expenditures by LAVTA of \$1.8 million includes over \$900,000 through the Express Bus Service Grant Program for express bus operations, as well as approximately \$16,000 for the Route 55 fixed-route senior shuttle, and \$3,000 for the Dial A Ride Scholarship program through the Paratransit Gap Grant Program.

By project phase, LAVTA spent the 100 percent of Measure B mass transit and paratransit funds on operations.

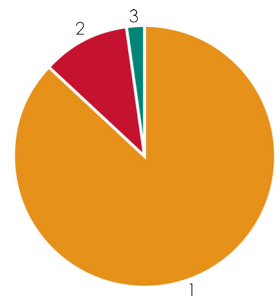
By project type, LAVTA spent 100 percent of Measure B mass transit funds on operations. For its paratransit program, LAVTA spent the majority on operations, 11 percent on a shuttle for seniors, and 2 percent on the Dial A Ride Scholarship program.



Mass Transit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$1.6	100%
Total Expenditures	\$1.6	100%



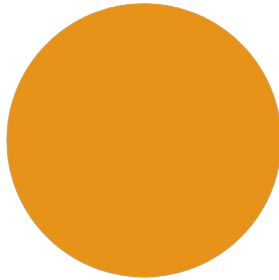
Paratransit Expenditures by Type

Dollar amounts in millions

1 Operations	\$130,424	87%
2 Shuttle or Fixed-route Trips	\$16,000	11%
3 Other	\$2,940	2%
Total Expenditures	\$149,364	100%

Date Audit Submitted: 01/06/12
Date Report Submitted: 12/27/11

Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Lynne Yu, Manager - Finance & Grants / 415-364-3193 / yu@watertransit.org



Measure B Pass-through Fund Distributions

1 Mass Transit	\$275,215	100%
Total Expenditures	\$275,215	100%

FY 10-11 Measure B Revenues

On February 25, 2011, the City of Alameda, the Alameda Reuse and Redevelopment Authority (ARRA), and the San Francisco Bay Area Water Emergency Transportation Authority (WETA) entered into a Ferry Service Operations Transfer Agreement, in which the City and ARRA agreed to transfer the Alameda/Oakland Ferry Service and the Alameda/Harbor Bay Ferry Service to WETA. On April 29, 2011, WETA commenced ferry service operations.

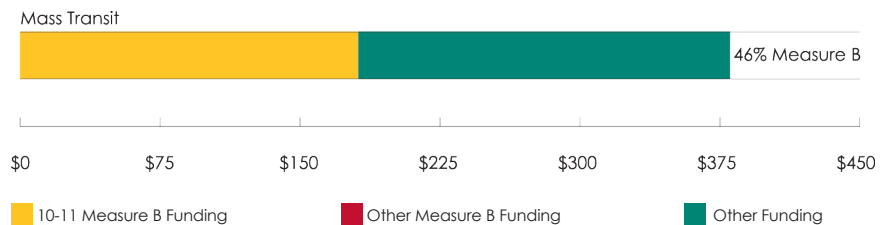
In FY 10-11, Alameda CTC distributed a total of \$275,215 in mass transit pass-through funds to WETA for ferry terminal improvements and ferry operations that serve people in Alameda, Oakland, and San Francisco.

Program highlights:

- In FY 10-11, WETA reported that the Alameda/Oakland Ferry Service provided service to 25,156 passengers.
- The majority of Measure B funds covered the cost of critical repairs necessary to continue service at the Harbor Bay Ferry Terminal.

WETA reported the receipt of \$275,215 in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$380,661. The total amount of Measure B expenditures reported by WETA in FY 10-11 is \$175,867.

Measure B Contribution to Total Program Expenditures



Measure B Reserves and Expenditures

WETA reported an unspent FY 09-10 balance of zero and a remaining FY 10-11 pass-through fund balance of \$1.8 million. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

WETA Measure B Revenues and Expenditures

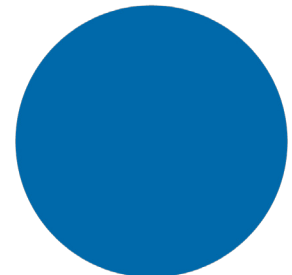
	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Mass Transit ¹	\$0	\$275,215	\$175,867	\$1,825,246
Total	\$0	\$275,215	\$175,867	\$1,825,246

1. WETA's Ending MB Balance reflects a \$1.2 million transfer of Measure B funds as part of the transfer of operations of the Alameda/Oakland Ferry Service in FY 10-11.



Expenditures by Project Phase and Type

By project phase, WETA spent almost 100 percent of Measure B mass transit funds on construction to perform an emergency repair of storm-damaged pilings at the Harbor Bay Ferry Terminal, which was necessary to resume and continue ferry service from that terminal.



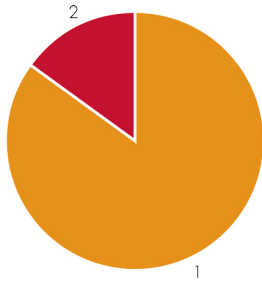
Mass Transit Expenditures by Phase

1 Construction (+PS&E)	\$175,800	100%
2 Operations ¹	\$67	—

1. Alameda Harbor Bay Ferry Service operations subsidy.

Date Audit Submitted: 12/27/11
Date Report Submitted: 12/29/11

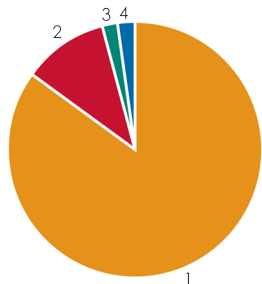
Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Keith Whitaker, Management Services Administration and Chief Financial Officer / 510-670-5461 / keith@acpwa.org



Measure B Pass-through Fund Distributions

Dollar amounts in millions

1 Local Streets and Roads	\$2.2	85%
2 Bicycle and Pedestrian	\$0.4	15%
Total Distributions	\$2.6	100%

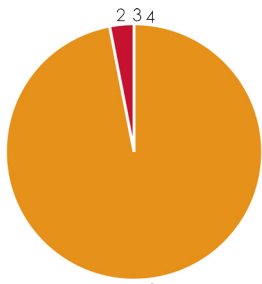


Local Streets and Roads Expenditures by Phase

Dollar amounts in millions

1 Construction (+PS&E) ¹	\$4.7	85%
2 Maintenance	\$0.6	11%
3 Project Completion	\$0.1	2%
4 Scoping, Planning	\$0.1	2%
Total Expenditures	\$5.5	100%

1. Includes 4.3 million in capital project expenditures.



Bicycle and Pedestrian Expenditures by Phase

1 Construction (+PS&E)	\$442,937	96%
2 Project Completion	\$15,958	3%
3 Maintenance	\$2,250	—
4 Other	\$481	—
Total Expenditures	\$461,626	100%

FY 10-11 Measure B Revenues

Alameda County uses Measure B funds to cover the cost of bridge maintenance and operations as well as for street resurfacing, installation of new traffic signals, and sidewalk construction and repair.

In FY 10-11, Alameda CTC distributed approximately \$2.6 million in pass-through funds to Alameda County for local streets and roads (\$2.2 million) and bicycle and pedestrian (\$344,709) programs.

Program highlights:

- In FY 10-11, Alameda County improved traffic operations and pedestrian safety by installing new traffic signals and performed maintenance such as overlays and slurry sealant on over 1.2 million square feet of local streets and roads.
- Measure B also funded bridge operations and maintenance to provide access to the City of Alameda.
- Through its bicycle and pedestrian program, Alameda County repaired 128 feet of sidewalk, constructed 51 ramps, and did preliminary engineering for 147 ramps.

Alameda County reported the receipt of \$2.6 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$12 million.

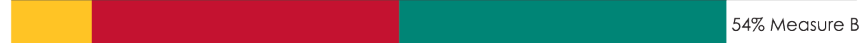
Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian



Local Streets and Roads



Expenditures by Project Phase

By project phase, Alameda County spent the majority of Measure B local streets and roads and bicycle and pedestrian funds on construction.

Measure B Reserves and Expenditures

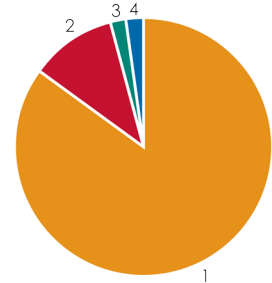
Alameda County reported an unspent FY 09-10 balance of \$9.9 million and a remaining FY 10-11 pass-through fund balance of \$10.8 million. Alameda CTC's Citizens Watchdog Committee called a special meeting with the County to gather more information about its fund reserve balance. The agency provided an explanation to the committee for the reserve as well as a plan for spending down the reserve. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

Alameda County Measure B Revenues and Expenditures

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$7,873,571	\$2,208,861	\$1,215,082	\$8,888,668
2 Bicycle and Pedestrian	\$2,002,981	\$344,708	\$461,626	\$1,890,679
Total	\$9,876,552	\$2,553,569	\$1,676,708	\$10,779,347

Expenditures by Project Type

Alameda County reported total Measure expenditures of \$6 million, which includes other Measure B capital project expenditures of 4.3 million for the Lewelling/East Lewelling Boulevard Widening Project. By project type, Alameda County spent the majority (85 percent) of local streets and roads funds on traffic signals and 11 percent on bridge and tunnel operation and maintenance. For its bicycle and pedestrian program, the County spent the majority of Measure B funds on sidewalks and ramps.

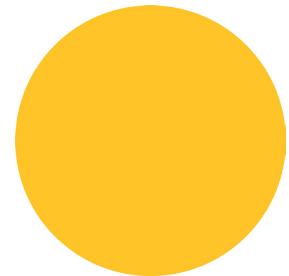


Local Streets and Roads Expenditures by Type

Dollar amounts in millions

1 Signals ¹	\$4.7	85%
2 Bridges and Tunnels	\$0.6	11%
3 Street Maintenance	\$0.1	2%
4 Sidewalls and Ramps	\$0.1	2%
Total Expenditures	\$5.5	100%

1. Includes 4.3 million in capital project expenditures.

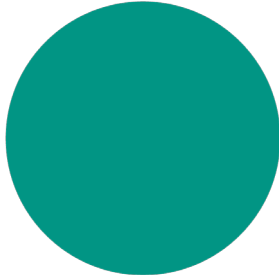


Bicycle and Pedestrian Expenditures by Type

1 Sidewalks and Ramps	\$461,145	100%
2 Other	\$481	–
Total Expenditures	\$461,626	100%

Date Audit Submitted: 01/03/12
Date Report Submitted: 12/29/11

Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Nila Cordova, Director of Fiscal Services and Administration / 209-944-6246 / nila@acerail.com



Measure B Pass-through Fund Distributions

Dollar amounts in millions

1 Mass Transit	\$2.1	100%
Total Distributions	\$2.1	100%

FY 10-11 Measure B Revenues

People rely on ACE's commuter rail service to get to important destinations in Alameda County, San Joaquin County, and Santa Clara County. Measure B funds subsidize ACE's service from the cities of Stockton to San Jose, with stops at Vasco Road, Downtown Livermore, Pleasanton, and Fremont's Centerville Station.

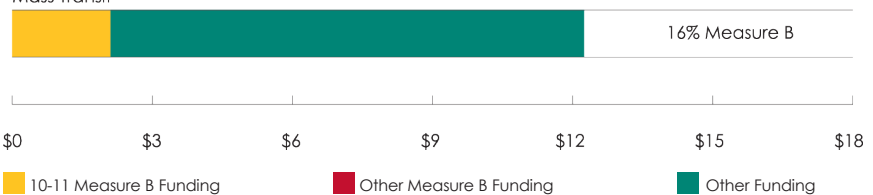
In FY 10-11, Alameda CTC distributed a total of \$2.1 million in pass-through funds to ACE for its mass transit program.

Program highlights:

- Three roundtrip trains operate between San Joaquin and Santa Clara Counties, passing through Alameda County and providing transportation to Alameda County residents who work in Santa Clara County, as well as support for Alameda County businesses.
- ACE reported that it provided service to approximately 3,000 passengers per day, and Measure B funded about half of these trips.

ACE reported the receipt of \$2.1 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$12.3 million.

Dollar amounts in millions
 Mass Transit



Measure B Reserves and Expenditures

ACE reported an unspent FY 09-10 balance of \$2.3 million and a remaining FY 10-11 pass-through fund balance of \$2.4 million. ACE plans to use a portion of that reserve to increase service to four daily round-trip trains in FY 12-13. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

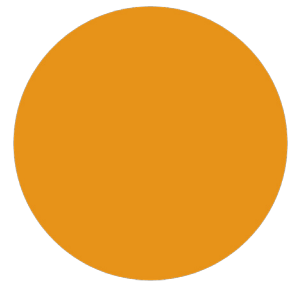
ACE Measure B Revenues and Expenditures

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Mass Transit	\$2,285,223	\$2,132,587	\$2,001,797	\$2,424,620
Total	\$2,285,223	\$2,132,587	\$2,001,797	\$2,424,620



Expenditures by Project Phase and Type

The total amount of Measure B expenditures reported by ACE is \$2 million. By project phase and project type, ACE spent 100 percent of Measure B mass transit funds on operations.



