



## Measure B/Measure BB

### Direct Local Distributions Program Compliance Report

Fiscal Year 2015-2016



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

JUNE 2017

## Table of Contents

Introduction . . . . .	3
Direct Local Distribution Program Revenues . . . . .	4
Direct Local Distribution Program Expenditures . . . . .	5
Revenues and Expenditure Trends . . . . .	7
Expenditures by Transportation Mode . . . . .	8
Expenditures by Project Phase . . . . .	9
Expenditures by Project Type . . . . .	11
Measure BB Local Streets and Roads Requirements . . . . .	14
Timely Use of Funds Policy . . . . .	15
Program Compliance Determination and Future Reports . . . . .	17
Measure B and Measure BB Program Performance . . . . .	18
Program Fund Balances by Recipient . . . . .	19

## Introduction



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

In 2014, Alameda County voters approved the Measure BB Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to augment the existing 2000 Measure B sale tax program. Collections of this new sales tax began April 1, 2015 and will continue through March 30, 2045. Approximately 54 percent of net Measure BB revenues are returned to source, as DLD funds to local cities, the county, and transit operators for use on locally prioritized transportation improvements.

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

In Fiscal Year 2015-16 (FY 15-16), Alameda CTC distributed approximately \$72.0 million in Measure B and \$69.9 million in Measure BB DLD funds to the twenty local jurisdictions in Alameda County. The combined Measure B and Measure BB DLD funds provide local agencies with the financial means to invest in transportation improvements and services that improve the mobility, access, and long-term infrastructure substantiality of Alameda County's diverse transportation system. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B and Measure BB expenditures.

This Compliance Report provides a summary of FY 15-16 revenues and expenditures reported by Measure B and Measure BB recipients, as required by Master Programs Funding Agreements (MPFA) that were executed between Alameda CTC and the local jurisdictions in 2012 and 2015. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax dollars. Updated in 2016, the MPFA has established new requirements to be applicable to funds starting FY 16-17.

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

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



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

Alameda CTC distributes Measure B and Measure BB DLD funds on a monthly basis to local Alameda County jurisdictions and transit operators in support of their transportation programs. Distributions are based on formulas identified in the 2000 Measure B Transportation Expenditure Plan and the 2014 Measure BB Transportation Expenditure Plan to provide funds for the following programs:

- Mass Transit Operations
- Local Streets and Roads
- Bicycle and Pedestrian Safety
- Paratransit Services

This report summarizes the total Alameda CTC Measure B and Measure BB and recipient expenditures for fiscal year 2015-2016 (FY 15-16), from July 1, 2015 to June 30, 2016. All data within this report is based on jurisdiction submitted information included in FY 15-16 compliance reports and audited financial statements. The individual reports and audits are available for review online at: [http://www.alamedactc.org/app\\_pages/view/4135](http://www.alamedactc.org/app_pages/view/4135).

#### Measure B Direct Local Distributions

Measure B sales tax revenue has gradually increased over the last five years, generating net collections of approximately \$108 million in 2011 to \$128 million in 2016. Of these revenues, approximately 60 percent are distributed to eligible recipients for local transportation programs.

In FY 15-16, Alameda CTC provided approximately \$72.0 million in Measure B Direct Local Distribution funds to 20 Alameda County recipients including local jurisdictions, transportation authorities, and transit operators. The FY 15-16 revenues are approximately \$2.5 million more than the prior fiscal year, with a reported \$72.0 million in expenditures.

#### Measure BB Direct Local Distributions

In FY 15-16 Measure BB sales tax generated a net revenue of approximately \$130.5 million with approximately \$69.9 million distributed to local DLD recipients. FY 15-16 was the first full year of Measure BB sales tax revenue collections and DLD distributions. Similar to the Measure B DLD program, local and eligible recipients receive formula-based funds.