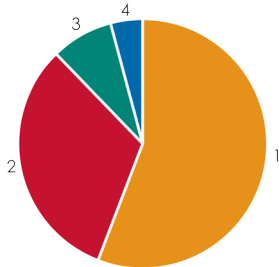
Mass Transit Expenditures by Phase and Type

Dollar amounts in millions

1 Operations	\$2.0	100%
Total Expenditures	\$2.0	100%

Date Audit Submitted: 12/27/11
Date Report Submitted: 12/27/11

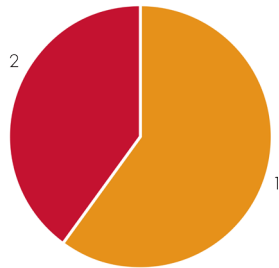
Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Fred Marsh, Controller / 510-747-4888 / fmarsh@ci.alameda.ca.us



Measure B Pass-through Fund Distributions

Dollar amounts in millions

1 Local Streets and Roads	\$1.4	56%
2 Mass Transit	\$0.8	32%
3 Bicycle and Pedestrian	\$0.2	8%
4 Paratransit	\$0.1	4%
Total Distributions	\$2.5	100%



Mass Transit Expenditures by Phase and Type

Dollar amounts in millions

1 Other ¹	\$1.2	60%
2 Operations	\$0.8	40%
Total Distributions	\$2.0	100%

1. Transfer of funds to WETA for Alameda/Oakland Ferry Service.

FY 10-11 Measure B Revenues

The City of Alameda uses Measure B funds to support a wide variety of projects: mass transit operations of the Alameda/Oakland Ferry Service and the Alameda/Harbor Bay Ferry Service, which the City transferred to WETA in April 2011; local streets and roads projects to improve traffic flow, increase safety, and improve air quality, such the City's Congestion Management Program; bicycle and pedestrian construction through the City's sidewalk repair program; and several transportation services for seniors and people with disabilities via its paratransit program.

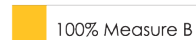
In FY 10-11, Alameda CTC distributed a total of \$2.5 million in pass-through funds to the City of Alameda for local streets and roads (\$1.4 million), mass transit (\$788,420), bicycle and pedestrian (\$181,083), and paratransit (\$147,695) programs.

The City of Alameda reported the receipt of \$2.2 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$5.7 million.

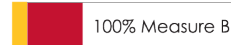
Measure B Contribution to Total Program Expenditures

The City of Alameda reported an unspent FY 09-10 balance of \$4.8 million

Dollar amounts in millions
 Paratransit



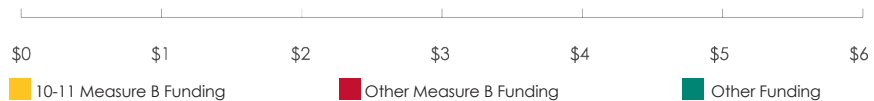
Bicycle and Pedestrian



Local Streets and Roads



Mass Transit



Mass Transit Expenditures

Approximately 60 percent of the City's total Measure B expenditures of \$4 million provided a transfer to WETA to assume ferry service operations and approximately \$800,000 funded the City's ferry operations.

Measure B Reserves and Expenditures

and a remaining FY 10-11 pass-through fund balance of \$3.5 million, which indicates that the City is making progress on spending down its Measure B reserve. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

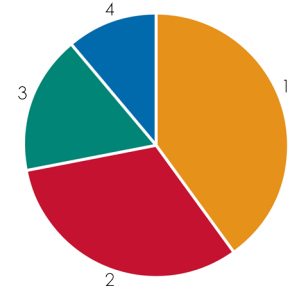
	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$2,910,774	\$1,369,569	\$1,169,829	\$3,164,209
2 Mass Transit	\$1,502,765	\$513,204	\$2,030,964	\$4,018
3 Bicycle and Pedestrian	\$234,396	\$181,083	\$122,121	\$296,297
4 Paratransit	\$128,868	\$147,695	\$204,106	\$74,382
Total	\$4,776,803	\$2,211,551	\$3,527,020	\$3,538,906

Program highlights:

- Before transferring the Alameda/Oakland and Alameda/Harbor Bay Ferry Service to WETA, the City of Alameda provided over 585,000 one-way passenger trips (over 193,000 funded by Measure B).
- In FY 10-11, the City of Alameda resurfaced almost 100,000 square feet of local streets and replaced traffic signal controllers in six intersections.
- Through its bicycle and pedestrian program, the City repaired over 35,000 square feet of sidewalks and ramps.
- The City's paratransit program provided the following Measure B-funded trips to seniors and people with disabilities: more than 5,000 fixed-route shuttle trips, more than 2,000 taxi trips, more than 800 lift/ramp-assisted group trips, as well as purchase of over 2,400 East Bay Paratransit tickets.

Expenditures by Project Phase

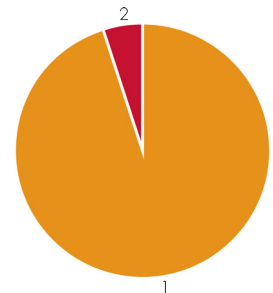
By project phase for local streets and roads, the City spent the 42 percent of Measure B local streets and roads funds on construction. The City also spent a majority of bicycle and pedestrian projects funds on construction, to perform sidewalk and ramp repairs.



Local Streets and Roads Expenditures by Phase

1 Construction (+PS&E)	\$531,074	42%
2 Maintenance	\$421,456	33%
3 Operations	\$227,553	18%
4 Scoping, Planning	\$150,633	12%
5 Project Completion ¹	-\$60,889	-5%
Total Expenditures	\$1,269,827	100%

1. Credits for two signal coordination projects and the bicycle master plan.

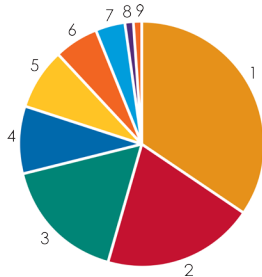


Bicycle and Pedestrian Expenditures by Phase

1 Construction (+PS&E) ¹	\$442,861	95%
2 Project Completion ¹	\$22,121	5%
Total Expenditures	\$464,982	100%

1. Sidewalks and ramps.

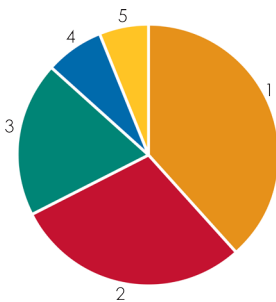
Expenditures by Project Type



Local Streets and Roads Expenditures by Type

1 Sidewalks and Ramps	\$442,861	35%
2 Signals	\$249,764	20%
3 Operations	\$221,814	17%
4 Street Maintenance	\$109,722	9%
5 Equipment/Vehicles	\$102,367	8%
6 Staffing	\$77,758	6%
7 Pedestrian Improvements	\$49,739	4%
8 Other	\$8,549	1%
9 Bike Parking	\$7,253	1%
Total Expenditures	\$1,269,828	100%

By project type, the City of Alameda spent 72 percent of Measure B local streets and roads funds on sidewalks and ramps, signals, and operations. The operations expenditures include an annual traffic monitor analysis, a regional transportation coordination project, annual data collection for the Traffic Capacity Management Program report, and ongoing efforts to improve traffic operations, including speed studies, traffic trends, a traffic analysis, and responses to public inquiry.



Paratransit Expenditures by Phase and Type

Paratransit by Phase		
1 Operations	\$204,107	100%
Paratransit by Type		
1 Management	\$78,070	38%
2 Shuttle/Fixed-route Trips	\$59,320	29%
3 Individual Trips	\$38,719	19%
4 Group Trips	\$15,158	7%
5 EBP Tickets	\$12,840	6%
Total Expenditures	\$204,107	100%

For its paratransit program, the City of Alameda spent just over a third of Measure B paratransit funds on program management, and about 55 percent funded shuttle services, individual demand-response trips, and group trips for seniors and people with disabilities. The remaining 6 percent paid for East Bay Paratransit tickets.

Date Audit Submitted: 12/27/11
Date Report Submitted: 12/30/11

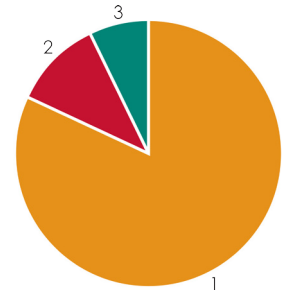
Program Compliance: ☒ ACTIA ☒ Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Charles Adams, Finance Director / 510-528-5730 / cadans@albanyca.org

FY 10-11 Measure B Revenues

The City of Albany mainly relies on Measure B funds to ensure its streets and roads are safe and in good repair. The City also uses Measure B funds for bike parking, updates to its bicycle and pedestrian master plans, and safety and pedestrian crossing improvements. The tax dollars also support paratransit services for seniors and people with disabilities, as well as Meals on Wheels.

In FY 10-11, Alameda CTC distributed a total of \$376,663 in Measure B funds for the City of Albany's local streets and roads (\$309,827), bicycle and pedestrian (\$40,939), and paratransit (\$25,898) programs.

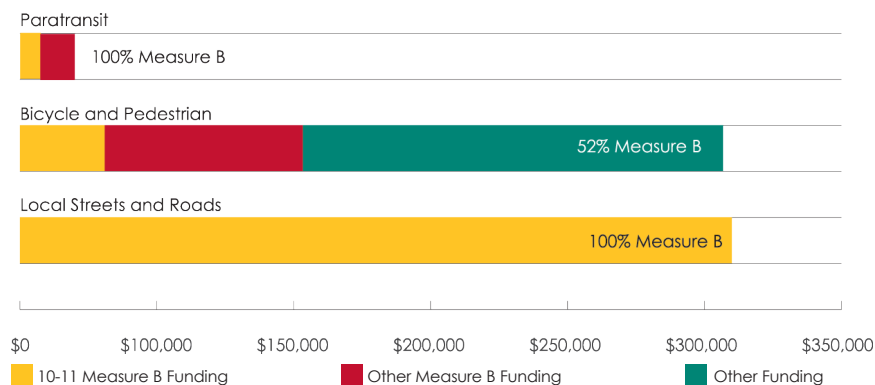
The City of Albany reported the receipt of \$394,544 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as approximately \$655,000. The total amount of Measure B expenditures reported by the City is just over \$500,000, which includes about \$126,000 through the Countywide Discretionary Fund Bicycle and Pedestrian Grant Program for the Buchanan Bicycle and Pedestrian Path and updates to the Albany Bicycle Master Plan and development of the Albany Pedestrian Master Plan, as well as about \$18,000 for the Albany Senior Center Community Shuttle Bus.



Measure B Pass-through Fund Distributions

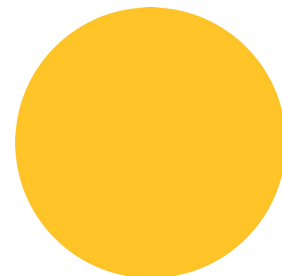
1 Local Streets and Roads	\$309,827	82%
2 Bicycle and Pedestrian	\$40,939	11%
3 Paratransit	\$25,898	7%
Total Distributions	\$376,663	100%

Measure B Contribution to Total Program Expenditures



Local Streets and Roads Expenditures

The City of Albany reported 100 percent of Measure B local streets and roads fund expenditures on citywide street maintenance projects. By project phase, these expenditures funded maintenance. By project type, the City reported total expenditures on staffing.



Local Streets and Roads Expenditures by Phase and Type

By Phase		
1 Maintenance	\$310,491	100%
By Type		
1 Staffing	\$310,491	100%
Total Expenditures	\$310,491	100%

Measure B Reserves and Expenditures

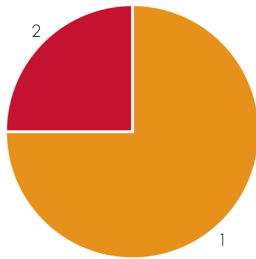


The City of Albany reported an unspent FY 09-10 balance of just over \$34,000 and a remaining FY 10-11 pass-through fund balance of just under \$20,000. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$483	\$309,827	\$310,491	\$0
2 Paratransit	\$2,525	\$43,779 ¹	\$16,892	\$11,323
3 Bicycle and Pedestrian	\$31,196	\$40,939	\$160,361 ²	\$8,183
Total	\$34,203	\$394,544	\$487,744	\$19,506

1. City of Albany reported \$17,881 more in paratransit revenues than Alameda CTC distributed.

2. Bicycle and Pedestrian expenditures include over \$96,000 in grant funds.



Bicycle and Pedestrian Expenditures by Phase

1 Scoping, Planning	\$120,186	75%
2 Construction (+PS&E)	\$40,151	25%
Total Expenditures	\$160,337	100%

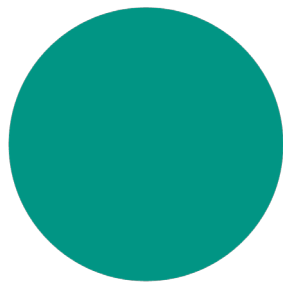
Program highlights:

- In FY 10-11, the City of Albany used Measure B to repair potholes, restripe street surfaces, and for regulatory sign replacement, median island landscaping and maintenance, and incidental street maintenance work.
- Through its bicycle and pedestrian program, the City improved safety and access near two elementary schools, Ocean View Elementary School and Marin Elementary School. Solar speed feedback signs help slow traffic, and the educational component of the program teaches children safety tips when walking and bicycling to school, and encourages the use of active transportation alternatives to driving.
- Measure B funded delivery of more than 800 hot nutritious meals to homebound seniors through Meals on Wheels, as well as almost 1,500 door-to-door shopping trips, more than 1,300 group trips, and more than 400 taxi trips for seniors and people with disabilities.

Expenditures by Project Phase

By project phase, the City of Albany spent 75 percent of Measure B bicycle and pedestrian funds on scoping, feasibility, and planning, and spent the remaining 25 percent on construction of bicycle parking spaces for visitors and employees of City Hall, as well as on pedestrian crossing improvements at the intersection of Buchanan and Jackson Streets, and safety improvements on the roadways and intersections near Marin Elementary School.

The City spent 100 percent of Measure B paratransit funds on operations of its program for seniors and people with disabilities.

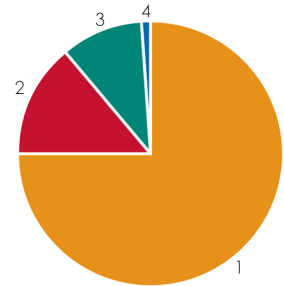


Paratransit Expenditures by Phase

1 Operations	\$34,981	100%
Total Expenditures	\$34,981	100%

Expenditures by Project Type

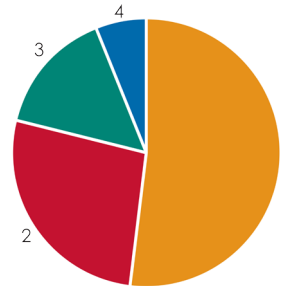
By project type, the City of Albany reported 75 percent of Measure B bicycle and pedestrian expenditures on its bicycle and pedestrian master plans, and 24 percent of expenditures on safety and pedestrian crossing improvements.



Bicycle and Pedestrian Expenditures by Type

1 Master Plan	\$120,186	75%
2 Safety Improvements	\$22,933	14%
3 Pedestrian Improvements	\$15,446	10%
4 Bike Parking	\$1,771	1%
Total Expenditures	\$160,337	100%

For its paratransit program, the City spent over half of Measure B paratransit funds on group trips via the Albany Senior Center Community Shuttle, which provides free, accessible transportation for recreational and educational trip destinations within the Bay Area. These group trips enhance the quality of life for seniors and people with disabilities by providing opportunities for social interaction, learning, leisure, and enjoyment in a safe program designed specifically for their needs.

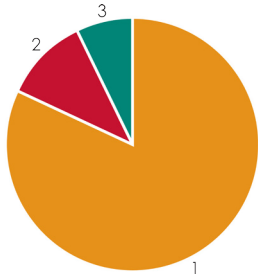


Paratransit Expenditures by Type

1 Group Trips	\$18,213	52%
2 Shuttle/Fixed-route Trips	\$9,280	27%
3 Individual Trips	\$5,251	15%
4 Meal Delivery	\$2,236	6%
Total Expenditures	\$34,981	100%

Date Audit Submitted: 12/27/11
Date Report Submitted: 01/04/12

Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Robert Hicks, Director of Finance / 510-981-7300 / rhicks@ci.berkeley.ca.us



Measure B Pass-through Fund Distributions

Dollar amounts in millions

1 Local Streets and Roads	\$2.2	82%
2 Bicycle and Pedestrian	\$0.3	11%
3 Paratransit	\$0.2	7%
Total Distributions	\$2.7	100%

FY 10-11 Measure B Revenues

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 including greenways and pathways for bicyclists and pedestrians, as well as to operate its paratransit program for seniors and people with disabilities.

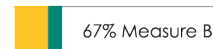
In FY 10-11, Alameda CTC distributed a total of \$2.7 million in Measure B funds for the City of Berkeley's local streets and roads (\$2.2 million), bicycle and pedestrian (\$259,874), and paratransit (\$171,731) programs.

Program highlights:

- The City of Berkeley maintained over 700,000 square feet of street, performed patching and pothole repairs, and serviced and replaced traffic signals and street lights.
- Pedestrian crossing improvements at Adeline and Harmon included installation of rectangular rapid flashing beacons and advanced flashing beacons that increase visibility for pedestrians at a crosswalk that had a collision history.
- The City's paratransit program provided 7,700 taxi trips (more than 4,000 funded by Measure B), over 400 Measure B-funded taxi cab rides for those returning from health-related appointments, over 750 lift-assisted, individual demand-response trips, and over 1,500 East Bay Paratransit tickets.

The City of Berkeley reported the receipt of \$2.7 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$5.6 million.

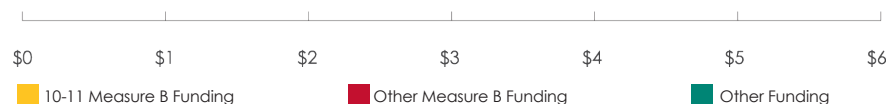
Dollar amounts in millions
 Paratransit



Bicycle and Pedestrian



Local Streets and Roads



Measure B Reserves and Expenditures

The City of Berkeley reported an unspent FY 09-10 balance of \$1.8 million and a remaining FY 10-11 pass-through fund balance of \$2.9 million. According to the City's report, approximately \$2.4 million is for the local streets and roads program, and the City plans to spend a large portion of this amount on seven upcoming street rehabilitation and overlay projects.

See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

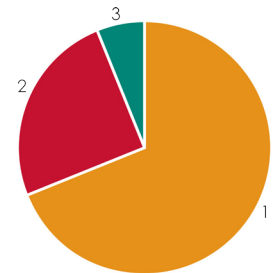
	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$1,293,112	\$2,226,746	\$1,577,609	\$2,355,953
2 Bicycle and Pedestrian	\$494,810	\$259,874	\$358,115	\$535,452
3 Paratransit	\$16,393	\$171,731	\$161,402	\$26,722
Total	\$1,804,315	\$2,658,351	\$2,097,126	\$2,918,127

Local Streets and Roads Expenditures

The City of Berkeley reported \$1.6 million of Measure B expenditures on street maintenance projects. By project phase, 69 percent of these expenditures funded maintenance, and 25 percent funded construction, and by project type, 69 percent funded staffing, and 25 percent funded street maintenance. Other expenditures include transportation administration, supplies, equipment, and other general administrative costs.

Expenditures by Project Phase

By project phase, the City of Berkeley spent 84 percent of Measure B bicycle and pedestrian funds on construction, including plans, specifications, and estimates, and scoping, feasibility, and planning. Other expenditures include major regional bicycle education and promotion of the Alameda County Bike to Work Day event, which Berkeley co-sponsors, and administrative support for the City's transportation division, including the bicycle/pedestrian work program.



Local Streets and Roads Expenditures by Phase and Type

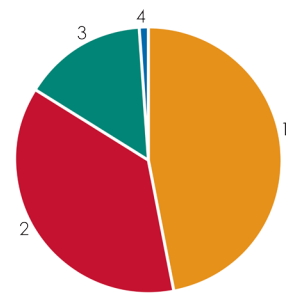
Dollar amounts in millions

By Phase

1 Maintenance	\$1.1	69%
2 Construction (+PS&E)	\$0.4	25%
3 Other	\$0.1	6%

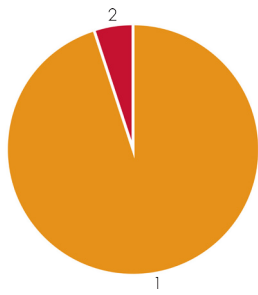
By Type

1 Staffing	\$1.1	69%
2 Street Maintenance	\$0.4	25%
3 Other	\$0.1	6%
Total Expenditures	\$1.6	100%



Bicycle and Pedestrian Expenditures by Phase

1 Construction (+PS&E)	\$166,563	47%
2 Scoping, Planning	\$133,796	37%
3 Other	\$57,706	16%
4 Environmental	\$50	-
Total Expenditures	\$353,115	100%



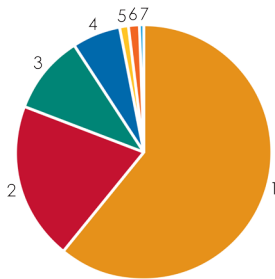
Paratransit Expenditures by Phase

1 Operations	\$153,420	95%
2 Construction (+PS&E)	\$7,982	5%
Total Expenditures	\$161,402	100%

The City spent 95 percent of Measure B paratransit funds to operate its program for seniors and people with disabilities, and 5 percent funded construction projects at the Ed Roberts Campus through the Paratransit Gap Grant Program: crosswalk improvements, a staircase with bike channels, signage and lighting, bike locker upgrades, and elevator access from the concourse level to campus.

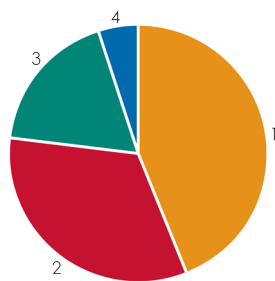
Expenditures by Project Type

By project type, the City of Berkeley reported 61 percent of Measure B bicycle and pedestrian expenditures on staffing, and 20 percent on other, including construction of bicycle/pedestrian/paratransit elements of transit oriented development at the Ed Roberts Campus through the Countywide Discretionary Fund Bicycle and Pedestrian Grant Program.



Bicycle and Pedestrian Expenditures by Type

1 Staffing	\$217,895	61%
2 Other	\$71,365	20%
3 Multiuse Paths (Class I)	\$37,160	10%
4 Pedestrian Improvements	\$24,829	7%
5 Education/Promotion	\$5,000	1%
6 Bike Parking	\$1,816	1%
7 Master Plan	\$50	—
Total Expenditures	\$358,115	100%



Paratransit Expenditures by Type

1 Individual Trips	\$70,484	44%
2 Cust. Service/Outreach	\$53,330	33%
3 Management	\$29,606	18%
4 Other	\$7,982	5%
Total Expenditures	\$161,402	100%

For its paratransit program, the City reported that 44 percent of Measure B expenditures funded individual demand-response trips for seniors and people with disabilities, and 33 percent funded customer service and outreach.

Date Audit Submitted: 12/27/11
Date Report Submitted: 12/27/11

Program Compliance: ☒ ACTIA ☒ Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Paul Rankin, Finance Director / 925-833-6640 / paul.rankin@ci.dublin.ca.us

FY 10-11 Measure B Revenues

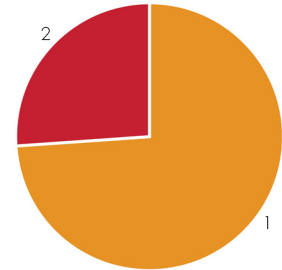
The City of Dublin relies on Measure B funds to prolong the life of its local streets and roads and to keep residents safe. The City also uses Measure B funds for Class II bike lanes, updates to its City Bikeways Master Plan, traffic signal improvements, and its annual sidewalk safety program.

In FY 10-11, Alameda CTC distributed a total of \$433,313 in Measure B funds for the City of Dublin's local streets and roads program (\$327,117) and for its bicycle and pedestrian program (\$116,196).

Program highlights:

- In FY 10-11, the City of Dublin resurfaced over 500,000 square feet of asphalt concrete.
- As recommended in the Citywide Bikeways Master Plan, the City performed striping on over 17,000 linear feet of Class II bike lanes on Dublin Boulevard, Gleason Drive, and Central Parkway, all between Tassajara Road and Fallon Road.

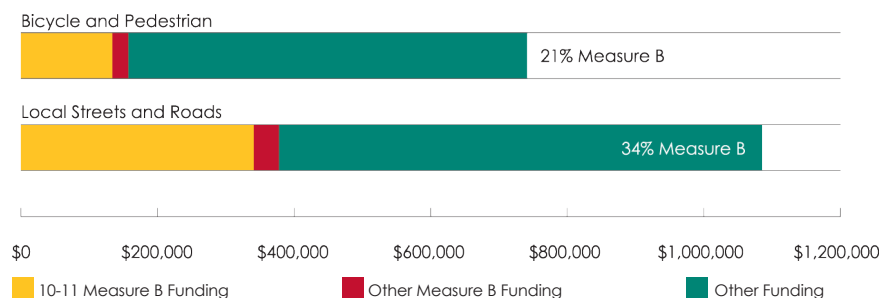
The City of Dublin reported the receipt of \$433,313 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$1.8 million.



Measure B Pass-through Fund Distributions

1	Local Streets and Roads	\$327,117	74%
2	Bicycle and Pedestrian	\$116,196	26%
Total Distributions		\$443,313	100%

Measure B Contribution to Total Program Expenditures



Measure B Reserves and Expenditures

The City of Dublin reported an unspent FY 09-10 balance of \$1.2 million and a remaining FY 10-11 pass-through fund balance of approximately \$1.2 million. See the chart below for FY 09-10 Measure B reserves and pass-through fund expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$656,349	\$327,117	\$340,565	\$677,217
2 Bicycle and Pedestrian	\$499,395	\$116,196	\$134,911	\$488,261
Total	\$1,155,744	\$443,313	\$475,476	\$1,165,478

The City of Dublin reported total Measure B expenditures of just under \$500,000. Approximately \$23,000 through the Countywide Discretionary Fund Grant Program funded construction of the Alamo Canal Regional Trail Undercrossing of Interstate 580.

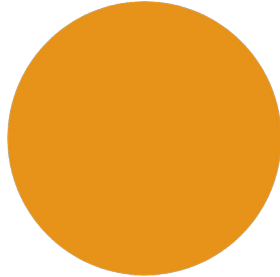
Local Streets and Roads Expenditures

For its local streets and roads program, the City reported 100 percent of expenditures (\$374,972) on the construction phase of projects, and by project type, 100 percent of local streets and roads expenditures on street maintenance.

Bicycle and Pedestrian Expenditures

By project phase, the City of Dublin also reported the majority of Measure B bicycle and pedestrian expenditures on construction. Other expenditures include bicycle safety and education: implementation of Bike to Work Day, Walk n Roll, and adult bike safety classes.

By project type, the City reported 46 percent of bicycle and pedestrian expenditures on sidewalks and ramps, 19 percent on pedestrian safety improvements, and 27 percent on Class I and non-Class I bikeways.