#### FY 15-16 Measure B and Measure BB Distributions By Program

DLD Program	Measure B	Measure BB	Total
Local Streets and Roads	\$28,558,148	\$26,097,284	\$54,655,432
Mass Transit	\$27,126,406	\$28,119,822	\$55,246,228
Paratransit	\$11,530,642	\$11,743,777	\$23,274,419
Bicycle and Pedestrian	\$4,793,781	\$3,914,592	\$8,708,372
<b>Total</b>	<b>\$72,008,976</b>	<b>\$69,875,475</b>	<b>\$141,884,451</b>

## Measure B and Measure BB Expenditures

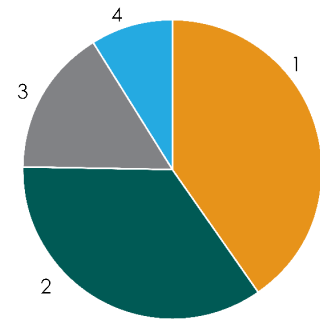
### Measure B and Measure BB Direct Local Distribution Program Expenditures

Each fiscal year, local jurisdictions utilize DLD funds to implement their projects and programs. In FY 15-16, jurisdictions expended a combined total of \$120.2 million in Measure B (\$72.1 million) and Measure BB (\$48.1 million) DLD funds on transportation improvements in Alameda County.

For Measure B, recipients have increased their expenditures from the prior year by approximately \$1.1 million, and are collectively drawing down fund balances.

By program type, agencies spent 40 percent of total Measure B funds on mass transit, 35 percent on local streets and roads, 16 percent on paratransit, and 9 percent on bicycle and pedestrian projects.

See the chart below for more information on Measure B FY 15-16 Direct Local Distribution balances, annual revenue distributions, and expenditures.



Total Measure B Funds Expended

Dollars in millions

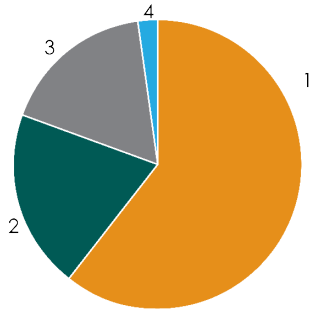
<b>1</b> Mass Transit	\$28.9	40%
<b>2</b> Local Streets and Roads	\$25.6	35%
<b>3</b> Paratransit	\$11.3	16%
<b>4</b> Bicycle and Pedestrian	\$6.3	9%
<b>Total Expended</b>	<b>\$72.1</b>	<b>100%</b>

Jurisdiction	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expended	15-16 Ending MB Balance
AC Transit	\$6,573,949	\$27,394,858	\$0	\$29,661,275	\$4,307,532
BART	\$0	\$1,904,729	\$0	\$1,904,729	\$0
LAVTA	\$0	\$1,049,002	\$0	\$1,049,002	\$0
WETA	\$2,298,655	\$997,106	\$0	\$1,518,635	\$1,777,126
ACPWA	\$2,339,106	\$3,246,479	\$7,995	\$3,567,898	\$2,025,682
ACE	\$2,176,303	\$2,710,084	\$12,994	\$2,121,431	\$2,777,950
City of Alameda	\$3,069,434	\$2,178,834	\$42,277	\$1,070,236	\$4,220,309
City of Albany	\$379,101	\$485,644	\$2,413	\$592,041	\$275,120
City of Berkeley	\$1,946,435	\$3,521,886	\$4,216	\$3,183,178	\$2,289,359
City of Dublin	\$668,205	\$603,489	\$5,739	\$450,475	\$826,958
City of Emeryville	\$672,281	\$322,815	\$3,959	\$36,818	\$962,237
City of Fremont	\$2,200,657	\$3,823,322	\$22,899	\$3,558,323	\$2,488,555
City of Hayward	\$1,607,990	\$3,532,743	\$74,995	\$1,399,967	\$3,815,761
City of Livermore	\$1,226,372	\$1,236,426	\$21,580	\$372,197	\$2,112,181
City of Newark	\$606,561	\$793,148	\$2,629	\$612,799	\$789,539
City of Oakland	\$11,072,392	\$12,997,929	\$35,320	\$13,891,158	\$10,214,483
City of Piedmont	\$115,585	\$445,744	\$500	\$479,537	\$82,292
City of Pleasanton	\$1,530,777	\$1,134,853	\$13,548	\$1,983,015	\$696,163
City of San Leandro	\$3,346,899	\$1,940,854	\$32,065	\$2,979,361	\$2,340,457
City of Union City	\$302,117	\$1,689,029	\$1,504	\$1,685,959	\$306,691
<b>Total</b>	<b>\$42,132,819</b>	<b>\$72,008,975</b>	<b>\$284,633</b>	<b>\$72,118,034</b>	<b>\$42,308,395</b>

#### Notes:

1. The table above reflects Measure B financials reported on the Audited Financial Statements and Compliance Reports.
2. Revenue and expenditure figures may vary due to number rounding.
3. The Starting MB Balance may vary from the prior year due to restatement of fund balances in FY 15-16.
4. The City of Albany's figures reflect the most current available data from the city.
5. The Ending MB Balance includes interest on Measure B funds.

## Measure B and Measure BB Expenditures



Total Measure BB Funds Expended

Dollars in millions

Category	Amount (Millions)	Percentage
1 Mass Transit	\$29.1	61%
2 Paratransit	\$9.7	20%
3 Local Streets and Roads	\$8.4	17%
4 Bicycle and Pedestrian	\$0.9	2%
<b>Total Expended</b>	<b>\$48.1</b>	<b>100%</b>

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

For Measure BB, the primary expenditures were among the transit providers for bus and rail transit operations and paratransit services. Additionally, DLD recipients have increased their expenditures within the bicycle and pedestrian, and local streets and roads programs.

By program type, of the \$48.1 million in Measure BB expenditures incurred in FY 15-16, recipients expended 60% within the mass transit program to support transit operations and facilities maintenance. The other 40% was expended within the paratransit, local streets and roads, and bicycle and pedestrian programs.

See the chart below for more information on Measure BB FY 15-16 DLD balances, annual revenue distributions, and expenditures.

### FY 15-16 Measure BB Expenditures and Fund Balances

Jurisdiction	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expended	15-16 Ending MBB Balance
AC Transit	\$5,843,198	\$30,403,335	\$0	\$31,559,732	\$4,686,801
BART	\$0	\$2,609,728	\$0	\$2,609,728	\$0
LAVTA	\$0	\$932,245	\$0	\$932,245	\$0
WETA	\$125,391	\$652,432	\$0	\$677,247	\$100,576
ACPWA	\$506,146	\$2,620,658	\$4,837	\$20,236	\$3,111,405
ACE	\$34,890	\$1,304,864	\$1,557	\$1,339,859	\$1,452
City of Alameda	\$389,207	\$2,037,650	\$11,778	\$431,131	\$2,007,504
City of Albany	\$88,307	\$452,994	\$0	\$190,422	\$350,879
City of Berkeley	\$634,435	\$3,294,279	\$5,186	\$412,481	\$3,521,419
City of Dublin	\$95,140	\$528,332	\$2,723	\$0	\$626,195
City of Emeryville	\$61,006	\$302,473	\$1,096	\$44,523	\$320,052
City of Fremont	\$599,542	\$3,132,590	\$12,035	\$1,327,361	\$2,146,806
City of Hayward	\$610,287	\$3,130,193	\$9,741	\$558,451	\$3,191,770
City of Livermore	\$209,473	\$1,089,413	\$7,864	\$313,190	\$993,560
City of Newark	\$123,198	\$648,628	\$1,407	\$161,157	\$612,076
City of Oakland	\$2,343,116	\$12,175,292	\$21,427	\$5,262,928	\$9,276,907
City of Piedmont	\$79,133	\$415,369	\$0	\$470,750	\$23,752
City of Pleasanton	\$208,325	\$1,079,880	\$7,782	\$195,409	\$1,100,578
City of San Leandro	\$327,542	\$1,719,734	\$3,698	\$344,155	\$1,706,819
City of Union City	\$159,883	\$1,345,385	\$1,573	\$1,249,275	\$257,566
<b>Total</b>	<b>\$12,438,219</b>	<b>\$69,875,475</b>	<b>\$92,704</b>	<b>\$48,100,280</b>	<b>\$34,306,118</b>

#### Notes:

1. The table above reflects Measure BB financials reported on the Audited Financial Statements and Compliance Reports.
2. The City of Albany's figures reflect the most current available data from the city.
3. Revenue and expenditure figures may vary due to number rounding.

## Measure B and Measure BB Revenue and Expenditure Trends

### Measure B and Measure BB DLD Net Revenue Trends

The amount of revenue generated annually through Alameda County's sales tax is typically dependent on the state of the economy. Since its inception, the annual Measure B net sales tax revenue has steadily increased, as shown in the table to the right.

For the Measure BB program, FY 14-15 was the inaugural year of sales tax collections and distributions. With collections starting April 2015, the current positive revenue trend is expected to continue with the current state of the economy.