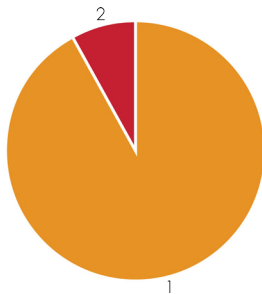
Local Streets and Roads Expenditures
by Phase and Type

By Phase

1 Construction (+PS&E)	\$374,972	100%
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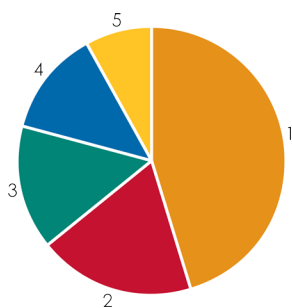
By Type

1 Street Maintenance	\$374,972	100%
Total Expenditures	\$374,972	100%



Bicycle and Pedestrian Expenditures by Phase

1 Construction (+PS&E)	\$145,760	92%
2 Other	\$12,642	8%
Total Expenditures	\$158,402	100%



Bicycle and Pedestrian Expenditures by Type

1 Sidewalks and Ramps	\$72,884	46%
2 Pedestrian Improvements	\$29,515	19%
3 Multiuse Paths (Class I)	\$23,491	15%
4 bikeways (non-Class I)	\$19,870	13%
5 Education/Promotion	\$12,642	8%
Total Expenditures	\$158,402	100%

Date Audit Submitted: 12/14/11
Date Report Submitted: 12/27/11

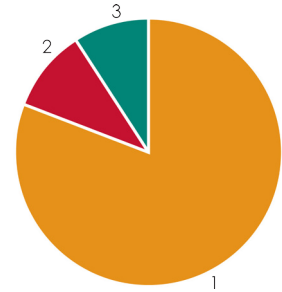
Program Compliance: ☒ ACTIA ☒ Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Karan Reid, Chief Financial Officer / 510-596-4352 / kreid@emeryville.org

FY 10-11 Measure B Revenues

In FY 10-11, the City of Emeryville relied on Measure B funds to cover the cost of paratransit operations to provide accessible transportation for seniors and people with disabilities, street repair, and for bicycle and pedestrian outreach and installation of bike parking spaces.

In FY 10-11, Alameda CTC distributed \$250,982 in pass-through funds to the City of Emeryville for local streets and roads (\$203,797), paratransit (\$22,727) and bicycle and pedestrian (\$24,458) programs.

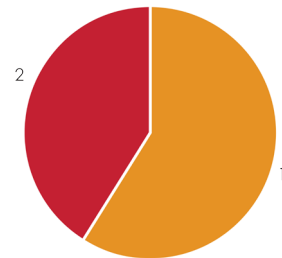
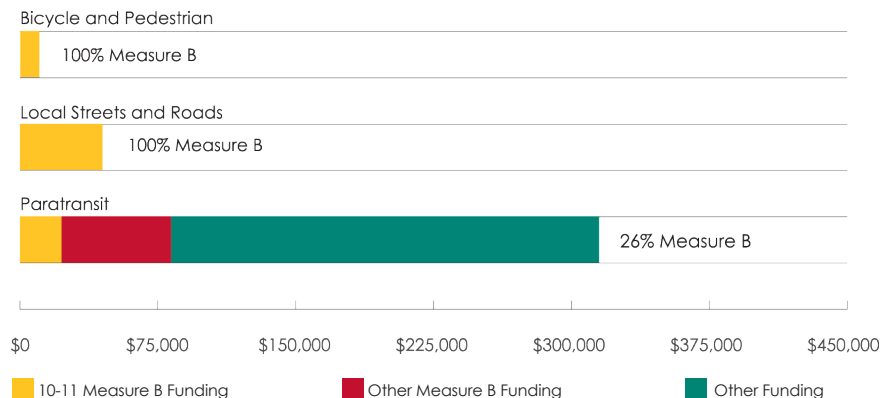
The City of Emeryville reported the receipt of \$250,982 in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$368,448. The City reported total Measure B expenditures of \$135,276.



Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$203,797	81%
2 Bicycle and Pedestrian	\$24,458	10%
3 Paratransit	\$22,727	9%
Total Distributions	\$250,982	100%

Measure B Contribution to Total Program Expenditures

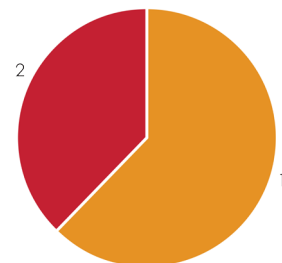


Local Streets and Roads Expenditures by Phase

1 Construction	\$28,724	59%
2 Maintenance	\$20,048	41%
Total Expenditures	\$48,772	100%

Expenditures by Project Phase

By project phase, the City spent 59 percent of local streets and roads funds on construction and the remainder on maintenance. The City reported 63 percent of bicycle and pedestrian program expenditures on other, outreach for the Bike to Work Day campaign, and the remainder on maintenance.



Bicycle and Pedestrian Expenditures by Phase

1 Other	\$2,500	62%
2 Maintenance	\$1,500	38%
Total Expenditures	\$4,000	100%

Measure B Reserves and Expenditures

The City of Emeryville reported an unspent FY 09-10 balance of \$469,774 and a remaining FY 10-11 pass-through fund balance of \$648,885. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

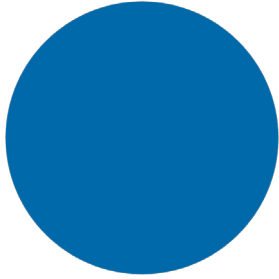
	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$316,755	\$203,797	\$48,722	\$477,063
2 Bicycle and Pedestrian	\$143,106	\$24,458	\$4,000	\$165,918
3 Paratransit	\$9,913	\$22,727	\$26,899	\$5,904
Total	\$469,774	\$250,982	\$79,621	\$648,885

Program highlights:

- In FY 10-11, the City of Emeryville's paratransit program provided 6,176 lift/ramp-assisted group trips (881 funded by Measure B), 241 individual demand-response taxi trips (170 Measure B), 3646 lift/ramp-assisted on-demand shuttle trips (2,917 Measure B), purchase of 820 East Bay Paratransit tickets (484 Measure B), and delivery of 105 meals through Meals on Wheels.
- The City's local streets and roads program performed street sweeping and filled cracks on 47 lane miles, and repaired potholes on 1,940 square feet.
- Through its bicycle and pedestrian program, the City installed 10 bike racks (with two spaces per rack) and helped to promote the Bike to Work Day campaign to increase cycling awareness.

Expenditures by Type

The City of Emeryville reported 100 percent of paratransit expenditures on operations. By project type, the City spent 100 percent of local streets and roads funds on street maintenance and 70 percent of paratransit expenditures on other, described as an on-demand shuttle for seniors and people with disabilities through the Paratransit Gap Grant Program (grant expenditures of approximately \$56,000) and a BART discount ticket program. For its bicycle and pedestrian program, the City reported the majority of Measure B expenditures on education and promotion.



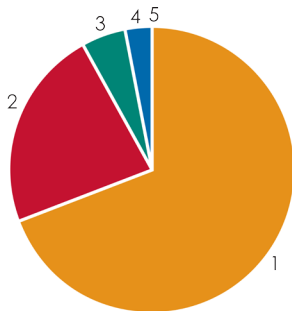
Paratransit Expenditures by Phase, Local Streets and Roads Expenditures by Type

Paratransit by Phase

1 Operations	\$82,504	100%
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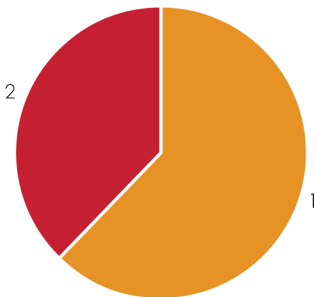
Local Streets and Roads by Type

1 Street Maintenance	\$48,772	100%
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Paratransit Expenditures by Type

1 Lift Assist	\$57,585	70%
2 Group Trips	\$18,888	23%
3 Individual Trips	\$3,758	5%
4 East Bay Paratransit Tickets	\$2,252	3%
5 Meal Delivery	\$21	–
Total Expenditures	\$82,504	100%



Bicycle and Pedestrian Expenditures by Type

1 Education/Promotion	\$2,500	63%
2 Bike Parking	\$1,500	38%
Total Expenditures	\$4,000	100%

Date Audit Submitted: 12/27/11
Date Report Submitted: 12/29/11

Program Compliance: ☒ ACTIA ☒ Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Harriet Commons, Finance Director / 510-494-4010 /
hcommons@ci.fremont.ca.us

FY 10-11 Measure B Revenues

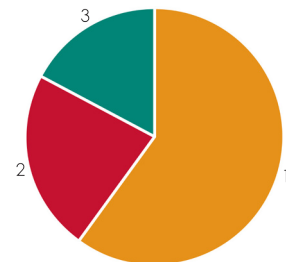
About half of the City of Fremont's total Measure B expenditures support local streets and roads operations and maintenance, pavement repair, and safety improvements. Measure B paratransit funds cover the cost of the City's paratransit program, which provides door-to-door and group transportation for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

In FY 10-11, Alameda CTC distributed a total of \$3 million in pass-through funds to the City of Fremont for its local streets and roads (\$1.8 million), paratransit (\$661,237), and bicycle and pedestrian (\$522,851) programs.

Program highlights:

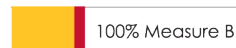
- Through its annual signal coordination program, the City of Fremont retimed 161 signalized intersections to improve traffic flow and air quality.
- The City's paratransit program provided over 21,000 Measure B-funded individual demand-response trips to seniors and people with disabilities, and over 31,000 meals through its Meals on Wheels program.
- The City's bicycle and pedestrian Traffic Safety/Education Program taught traffic safety to preschool and grade-school children in an effort to reduce accidents and injuries. The City held 33 school traffic safety workshops and completed 35 traffic safety rodeos.

The City of Fremont reported the receipt of \$3 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$10.4 million.



Measure B Contribution to Total Program Expenditures

Dollar amounts in millions
Paratransit



Bicycle and Pedestrian



Local Streets and Roads

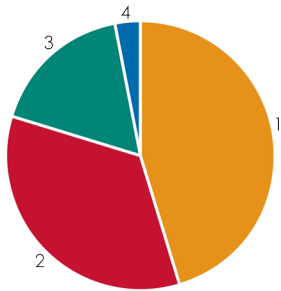


Measure B Pass-through Fund Distributions

Dollar amounts in millions

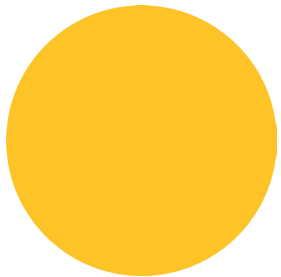
1 Local Streets and Roads	\$1.8	60%
2 Paratransit	\$0.7	23%
3 Bicycle and Pedestrian	\$0.5	17%
Total Distributions	\$3.0	100%

Measure B Reserves and Expenditures



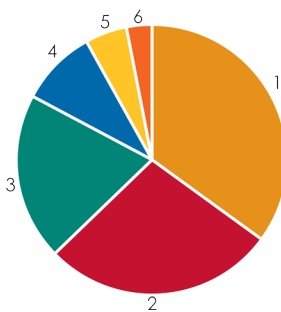
Local Streets and Roads Expenditures by Phase

1 Maintenance	\$592,062	46%
2 Scoping, Planning	\$445,228	34%
3 Construction (+PS&E)	\$227,493	17%
4 Operations	\$38,984	3%
Total Expenditures	\$1,303,767	100%



Paratransit Expenditures by Phase

1 Operations	\$766,177	100%
Total Expenditures	\$766,177	100%



Bicycle and Pedestrian Expenditures by Phase

1 Project Completion	\$255,224	35%
2 Construction (+PS&E)	\$203,983	28%
3 Maintenance	\$149,495	20%
4 Operations	\$65,245	9%
5 Scoping, Planning	\$35,777	5%
6 Other	\$22,927	3%
Total Expenditures	\$732,651	100%

The City of Fremont reported an unspent FY 09-10 balance of \$5.1 million and a remaining FY 10-11 pass-through fund balance of \$5.6 million. The City has adopted a detailed Capital Improvement Plan that specifies several local streets and roads improvements through FY 15-16, which Measure B reserves will fund, such as slurry seal and other overlays, signals, the City's Congestion Management Program, as well as sidewalk and trail improvements, and traffic safety education. See the chart below for FY 09-10 Measure B reserves and pass-through fund expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$2,925,991	\$1,789,972	\$1,303,767	\$3,453,171
2 Paratransit	\$125,057	\$661,237	\$667,323	\$149,420
3 Bicycle and Pedestrian	\$2,018,870	\$522,851	\$580,353	\$1,989,290
Total	\$5,069,919	\$2,974,061	\$2,551,442	\$5,591,881

Expenditures by Project Phase

The total amount of Measure B expenditures reported by the City of Fremont is over \$2.8 million and includes grants expenditures in the amount of \$15,600 for the Tri-City Senior Walk Clubs and \$35,400 for the Irvington Area Pedestrian Improvements through the Countywide Discretionary Fund Bicycle and Pedestrian Grant Program; \$75,500 for the VIP Rides Program and \$23,300 for the Tri-City Travel Training Program through the Paratransit Gap Grant Program; and \$101,300 for the Bay Street Streetscape Project through the Transit Oriented Development Grant Program.