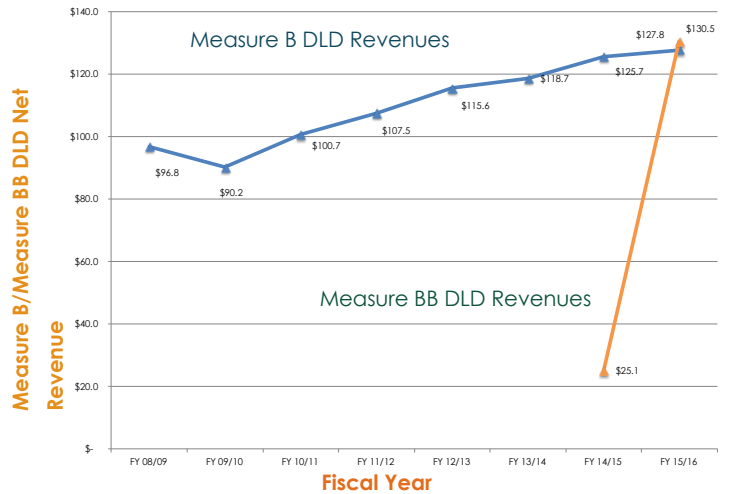
### Measure B and Measure BB DLD Expenditure Trends

In the FY 15-16, Measure B expenditures by recipients increased slightly from the prior fiscal year. Measure BB revenues for FY 15-16 allowed jurisdictions to implement more projects and programs supporting the countywide transportation network. Across the DLD recipients, expenditures are expected to increase over the next few years with more capital investments going into construction and increased transit operations and services.

### Measure B and Measure BB DLD Net Revenue Trends

FY 08-09 through FY 15-16

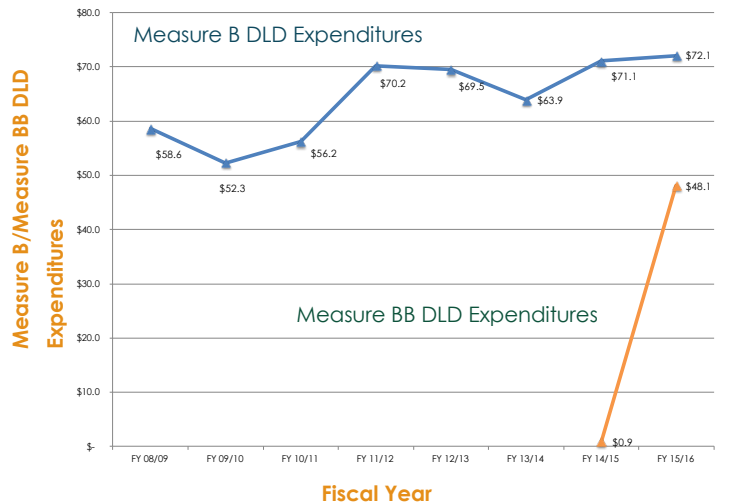
Dollar in millions



### Measure B and Measure BB DLD Expenditures Trends

FY 08-09 through FY 15-16

Dollar in millions



## Expenditures by Transportation Mode

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



Total expenditures by jurisdictions for the FY 15-16 amounted to \$120.2 million for transportation improvements. By fund source, approximately \$72.1 million in Measure B and approximately \$48.1 million in Measure BB funds supported the following transportation modes within each program:

- Bicycle and pedestrian: Of the \$7.3 million used, local agencies spent:
  - 49 percent on bicycle and pedestrian improvements;
  - 38 percent on direct pedestrian improvements; and
  - 13 percent on direct bicycle improvements.
- Local streets and roads: Of the \$33.9 million used, local agencies spent:
  - 72 percent on local road improvement projects;
  - 7 percent on pedestrian improvements; and
  - 6 percent on bicycle and pedestrian projects.
- Mass transit: Of the \$58.0 million used, local agencies spent:
  - 89 percent on bus operations;
  - 4 percent on rail operations; and
  - 7 percent on ferry operations.
- Paratransit: Of the \$20.9 million used, local agencies spent
  - 77 percent on services for people with disabilities; and
  - 23 percent on services for seniors and people with disabilities.

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

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$937,752	\$71,137	\$0	\$0	\$1,008,889
Bicycle and Pedestrian	\$3,604,905	\$1,871,515	\$0	\$0	\$5,476,419
Pedestrian	\$2,808,472	\$2,468,400	\$0	\$0	\$5,276,872
Local Streets and Roads	\$0	\$24,268,183	\$0	\$0	\$24,268,183
Bus	\$0	\$0	\$51,690,943	\$0	\$51,690,943
Ferry	\$0	\$0	\$2,195,467	\$0	\$2,195,467
Rail	\$0	\$0	\$4,113,722	\$0	\$4,113,722
Disabled Services	\$0	\$0	\$0	\$16,191,470	\$16,191,470
Meals on Wheels	\$0	\$0	\$0	\$57,261	\$57,261
Seniors and Disabled Services	\$0	\$0	\$0	\$4,718,212	\$4,718,212
Other	\$0	\$5,218,741	\$416	\$1,720	\$5,220,877
<b>Total</b>	<b>\$7,351,128</b>	<b>\$33,897,975</b>	<b>\$58,000,548</b>	<b>\$20,968,663</b>	<b>\$120,218,314</b>



## Measure B and Measure BB Expenditures by Project Phase

Alameda County's sales tax dollars are invested in a wide variety of projects across the county to improve and maintain the transportation infrastructure. By project phase, the twenty DLD fund recipients reported 58 percent of total expenditures on operations to improve and maintain roadways, bicycle trails, and transit operations that enable greater access, safety and travel convenience to commuters and residents. This level of investment by phase is consistent with the prior year expenditures for operations.

Other top expenditures by phase include:

- Construction (\$25.6 million)
- Scoping, Feasibility and Planning (\$6.9 million)
- Maintenance (\$2.6 million)

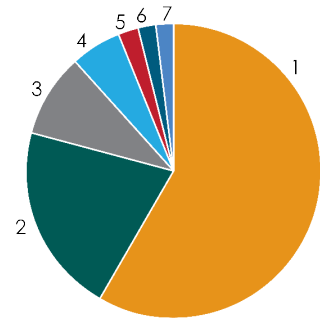
### Local Streets and Roads Expenditures by Project Phase

Alameda CTC distributes local streets and roads funds to fourteen cities and the county for local transportation expenditures including ongoing pavement rehabilitation programs, bicycle/pedestrian improvements, transit operations, and capital infrastructure investments. In FY 15-16, agencies expended \$33.9 million in Measure B funds for local transportation related activities.

By Project Phase, 56 percent of expenses were reported in the Construction Phase totaling \$19.0 million. Construction projects include street resurfacing, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and stair repairs. An additional \$5.2 million (16 percent) was spent on scoping, feasibility and planning.

Other top local streets and roads expenditures by phase include:

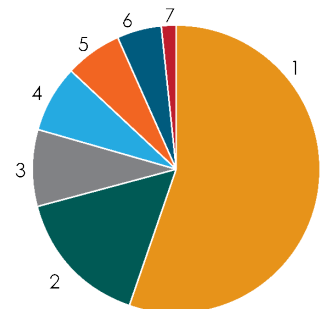
- Operations (\$2.8 million)
- Maintenance (\$2.5 million)
- PS&E (\$2.2 million)



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

Dollars in millions

Phase	Dollars in millions	Percentage
1 Operations	\$69.9	58%
2 Construction	\$25.6	21%
3 Other	\$10.8	9%
4 Scoping, Feasibility and Planning	\$6.9	6%
5 Maintenance	\$2.6	2%
6 PS&E	\$2.4	2%
7 Project Completion / Closeout	\$2.0	2%
<b>Total Expenditures</b>	<b>\$120.2</b>	<b>100%</b>

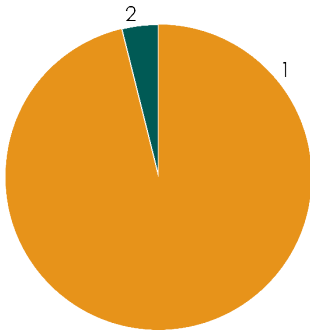


**Local Streets & Roads Expenditures by Phase**

Dollars in millions

Phase	Dollars in millions	Percentage
1 Construction	\$19.0	56%
2 Scoping, Feasibility & Planning	\$5.2	16%
3 Operations	\$2.8	9%
4 Maintenance	\$2.5	7%
5 PS&E	\$2.2	6%
6 Project Completion / Closeout	\$1.7	5%
7 Other	\$.5	1%
<b>Total Expenditures</b>	<b>\$33.9</b>	<b>100%</b>

## Expenditures by Project Phase



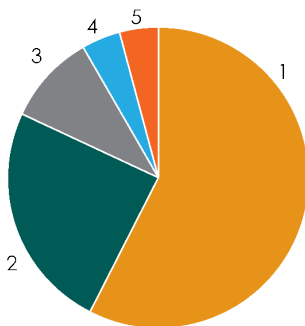
### Mass Transit Expenditures by Project Phase

Transit agencies expended 96 percent of Measure B and Measure BB Transit funds on service operations in the amount of \$55.8 million. Additional expenditures are tied to construction related improvements including ferry maintenance and transit facility repairs.