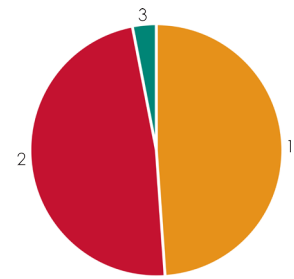
By project phase, the City spent almost half of Measure B local streets and roads funds on street maintenance and 34 percent on scoping, feasibility, and planning. The City spent 100 percent of paratransit funds on operations and spent 35 percent of bicycle and pedestrian funds on project completion, 28 percent on construction, including plans, specifications, and estimates, and 20 percent on maintenance.

Expenditures by Project Type

By project type, the City of Fremont reported 49 percent of local streets and roads expenditures on other, for projects ranging from storm drain repair, traffic service operations, and underground electrical facilities, to scoping of capital projects such as the BART Warm Springs Extension and the East-West Connector Project, a three-mile Route 84 roadway project that will improve east-west access between Interstate 880 on the west and Mission Boulevard (State Route 238) on the east in south Alameda County. In addition, 48 percent of Measure B local streets and roads funds supported street maintenance.

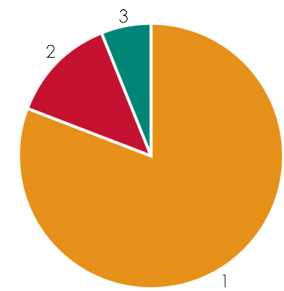
The City reported 81 percent of its paratransit expenditures on individual demand-response trips and 13 percent on other: the VIP Rides Program that provided 4,400 door-through-door assisted one-way trips using volunteer drivers and escorts, as well as travel training workshops to teach seniors and people with disabilities how to use public transit.

The City spent almost half of its bicycle and pedestrian funds on sidewalks and ramps, 29 percent on other, including traffic-calming devices to improve pedestrian safety, traffic safety education for pre-school and elementary-school students, as well as staff administration for the development and planning of bicycle and pedestrian projects, including grant applications and county and local bicycle and pedestrian plan updates.



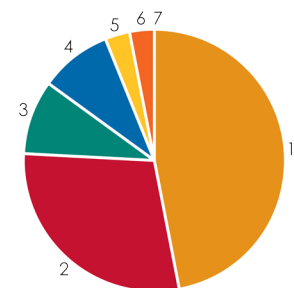
Local Streets and Roads Expenditures by Type

1 Other	\$635,228	49%
2 Street Maintenance	\$629,554	48%
3 Signals	\$38,985	3%
Total Expenditures	\$1,303,767	100%



Paratransit Expenditures by Type

1 Individual Trips	\$619,863	81%
2 Other	\$98,854	13%
3 Meal Delivery	\$47,460	6%
Total Expenditures	\$766,177	100%

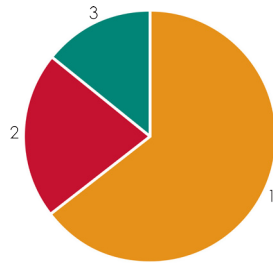


Bicycle and Pedestrian Expenditures by Type

1 Sidewalks and Ramps	\$341,577	47%
2 Other	\$215,298	29%
3 Pedestrian Improvements	\$66,198	9%
4 Multiuse Paths (Class I)	\$65,653	9%
5 Education/Promotion	\$22,927	3%
6 Traffic Calming	\$19,615	3%
7 Bike Parking	\$1,383	–
Total Expenditures	\$732,651	100%

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Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Tracy Vesely, Finance Director / 510-583-4010 / Tracy.Vesely@hayward-ca.gov



Measure B Pass-through Fund Distributions

Dollar amounts in millions

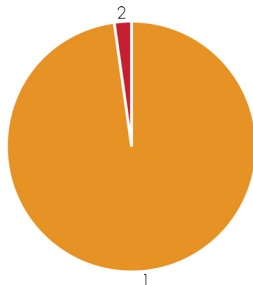
1 Local Streets and Roads	\$1.8	64%
2 Paratransit	\$0.6	21%
3 Bicycle and Pedestrian	\$0.4	14%
Total Distributions	\$2.8	100%

FY 10-11 Measure B Revenues

The City of Hayward uses the majority of Measure B funds to maintain and improve the condition of the City's local streets and roads. The City also relies on Measure B to fund non-ADA paratransit services for seniors and people with disabilities, as well as for sidewalks, ramps, and pedestrian crossing improvements.

In FY 10-11, Alameda CTC distributed a total of \$2.8 million in pass-through funds to the City of Hayward for local streets and roads (\$1.8 million), paratransit (\$639,406), and bicycle and pedestrian (\$365,833) programs.

The City of Hayward reported the receipt of \$2.8 million in pass-through fund revenues and total project expenditures of \$4.2 million (100 percent funded by Measure B).



Bicycle and Pedestrian Expenditures by Phase

1 Construction (+PS&E)	\$426,057	98%
2 Other	\$9,344	2%
Total Expenditures	\$435,401	100%

Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

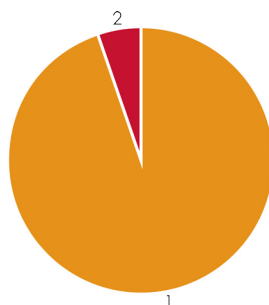
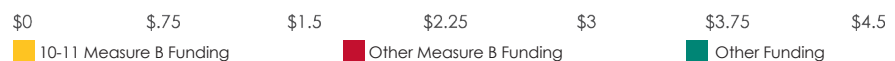
Bicycle and Pedestrian



Paratransit



Local Streets and Roads



Bicycle and Pedestrian Expenditures by Type

1 Sidewalks and Ramps	\$415,249	95%
2 Pedestrian Improvements	\$20,152	5%
Total Expenditures	\$435,401	100%

Bicycle and Pedestrian Expenditures

By project phase, the City spent almost all Measure B bicycle and pedestrian funds on construction including plans, specifications, and estimates. By project type, the City reported 95 percent of bicycle and pedestrian expenditures on installation and repair of sidewalks and ramps, and 5 percent on pedestrian crossing improvements.

Measure B Reserves and Expenditures

The City of Hayward reported an unspent FY 09-10 balance of \$3.1 million and a remaining FY 10-11 pass-through fund balance of \$1.9 million, which indicates that the City is making progress on spending down its Measure B reserve. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

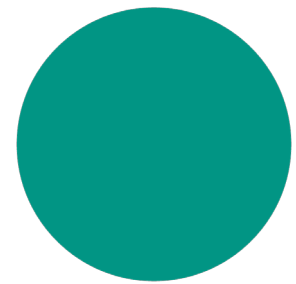
	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$2,256,483	\$1,789,469	\$3,303,138	\$752,264
2 Paratransit	\$271,463	\$639,406	\$493,712	\$592,755
3 Bicycle and Pedestrian	\$589,121	\$365,833	\$435,401	\$526,910
Total	\$3,117,067	\$2,794,708	\$4,232,252	\$1,871,929

Project highlights:

- In FY 10-11, the City of Hayward performed pavement rehabilitation and reconstruction on over one million square feet of local streets and roads.
- The City's paratransit program provided the following Measure B-funded trips to seniors and people with disabilities: almost 5,000 lift/ramp-assisted door-to-door and group trips, almost 300 group trips through the City's group trip program, and more than 6,000 lift/ramp-assisted trips to and from Alzheimer's Services of the East Bay adult day program for people with dementia. The City's Meals on Wheels program also provided over 3,000 hot meals.
- Through its bicycle and pedestrian program, the City installed over 17,000 square feet of sidewalks and installed an audible traffic signal.

Local Streets and Roads and Paratransit Expenditures

The City of Hayward reported 100 percent of local streets and roads expenditures on the project completion phase of projects, and by project type, on street maintenance. The City reported 100 percent of paratransit expenditures on the operations phase of projects. By project type, the City spent over half of its Measure B paratransit funds on individual demand-response trips, 26 percent on customer service and outreach, and 10 percent on other, Alzheimer's Services of the East Bay transportation services.



Local Streets and Roads and Paratransit Expenditures

Dollar amounts in millions

Local Streets & Roads Expenditures by Phase

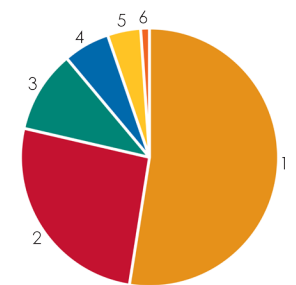
1 Project Completion	\$3.3	100%
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Local Streets & Roads Expenditures by Type

1 Street Maintenance	\$3.3	100%
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Paratransit Expenditures by Phase

1 Operations	\$0.5	100%
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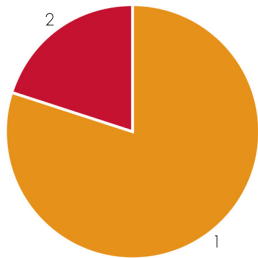


Paratransit Expenditures by Type

1 Individual Trips	\$259,133	52%
2 Cust. Service/Outreach	\$129,388	26%
3 Other	\$50,000	10%
4 Meal Delivery	\$32,000	7%
5 Management	\$18,252	4%
6 Group Trips	\$4,939	1%
Total Expenditures	\$493,712	100%

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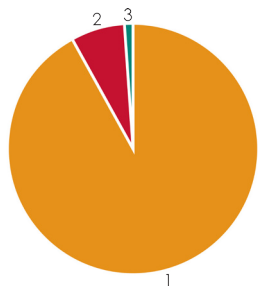
Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Douglas Alessio, Financial Services Manager / 510-960-4300 /
finance@ci.livermore.ca.us



Measure B Pass-through Fund Distributions

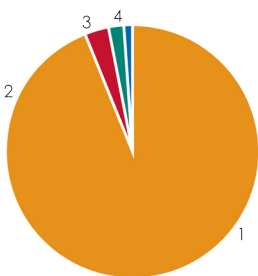
Dollar amounts in millions

1 Local Streets and Roads	\$0.8	80%
2 Bicycle and Pedestrian	\$0.2	20%
Total Distributions	\$1.0	100%



Local Streets and Roads Expenditures by Phase

1 Construction (+PS&E)	\$666,894	93%
2 Maintenance	\$48,440	6%
3 Other	\$4,000	1%
Total Expenditures	\$719,334	100%



Bicycle and Pedestrian Expenditures by Phase

1 Construction (+PS&E)	\$127,871	94%
2 Maintenance	\$4,100	3%
3 Scoping, Planning	\$2,920	2%
4 Other	\$1,110	1%
Total Expenditures	\$136,001	100%

FY 10-11 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 also counts on Measure B for a number of multiuse trails throughout the area, for trail repair to improve safety for bicyclists and pedestrians, and to expand the City's trail network.

In FY 10-11, Alameda CTC distributed a total of \$1 million in pass-through funds to the City of Livermore for local streets and roads (\$798,462) and bicycle and pedestrian (\$204,666) programs, as well as reimbursed the City approximately \$88,000 for its Downtown Livermore Pedestrian Transit Connections Program through the Measure B Transit Oriented Development Grant Program.

The City of Livermore reported the receipt of \$1 million in pass-through fund revenues and leveraged these revenues for overall total project costs reported as \$2.5 million. The City reported total Measure B pass-through fund expenditures of \$855,335.

Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian¹



1. Includes \$1,110 in other Measure B funds, and \$6,350 in non-Measure B funds.
 2. Includes \$1,170 in other Measure B funds.

Expenditures by Project Phase

By project phase, the City reported the majority of local streets and roads expenditures and bicycle and pedestrian expenditures on construction, including plans, specifications, and estimates. These expenditures include \$1,170 in interest income.

Measure B Reserves and Expenditures

The City of Livermore reported an unspent FY 09-10 balance of \$1.6 million and a remaining FY 10-11 pass-through fund balance of \$1.8 million. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$957,083	\$798,462	\$718,164	\$1,038,551
2 Bicycle and Pedestrian	\$674,184	\$204,666	\$134,890	\$745,070
Total	\$1,631,267	\$1,003,128	\$853,054	\$1,783,621

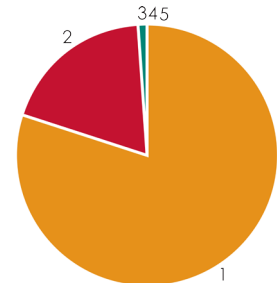
Project highlights:

- In FY 10-11, the City of Livermore performed street maintenance on 4.2 million square feet, including providing slurry seal and performing street resurfacing, and repaired or constructed over 18,000 square feet of sidewalks and ramps.
- The City scoped, constructed, and repaired a number of multiuse paths through its bicycle and pedestrian program to improve safety for bicyclists and pedestrians.
- Transit oriented development pedestrian enhancements include landscaping, lighting, way-finding signage, pedestrian crossing enhancements, and transit signage, among others.

Expenditures by Project Type

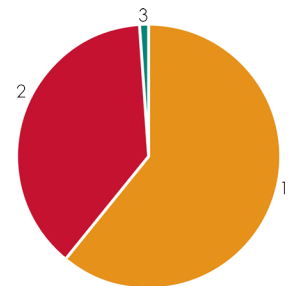
By project type, the City spent 80 percent of Measure B local streets and roads funds on street maintenance, and 19 percent on sidewalks and ramps. About 1 percent funded other, signals, bikeways, and multiuse paths.

The City reported 61 percent of bicycle and pedestrian expenditures on multiuse paths, and 38 percent on other, described as administrative and design expenses for seven projects in the City's Capital Improvement Program.