**Mass Transit Expenditures by Phase**

Dollars in millions

<b>1</b> Operations	\$55.8	96%
<b>2</b> Construction	\$2.2	4%
<b>Total Expenditures</b>	<b>\$58.0</b>	<b>100%</b>



### Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total Measure B and Measure BB expenditures of \$7.3 million on bicycle and pedestrian projects. The majority of these expenditures funded construction (\$4.2 million) of capital projects such as gap closures, sidewalk improvements, and pathway maintenance. These improvements help achieve a more reliable and more connected bicycle/pedestrian network that makes walking and biking safer and more accessible throughout the county.

**Bicycle and Pedestrian Expenditures by Phase**

Dollars in millions

<b>1</b> Construction	\$4.2	58%
<b>2</b> Scoping, Feasibility & Planning	\$1.8	25%
<b>3</b> Other	\$0.7	9%
<b>4</b> Project Completion/Closeout	\$0.3	4%
<b>5</b> PS&E	\$0.3	4%
<b>Total Expenditures</b>	<b>\$7.3</b>	<b>100%</b>

### Paratransit Expenditures by Project Phase

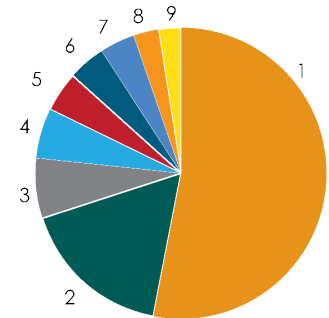
Agencies spent 99.9 percent of the \$20.9 million in Measure B and Measure BB paratransit funds on operations and services for transportation, meal delivery, and travel training to seniors and people with disabilities.



## Measure B and Measure BB Expenditures by Project Type

### Local Streets and Roads Expenditures by Project Type

Jurisdictions reported a total of \$33.9 million in local street and road expenditures for transportation improvements. By project type, approximately \$18.4 million went to street resurfacing and maintenance, \$5.6 million supported staffing program administration, and \$2.2 million was used for sidewalk and ramp improvements. The investments in these expenditures are consistent with the prior year's expenditures by type. The other expenditures include financing a wide variety of improvements such as traffic calming improvements, complete street and streetscaping enhancements, and bicycle/pedestrian outreach and safety training.

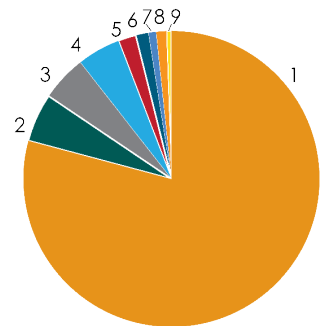


**Local Streets & Roads Expenditures by Type**  
Dollars in millions

<b>1</b>	Street Resurfacing & Maintenance	\$18.4	53%
<b>2</b>	Staffing	\$5.6	17%
<b>3</b>	Sidewalk and Ramps	\$2.2	7%
<b>4</b>	Bridges and Tunnels	\$1.8	5%
<b>5</b>	Other	\$1.5	5%
<b>6</b>	Streetscapes/ Complete Streets	\$1.4	4%
<b>7</b>	Signals	\$1.3	4%
<b>8</b>	Traffic Calming	\$0.9	3%
<b>9</b>	Operations	\$0.8	2%
<b>Total Expenditures</b>		<b>\$33.9</b>	<b>100%</b>

### Paratransit Expenditures by Project Type

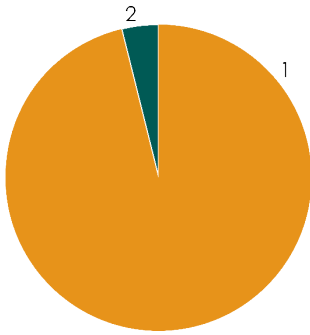
By project type, agencies reported \$11.3 million in Measure B and \$9.6 million in Measure BB expenditures for paratransit related activities for a combined total of \$20.9 million. \$16.6 million in Paratransit program expenditures went towards Americans with Disabilities Act (ADA) mandated services which includes approximately \$7.6 million in AC Transit and BART ADA paratransit services provided through the East Bay Paratransit Consortium. Other paratransit expenditures include same day taxi programs (\$1.0 million) and city based door-to-door programs (\$1.1 million).



**Paratransit Expenditures by Type**  
Dollars in millions

<b>1</b>	ADA-mandated Services	\$16.6	80%
<b>2</b>	City-Based Door to Door	\$1.1	10%
<b>3</b>	Program Administration	\$1.0	8%
<b>4</b>	Same Day Taxi Program	\$1.0	6%
<b>5</b>	Customer Service/Outreach	\$0.4	2%
<b>6</b>	Other	\$0.3	2%
<b>7</b>	Shuttle or Fixed Route Trips	\$0.2	1%
<b>8</b>	Meal Delivery	\$0.2	1%
<b>9</b>	Other	\$0.1	1%
<b>Total Expenditures</b>		<b>\$20.9</b>	<b>100%</b>

## Expenditures by Project Type



**Mass Transit Expenditures by Type**

Dollars in millions

<b>1</b> Operations	\$55.8	96%
<b>2</b> Equipment	\$2.2	4%
<b>Total Expenditures</b>	<b>\$58.0</b>	<b>100%</b>

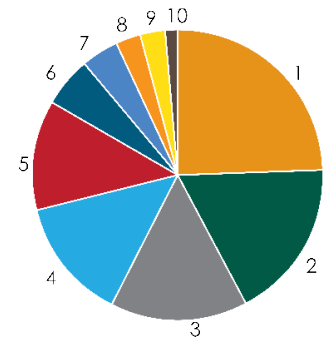
### Mass Transit Expenditures by Project Type

Of the \$58.0 million Mass Transit Program expenditures by transit agencies, approximately 96 percent of funds went to operations and the remaining amount was used for equipment purchases and facilities maintenance. The amount expended on Mass Transit project is approximately \$33.1 million more than the prior Fiscal Year.



## Bicycle and Pedestrian Expenditures by Project Type

By project type, a total of \$7.3 million in Measure B and Measure BB funds were expended in FY 15-16 to implement countywide bicycle/pedestrian improvements. Of the \$7.3 million, 25 percent of expenditures were used for sidewalk and ramp improvements (\$1.8 million), multiuse paths (\$1.3 million) and streetscape/complete street improvements (\$1.1 million).



**Bicycle and Pedestrian Expenditures by Type**

Dollars in millions

<b>1</b>	Sidewalk and Ramps	\$1.8	25%
<b>2</b>	Multiuse Paths	\$1.3	18%
<b>3</b>	Streetscape/Complete Streets	\$1.1	14%
<b>4</b>	Bikeways (non-Class 1)	\$1.0	14%
<b>5</b>	Staffing	\$0.9	12%
<b>6</b>	Master Plan	\$0.4	6%
<b>7</b>	Other	\$0.3	4%
<b>8</b>	Signals	\$0.2	3%
<b>9</b>	Safety Improvements	\$0.2	3%
<b>10</b>	Pedestrian Crossing Improv.	\$0.1	1%
<b>Total Expenditures</b>		<b>\$7.3</b>	<b>100%</b>

## Measure B and Measure BB Program Administration

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

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



## Measure BB LSR Expenditures on Bicycle/Pedestrian Improvements

### Measure BB Local Streets and Roads Expenditures on Bicycle/Pedestrian Improvements Requirement

Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan requirement that states 15 percent of Local Streets and Roads (LSR) DLD funds are to be spent on improvements benefiting bicyclists and pedestrians. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 16 percent of total Measure BB LSR expenditures going towards bicycle/pedestrian related improvements. Some recipients have yet to expend Measure BB LSR funds and have indicated future expenditures dedicated towards meeting the requirement for their agency.