Local Streets and Roads Expenditures by Type

1 Street Maintenance	\$576,349	80%
2 Sidewalks and Ramps	\$135,125	19%
3 Other	\$4,000	1%
4 Signals	\$3,440	–
5 Bikeways, Multiuse Paths	\$420	–
Total Expenditures	\$719,334	100%

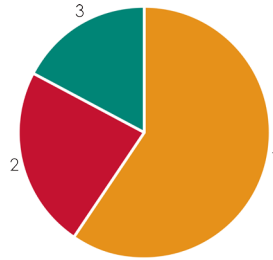


Bicycle and Pedestrian Expenditures by Type

1 Multi Paths (Class I)	\$83,461	61%
2 Other	\$51,110	38%
3 Master Plan	\$1,430	1%
Total Expenditures	\$136,001	100%

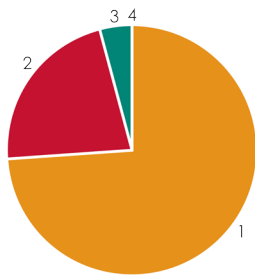
Date Audit Submitted: 12/27/11
Date Report Submitted: 12/27/11

Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Susie Woodstock, Administrative Services Director / 510-578-4804 / susie.woodstock@newark.org



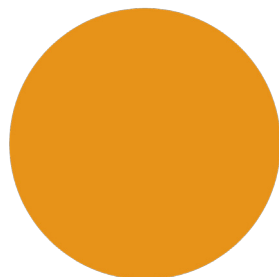
Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$367,566	60%
2 Paratransit	\$143,689	23%
3 Bicycle and Pedestrian	\$106,771	17%
Total Expenditures	\$618,027	100%



Local Streets and Roads Expenditures by Phase

1 Construction (+PS&E)	\$154,970	74%
2 Project Completion	\$46,251	22%
3 Scoping, Planning	\$8,275	4%
4 Other	\$512	-
Total Expenditures	\$210,008	100%



Paratransit and Bicycle and Pedestrian Expenditures

Paratransit Expenditures by Phase

1 Operations	\$127,771	100%
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Bicycle and Pedestrian Expenditures by Type

1 Master Plan	\$113,000	100%
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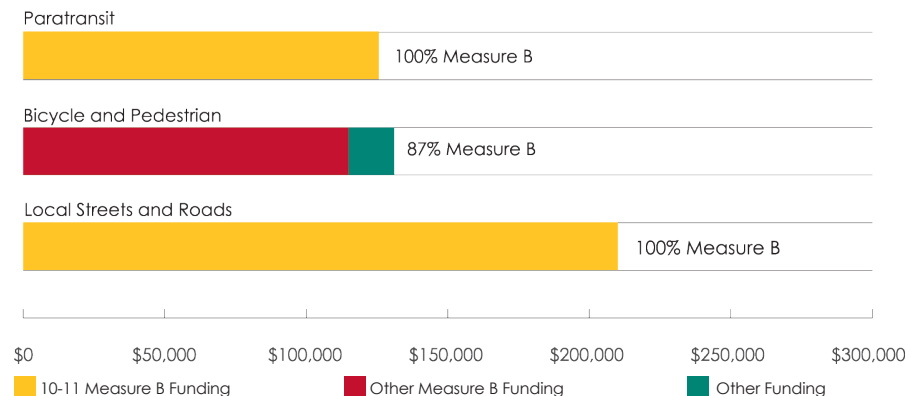
FY 10-11 Measure B Revenues

Almost half of the City of Newark's Measure B funds go toward the City's asphalt concrete street overlay program and curb, gutter, and sidewalk replacement. The City also uses Measure B to fund paratransit services for seniors and people with disabilities, as well as for its pedestrian and bicycle master plan.

In FY 10-11, Alameda CTC distributed a total of \$618,027 in Measure B funds for the City of Newark's local streets and roads (\$367,566), paratransit (\$143,689), and bicycle and pedestrian (\$106,771) programs.

The City of Newark reported the receipt of \$618,027 in pass-through fund revenues and total Measure B expenditures of \$450,779, which includes \$113,000 for the Newark Pedestrian and Bicycle Master Plan funded through the Countywide Discretionary Fund Bicycle and Pedestrian Grant Program.

Measure B Contribution to Total Program Expenditures



Expenditures by Project Phase and Type

By project phase, the City of Newark reported 74 percent of Measure B local streets and roads fund expenditures on construction for street maintenance projects, 100 percent of paratransit expenditures on operations, and 100 percent of bicycle and pedestrian expenditures on the City's master plan.

Measure B Reserves and Expenditures

The City of Newark reported an unspent FY 09-10 balance of \$690,147 and a remaining FY 10-11 pass-through fund balance of \$986,693. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$674,044	\$367,566	\$210,008	\$833,897
2 Paratransit	\$28,364	\$143,689	\$127,771	\$58,089
3 Bicycle and Pedestrian	-\$12,260	\$106,771	\$113,000	\$94,707
Total	\$690,147	\$618,027	\$450,779	\$986,693

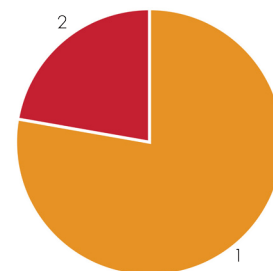
Program highlights:

- In FY 10-11, the City of Newark removed and replace over 8,600 square feet of damaged sidewalk, curbs, and gutters throughout the City to prevent tripping hazards.
- The City provided over 4,300 same-day, lift/ramp-assisted trips to seniors and people with disabilities through its paratransit program, as well as over 14,000 meals to homebound and frail Newark residents.
- The City's pedestrian and bicycle master plan is a long-range planning document that will provide a vision of the future biking and walking environment in the City of Newark.

Expenditures by Project Type

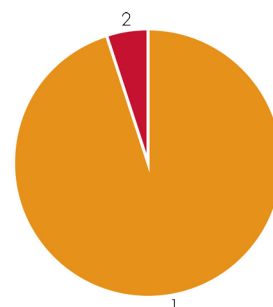
By project type, the City of Newark reported the majority of local streets and roads expenditures on other, described as curb, gutter, and sidewalk replacement and the pedestrian and bicycle master plan.

The City spent 95 percent of Measure B paratransit funds to provide individual demand-response trips for seniors and people with disabilities, and spent the remainder on its Life Elder Care Meals on Wheels program.



Local Streets and Roads Expenditures by Type

1 Other	\$163,245	78%
2 Street Maintenance	\$46,763	22%
Total Expenditures	\$210,008	100%



Paratransit Expenditures by Type

1 Individual Trips	\$120,771	95%
2 Meal delivery	\$7,000	5%
Total Expenditures	\$127,771	100%

Date Audit Submitted: 12/27/11
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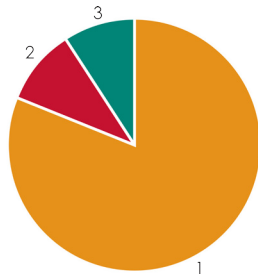
Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Osborn Solitei, Controller / 510-238-3809 / osolitei@oaklandnet.com



FY 10-11 Measure B Revenues

The City of Oakland expends the majority of its Measure B funds on local streets and roads projects as well as personnel services to maintain and repair streets, traffic signals, sidewalks, and ramps. The City also relies on Measure B to operate its paratransit program for seniors and people with disabilities, and for a variety of projects that improve safety for bicyclists and pedestrians and help protect the environment.

In FY 10-11, Alameda CTC distributed a total of \$10.4 million in Measure B funds for the City of Oakland's local streets and roads (\$8.5 million), bicycle and pedestrian (\$1 million), and paratransit (\$880,023) programs.



Measure B Pass-through Fund Distributions

Dollar amounts in millions

1 Local Streets and Roads	\$8.5	82%
2 Bicycle and Pedestrian	\$1.0	9%
3 Paratransit	\$0.9	9%
Total Distributions	\$10.4	100%

Project highlights:

- Through its local streets and roads program, in FY 10-11, the City resurfaced streets, implemented traffic calming devices, upgraded traffic signals, performed emergency roadway repair on over 5,000 square feet of roadways in slide locations, reconstructed pathways, and repaired over 100,000 square feet of sidewalks funded by Measure B.
- The City's paratransit program provided a number of Measure B-funded trips for seniors and people with disabilities: more than 17,000 lift/ramp-assisted trips, and more than 13,000 taxi trips.

The City of Oakland reported the receipt of \$10.4 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$19.1 million.

Measure B Contribution to Total Program Expenditures

Dollar amounts in millions
Bicycle and Pedestrian



Paratransit



Local Streets and Roads

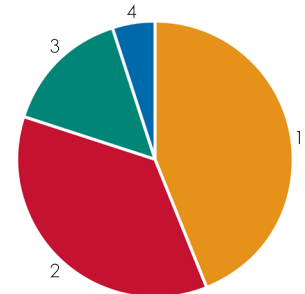


Measure B Reserves and Expenditures

The City of Oakland reported an unspent FY 09-10 balance of \$12.3 million and a remaining FY 10-11 pass-through fund balance of \$10.9 million, which shows the City is continuing to spend down its reserve Measure B funds. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$9,586,527	\$8,484,180	\$10,046,353	\$8,078,189
2 Bicycle and Pedestrian	\$2,761,919	\$1,030,660	\$906,795	\$2,893,568
3 Paratransit ¹	-\$10,560	\$880,023	\$880,023	-\$61,639
Total	\$12,337,886	\$10,394,863	\$11,833,171	\$10,910,118

1. The City of Oakland stated that the reported overage was due to receipt of additional Measure B revenues not received in time for accrual purposes in the audit.



Local Streets and Roads Expenditures by Phase

Dollar amounts in millions

1 Construction (+PS&E)	\$4.4	44%
2 Maintenance	\$3.6	36%
3 Scoping, Planning	\$1.5	15%
4 Operations	\$0.5	5%
Total Expenditures	\$10.0	100%

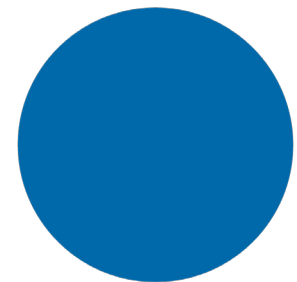
Expenditures by Project Phase

The City of Oakland reported total Measure B expenditures of \$12 million, including expenditures of \$119,098 for two Paratransit Gap Grant Programs: the Grocery Return Improvement Program and the Taxi Up & Go Project. The City also was reimbursed approximately \$38,000 for its West Oakland Seventh Street Transit Village Streetscape through the Transit Oriented Development Grant Program.

By project phase, the City of Oakland reported 44 percent of Measure B local streets and roads expenditures on construction, including plans, specifications, and estimates, 36 percent on street maintenance, and the remaining 20 percent on scoping, planning, feasibility, and operations.

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

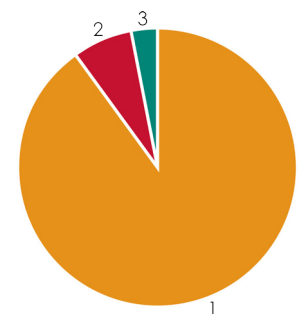
For its bicycle and pedestrian program, the City spent 90 percent of funds on construction for seven main projects, including plans, specifications, and estimates, and spent the remainder of Measure B funds on scoping, planning, feasibility, and project completion.



Paratransit Expenditures by Phase

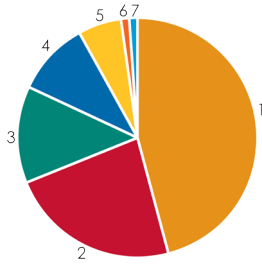
Dollar amounts in millions

1 Operations	\$1.0	100%
Total Expenditures	\$1.0	100%



Bicycle and Pedestrian Expenditures by Phase

1 Construction (+PS&E)	\$812,347	90%
2 Scoping, Planning	\$66,474	7%
3 Project Completion	\$27,974	3%
Total Expenditures	\$906,795	100%



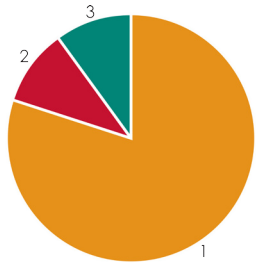
Local Streets and Roads Expenditures by Type

Dollar amounts in millions

1 Other	\$4.6	46%
2 Sidewalks and Ramps	\$2.3	23%
3 Signals	\$1.3	13%
4 Bridges and Tunnels	\$1.0	10%
5 Street Maintenance	\$0.6	6%
6 Traffic Calming	\$0.1	1%
7 Pedestrian Improvements	\$0.1	1%
Total Expenditures	\$10.0	100%

Expenditures by Project Type

By project type, the City of Oakland reported almost half of local streets and roads expenditures on other, described as guardrails programs, a disabled parking zone program, a neighborhood traffic safety program, enhanced street lighting, an integrated traffic center, among other projects to improve pedestrian and vehicular safety. The City's next largest local streets and roads expenditures were on sidewalks and ramps (\$2.3 million), signals (\$1.3 million), and bridges and tunnels (\$1 million).

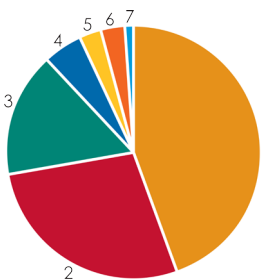


Paratransit Expenditures by Type

Dollar amounts in millions

1 Individual Trips	\$0.8	80%
2 Management	\$0.1	10%
3 Customer Service/Outreach	\$0.1	10%
Total Expenditures	\$1.0	100%

For its paratransit program, the City reported that 80 percent (\$795,652) of Measure B expenditures funded individual demand-response trips for seniors and people with disabilities, 10 percent funded management, and 10 percent funded customer service and outreach.



Bicycle and Pedestrian Expenditures by Type

1 Sidewalks and Ramps	\$411,327	45%
2 Signals	\$250,335	28%
3 Other	\$143,822	16%
4 Bikeways (non-Class I)	\$46,518	5%
5 Bike Parking	\$26,100	3%
6 Education/Promotion	\$23,547	2%
7 Multiuse Paths (Class I)	\$5,146	1%
Total Expenditures	\$906,795	100%

The City reported almost half of bicycle and pedestrian Measure B expenditures (\$411,327) on sidewalks and ramps, 28 percent on signals, and 16 percent on other, described as pedestrian streetscapes, the Lakeshore/Lake Park complete streets project, and the Eight Street Gap Closure. The City also relied on Measure B for bikeways, bike parking, education and outreach, and multiuse paths.

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FY 10-11 Measure B Revenues

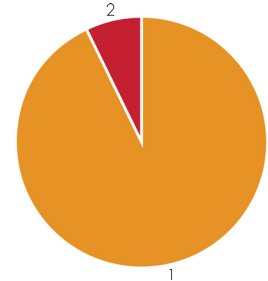
In FY 10-11, the City of Piedmont utilized Measure B primarily for sidewalk repair through its bicycle and pedestrian program, as well as to perform the improvements and maintenance necessary on its local streets and roads to provide residents with safe road conditions and to improve the City's Pavement Condition Index.

In FY 10-11, Alameda CTC distributed a total of \$364,058 in Measure B funds for the City of Piedmont's local streets and roads program (\$336,986) and bicycle and pedestrian program (\$27,072).

Program highlights:

- In FY 10-11, the City of Piedmont used local streets and roads funds to resurface streets.
- Since Piedmont is an older residential community with adequate parks and schools, the City strives to ensure that the pedestrian facilities, namely sidewalk improvements, are continually maintained and updated for the safety and overall quality of life of the residents. In FY 10-11, the City used bicycle and pedestrian Measure B funds to perform sidewalk repair throughout Piedmont.

The City of Piedmont reported the receipt of \$364,058 in pass-through fund revenues, but only expended a total of \$154,413 in Measure B funds, which amounted to 100 percent of overall total project costs.



Measure B Pass-through Fund Distributions

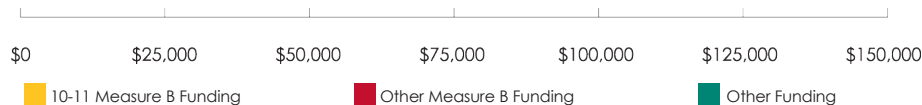
1 Local Streets and Roads	\$336,986	93%
2 Bicycle and Pedestrian	\$27,072	7%
Total Distributions	\$364,058	100%

Measure B Contribution to Total Program Expenditures

Local Streets and Roads



Bicycle and Pedestrian



Measure B Reserves and Expenditures



The City of Piedmont reported an unspent FY 09-10 balance of \$314,512 and a remaining FY 10-11 pass-through fund balance of \$678,570. Expenditures for FY 10-11 were based on fund accruals from previous years. The City of Piedmont intends to use the reserve funds for projects shown in the City's Pavement Management Program as submitted to MTC for resurfacing, reconstruction, and restriping.

See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$240,205	\$336,986	\$26,559	\$577,191
2 Bicycle and Pedestrian	\$74,307	\$27,072	\$127,815	\$101,379
Total	\$314,512	\$364,058	\$154,374	\$678,570

Bicycle and Pedestrian Expenditures

By project phase, the City of Piedmont reported 100 percent of Measure B bicycle and pedestrian expenditures on maintenance. By project type, the City reported 100 percent of bicycle and pedestrian expenditures on other, described as sidewalk repair.

Bicycle and Pedestrian Expenditures by Phase

1 Maintenance	\$127,854	100%
Total Expenditures	\$127,854	100%

Local Streets and Roads Expenditures

By project type, the City of Piedmont reported 100 percent of Measure B local streets and roads expenditures on other, described as street resurfacing. By project type, the City reported 100 percent of local streets and roads expenditures on street maintenance.

Local Streets and Roads Expenditures by Type

1 Street Maintenance	\$26,559	100%
Total Expenditures	\$26,559	100%

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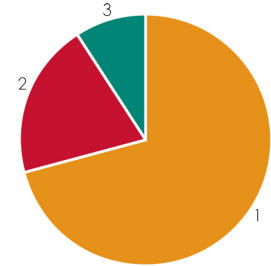
Program Compliance: ☒ ACTIA ☒ Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Emily Wagner, Director of Finance / 925-931-5402 / ewagner@ci.pleasanton.ca.us

FY 10-11 Measure B Revenues

The City of Pleasanton relies on Measure B funds primarily to prolong the life of its local streets and roads. The City also uses Measure B funds to improve trail access and close trail gaps, for pedestrian crossing improvements, as well as for its paratransit program, which provides transportation for seniors and people with disabilities.

In FY 10-11, Alameda CTC distributed a total of \$866,674 in Measure B funds for the City of Pleasanton for its local streets and roads (\$615,766), bicycle and pedestrian (\$169,964), and paratransit (\$80,944) programs.

The City of Pleasanton reported the receipt of \$866,674 in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$996,954.

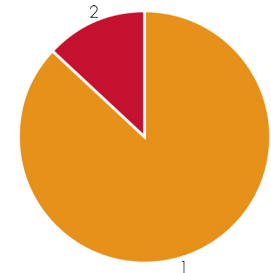
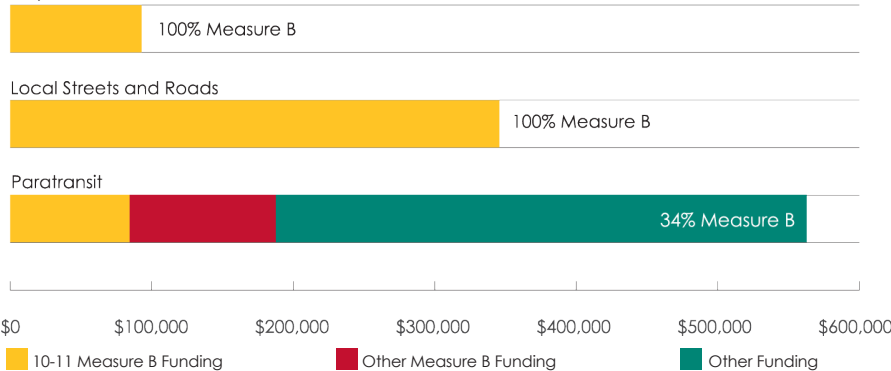


Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$615,766	71%
2 Bicycle and Pedestrian	\$169,964	20%
3 Paratransit	\$80,944	9%
Total Distributions	\$866,674	100%

Measure B Contribution to Total Program Expenditures

Dollar amounts in millions
Bicycle and Pedestrian

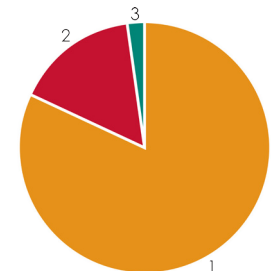


Local Streets and Roads Expenditures by Phase

1 Construction (+PS&E)	\$306,016	87%
2 Other	\$43,902	13%
Total Expenditures	\$349,918	100%

Expenditures by Project Phase

The City of Pleasanton reported total Measure B expenditures of \$630,237. By project phase, the City reported 87 percent of local streets and roads expenditures on construction, including plans, specifications, and estimates, and the remainder on other, described as the Hacienda Circulation Concepts Study. By project phase, The City reported 82 percent of bicycle and pedestrian expenditures on the environmental project phase, and the remainder on construction and project completion.



Bicycle and Pedestrian Expenditures by Phase

1 Environmental	\$74,022	82%
2 Construction (+PS&E)	\$14,871	16%
3 Project Completion	\$1,572	2%
Total Expenditures	\$90,465	100%

Measure B Reserves and Expenditures

The City of Pleasanton reported an unspent FY 09-10 balance of \$1.8 million and a remaining FY 10-11 pass-through fund balance of approximately \$2.1 million. See the chart below for FY 09-10 Measure B reserves and expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$782,255	\$615,766	\$349,918	\$1,052,112
2 Bicycle and Pedestrian	\$995,793	\$169,964	\$90,465	\$1,076,204
3 Paratransit	\$0	\$80,944	\$189,854	\$0
Total	\$1,778,048	\$866,674	\$630,237	\$2,128,315

Project highlights:

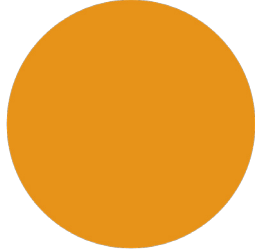
- In FY 10-11, the City of Pleasanton resurfaced or provided slurry seal on over 1.8 million square feet of local streets and roads, and installed 65 access ramps as part of the City's annual curb and gutter replacement.
- The City's paratransit program reduces isolation, increases socialization, and encourages independent living. In FY 10-11, the City provided over 12,000 individual demand-response trips (1,950 funded by Measure B) for seniors and people with disabilities.
- Through its bicycle and pedestrian program, the City provided an additional trail access location and an off-street connection between Pleasanton and Dublin, closed a trail gap in north Pleasanton, and provided flashing beacons at a crossing location.

Paratransit Expenditures

By project phase, the City of Pleasanton reported 100 percent of Measure B paratransit expenditures on operations. By project type, the City reported 100 percent of paratransit expenditures on individual demand-response trips. A portion of these expenditures funded two projects through the Paratransit Gap Grant Program: the Downtown Route Shuttle and the Rider Assessment Service.

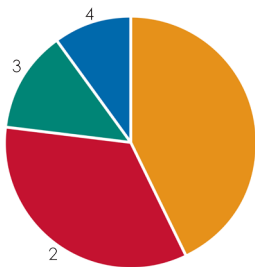
Expenditures by Project Type

By project type, the City spent almost half of its Measure B local streets and roads funds on sidewalks and ramps, and 34 percent on street maintenance. For bicycle and pedestrian projects, the City reported 83 percent of expenditures on multiuse paths and the rest on pedestrian crossing improvements, education, and promotion.



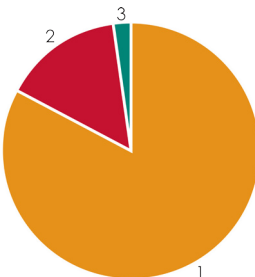
Paratransit Expenditures by Type

1 Individual Trips	\$189,854	100%
Total Expenditures	\$189,854	100%



Local Streets and Roads Expenditures by Type

1 Sidewalks and Ramps	\$149,829	43%
2 Street Maintenance	\$120,292	34%
3 Other	\$43,902	13%
4 Signals	\$35,895	10%
Total Expenditures	\$349,918	100%



Bicycle and Pedestrian Expenditures by Type

1 Multiuse Paths (Class I)	\$75,393	83%
2 Pedestrian Improvements	\$13,500	15%
3 Education/Promotion	\$1,572	2%
Total Expenditures	\$90,465	100%

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Program Compliance: ☒ ACTIA ☒ Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: David Baum, Finance Director / 510-577-3376 / Dbaum@sanleandro.org

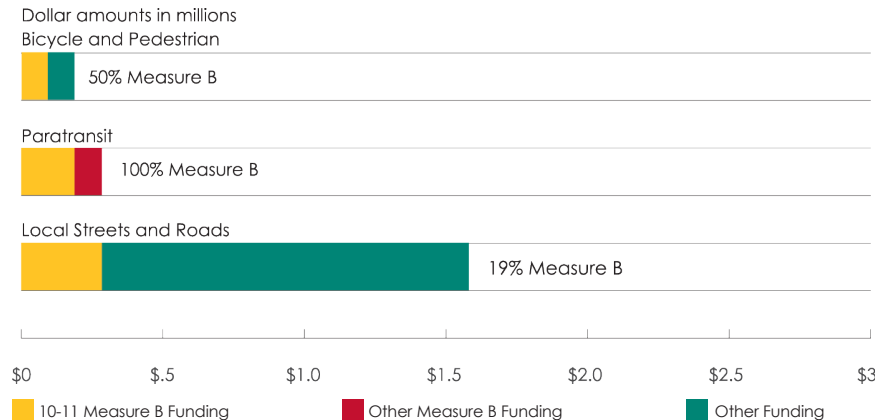
FY 10-11 Measure B Revenues

Measure B funds support the City of San Leandro's local streets and roads program, which extends the life of its roadways and bridges. The City also uses Measure B funds to provide paratransit services to seniors and people with disabilities, as well as for the Bicycle and Pedestrian Master Plan and a number of bicycle and pedestrian improvements, such as widening sidewalks and bicycle lanes, and installing safety equipment at intersections.

In FY 10-11, Alameda CTC distributed a total of \$1.5 million in Measure B funds to the City of San Leandro for its local streets and roads (\$1.1 million), paratransit (\$246,323), and bicycle and pedestrian (\$199,969) programs.

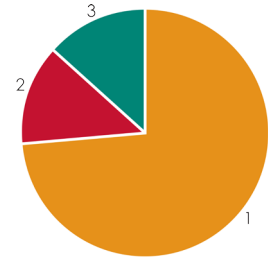
The City of San Leandro reported the receipt of \$1.5 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$2.1 million.

Measure B Contribution to Total Program Expenditures



Expenditures by Project Phase

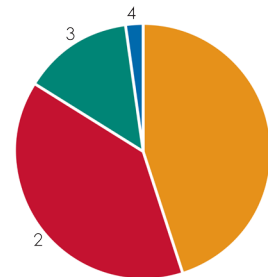
The City of San Leandro reported total Measure B expenditures of \$686,860, which includes expenditures through the Countywide Discretionary Fund (CDF) Bicycle and Pedestrian Grant Program and minimum service level fund expenditures through the paratransit program. For its local streets and roads program, the City reported almost half of expenditures on the construction phase of projects and over one-third of expenditures on other, described as staff training. For its bicycle and pedestrian program, the City spent 64 percent on scoping, planning, and feasibility, and about one-third on the construction phase of projects.



Measure B Pass-through Fund Distributions

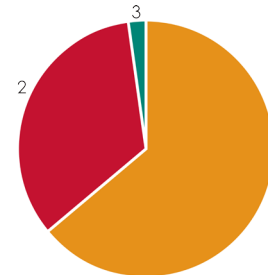
Dollar amounts in millions

1 Local Streets and Roads	\$1.1	74%
2 Paratransit	\$0.2	13%
3 Bicycle and Pedestrian	\$0.2	13%
Total Distributions	\$1.5	100%



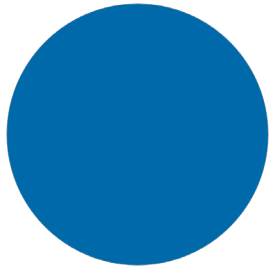
Local Streets and Roads Expenditures by Phase

1 Construction (+PS&E)	\$125,980	45%
2 Other	\$107,973	39%
3 Project Completion	\$38,356	14%
4 Environmental	\$6,720	2%
Total Expenditures	\$279,029	100%



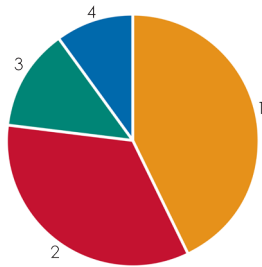
Bicycle and Pedestrian Expenditures by Phase

1 Scoping, Planning	\$68,825	64%
2 Construction (+PS&E)	\$36,636	34%
3 Other	\$2,688	2%
Total Expenditures	\$108,149	100%



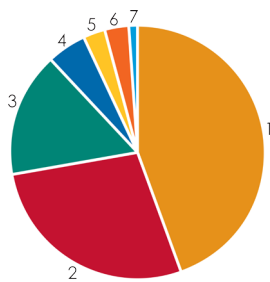
Paratransit Expenditures by Type

1 Shuttle/Fixed-route Trips	\$299,682	100%
Total Expenditures	\$299,682	100%



Local Streets and Roads Expenditures by Type

1 Other	\$107,973	39%
2 Street Maintenance	\$104,609	38%
3 Project Completion	\$59,727	21%
4 Bridges and Tunnels	\$6,720	2%
Total Expenditures	\$279,029	100%



Bicycle and Pedestrian Expenditures by Type

1 Master Plan	\$40,485	38%
2 Sidewalks and Ramps	\$31,477	29%
3 Multiuse Paths (Class I)	\$28,340	26%
4 Other	\$3,544	3%
5 Education/Promotion	\$2,688	3%
6 Safety Improvements	\$1,615	1%
Total Expenditures	\$108,149	100%

Measure B Reserves and Expenditures

The City of San Leandro reported an unspent FY 09-10 balance of \$2 million and a remaining FY 10-11 pass-through fund balance of approximately \$3 million. The City has plans to use a portion of that for its annual overlay/reconstruction and street sealant programs. See the chart below for FY 09-10 Measure B reserves and pass-through fund expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$1,097,927	\$1,072,139	\$279,029	\$1,904,452
2 Bicycle and Pedestrian	\$975,567	\$199,969	\$108,149	\$1,070,745
3 Paratransit	-\$37,058	\$246,323	\$233,682	\$53,303
Total	\$2,036,436	\$1,518,431	\$620,860	\$3,028,500

Project highlights:

- In FY 10-11, the City of San Leandro put cape or slurry sealant on over 700,000 square feet of roadways based on the City's Pavement Management System. The City also repaired more than 2,000 square feet of sidewalks and improved more than 800 square feet of drainage.
- The City's paratransit program provided more than 5,000 flex shuttle, lift/ramp-assisted trips to seniors and people with disabilities.
- Through its bicycle and pedestrian program, the City repaired 750 square feet of sidewalks, installed 1,100 linear feet of sidewalks and four ADA ramps, and constructed 600 square feet of accessible ramps. In addition, through the CDF Bicycle and Pedestrian Grant Program, Measure B funded a portion of the Bay Trail Slough Bridge.

Paratransit Expenditures

By project phase, the City reported 100 percent of paratransit expenditures on shuttle/fixed-route trips for transportation to shopping, banking, recreation, doctor appointments, and to meet life needs.

Expenditures by Project Type

By project type, the City of San Leandro reported over one-third of Measure B local streets and roads expenditures on other, described as staff training, over one-third on street maintenance, and the rest on project completion and bridges and tunnels. Over one-third of bicycle and pedestrian expenditures went to the City's master plan, 29 percent funded sidewalks and ramps, and 26 percent funded multiuse paths.

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Program Compliance: ☒ ACTIA Signage ☒ Audit ☒ Newsletter Article ☒ Web Copy
Contact: Richard Digre, Administrative Services Director / 510-675-5461 /
rdigre@unioncity.org

FY 10-11 Measure B Revenues

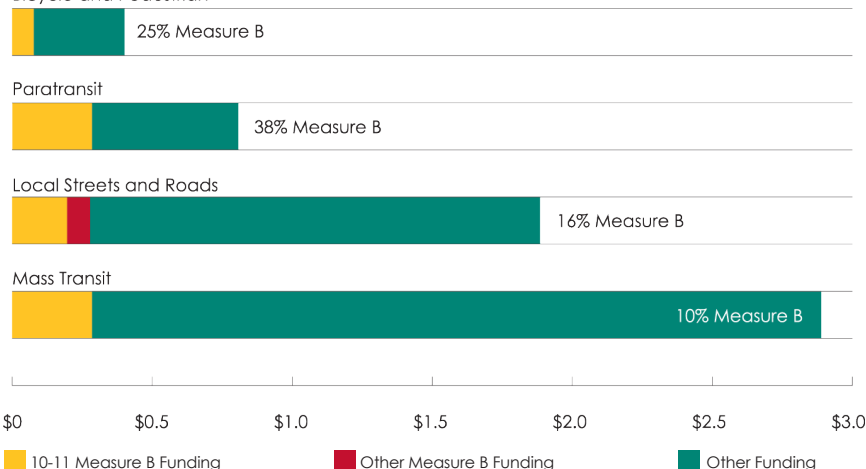
Measure B subsidizes Union City Transit and Paratransit operations and Union City Transit maintenance. The City of Union City uses Measure B funding to keep its local streets and roads safe and to improve accessibility. Through its bicycle and pedestrian program, the City also relies on Measure B to install high-visibility signs and ramps, repair crosswalks, and rehabilitate trails.

In FY 10-11, Alameda CTC distributed a total of \$1.4 million in Measure B funds for the City of Union City's local streets and roads (\$584,986), mass transit (\$340,681), paratransit (\$179,372), and bicycle and pedestrian (\$116,196) programs.

The City of Union City reported the receipt of \$1.4 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$6 million.

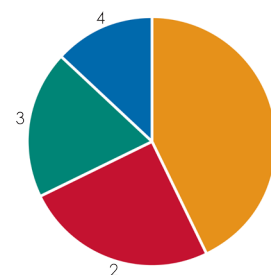
Measure B Contribution to Total Program Expenditures

Dollar amounts in millions
Bicycle and Pedestrian



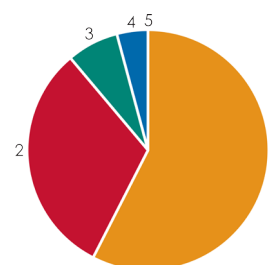
Expenditures by Project Phase

The City reported total Measure B expenditures of \$1 million, which includes \$120,377 of Measure B local streets and roads funds reported as "other." By project phase, the City reported over half of local streets and roads expenditures on maintenance, 31 percent on construction, 7 percent on operations, and the remainder on scoping, planning, feasibility, and the environmental project phase. Approximately 95 percent of bicycle and pedestrian expenditures funded construction, and 5 percent funded maintenance.



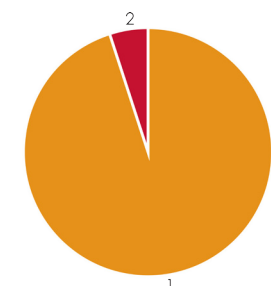
Measure B Pass-through Fund Distributions

1 Local Streets and Roads	\$584,946	43%
2 Mass Transit	\$340,681	25%
3 Paratransit	\$261,975	19%
4 Bicycle and Pedestrian	\$179,372	13%
Total Distributions	\$1,366,974	100%



Local Streets and Roads Expenditures by Phase

1 Maintenance	\$163,661	58%
2 Construction (+PS&E)	\$88,817	31%
3 Operations	\$20,158	7%
4 Scoping, Planning	\$11,933	4%
5 Environmental	\$1,062	—
Total Expenditures	\$285,631	100%



Bicycle and Pedestrian Expenditures by Phase

1 Construction (+PS&E)	\$170,426	95%
2 Maintenance	\$8,147	5%
Total Expenditures	\$178,573	100%

Measure B Reserves and Expenditures

The City of Union City reported an unspent FY 09-10 balance of \$3.3 million and a remaining FY 10-11 pass-through fund balance of approximately \$3.8 million. See the chart below for FY 09-10 Measure B reserves and pass-through fund expenditures in FY 10-11.

	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
1 Local Streets and Roads	\$2,328,034	\$584,946	\$165,254	\$2,804,055
2 Mass Transit	\$0	\$340,681	\$340,681	\$0
3 Paratransit	\$0	\$261,975	\$261,975	\$0
4 Bicycle and Pedestrian	\$1,021,695	\$179,372	\$166,829	\$1,043,601
Total	\$3,349,729	\$1,366,974	\$934,739	\$3,847,656

Project highlights:

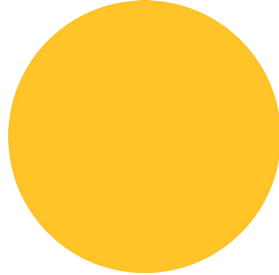
- In FY 10-11, Union City Transit provided more than 470,000 passenger trips (more than 55,000 funded by Measure B).
- Union City Paratransit provided more than 18,600 individual demand-response trips (more than 6,000 funded by Measure B) to seniors and people with disabilities.
- In FY 10-11, the City resurfaced over 900,000 square feet of streets with slurry seal, upgraded traffic signals, replaced 300 signs, and educated residents about how to prevent intrusion of non-storm elements into the storm drain system through its Clean Water Program.
- Through its bicycle and pedestrian program, the City performed striping on almost 25,000 square feet of local streets and bike lanes, repaired 800 feet of trail damaged by tree roots, and installed more than 160 ADA-compliant ramps.

Mass Transit and Paratransit Expenditures

By project phase and project type, the Union City reported 100 percent of mass transit expenditures on operations. The City also reported 100 percent of paratransit expenditures on the operations phase of projects, and by project type, the City reported 100 percent of paratransit expenditures on individual demand-response trips.

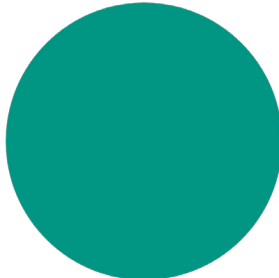
Bicycle and Pedestrian Expenditures by Project Type

By project type, the City of Union City reported the majority of Measure B bicycle and pedestrian expenditures on bikeways (\$70,016) and on sidewalks and ramps (\$64,535).



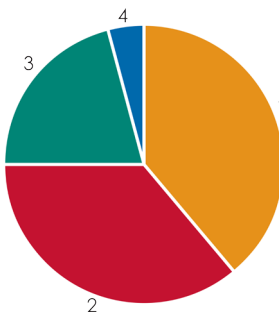
Mass Transit Expenditures by Phase and Type

1 Operations	\$340,681	100%
Total Expenditures	\$340,681	100%



Paratransit Expenditures by Type

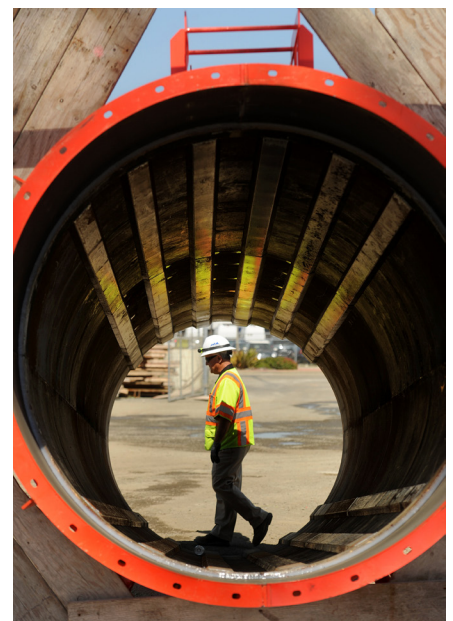
1 Individual Trips	\$261,975	100%
Total Expenditures	\$261,975	100%



Bicycle and Pedestrian Expenditures by Type

1 Bikeways (non-Class I)	\$70,016	39%
2 Sidewalks and Ramps	\$64,535	36%
3 Pedestrian Improvement	\$37,769	21%
4 Multiuse Paths (Class II)	\$6,253	4%
Total Expenditures	\$178,573	100%

The mission of the Alameda CTC is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.





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