#### Measure BB Local Streets and Roads Requirement Summary

Jurisdiction	Total LSR Expenditures on Bike/Ped to Date	Total LSR Expenditures to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$20,203	\$20,236	100%	Yes
City of Alameda	\$50,000	\$276,592	18%	Yes
City of Albany	\$150,000	\$159,200	94%	Yes
City of Berkeley	\$0	\$235,526	0%	No
City of Dublin	\$0	\$0	0%	No
City of Emeryville	\$130	\$11,187	1%	No
City of Fremont	\$452,414	\$1,012,615	45%	Yes
City of Hayward	\$3,735	\$24,899	15%	Yes
City of Livermore	\$62,200	\$312,774	20%	Yes
City of Newark	\$25,728	\$161,157	16%	Yes
City of Oakland	\$232,278	\$4,531,188	5%	Yes
City of Piedmont	\$106,624	\$459,704	23%	No
City of Pleasanton	\$40,000	\$140,820	28%	Yes
City of San Leandro	\$0	\$262,118	0%	Yes
City of Union City	\$220,600	\$731,780	30%	Yes
<b>Total</b>	<b>\$1,363,911</b>	<b>\$8,339,796</b>	<b>16%</b>	<b>Yes</b>

## Timely Use of Funds Policy

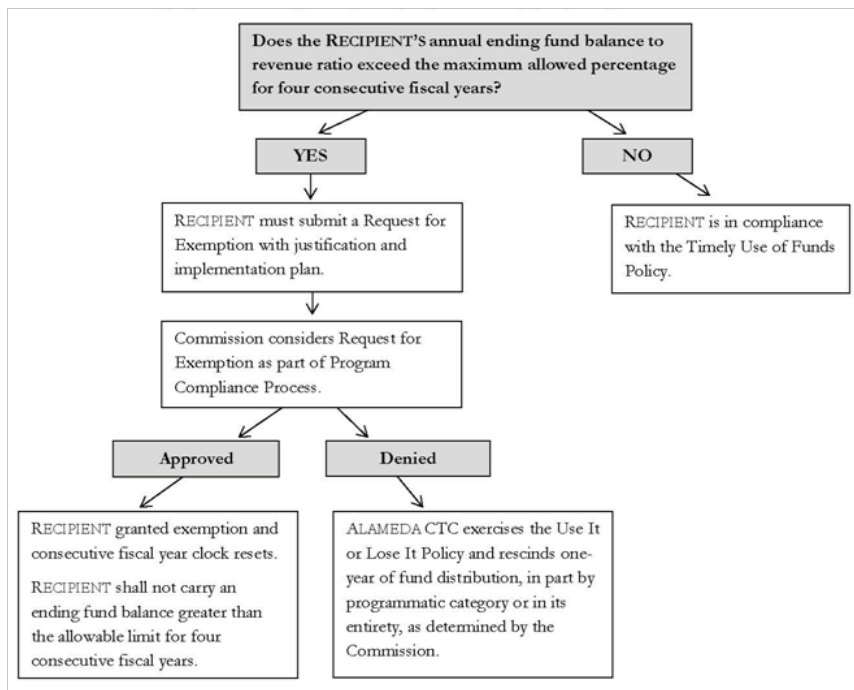
In 2016, Alameda CTC implemented an updated Timely Use of Funds Policy on DLD funds to encourage the expeditious use of funds across all DLD recipients.

**INTENT:** The intent of the Timely Use of Funds Policy is to encourage Measure B/Measure BB/Vehicle Registration Fee recipients to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

**POLICY:** DLD recipient shall not carry a fiscal year ending fund balance greater than 40 percent of the Direct Local Distribution revenue received for that same fiscal year for four consecutive fiscal years, by funding program. Non-compliance with this policy may invoke rescission penalties per the Use it or Lose It Policy.

DLD recipient may seek an exemption from the Timely Use of Funds Policy through the Annual Program Compliance reporting process. DLD recipients must demonstrate that extraordinary circumstances have occurred and provide a timely expenditure plan that would justify the exemption. Exemption requests must be submitted to Alameda CTC and approved by the Commission.

This policy applies to fiscal year 2016-17 DLD funds.



## Implementing and Monitoring Timely Use of Funds



Through the Annual Program Compliance reporting process, Alameda CTC will monitor the DLD recipient's annual ending fund balance to revenue received ratio, cumulatively across the DLD recipient programmatic categories by fund program, to verify policy compliance.

The Timely Use of Funds policy is not yet applicable to the current FY 15-16 reporting and balances contained in this document. The FY 15-16 is considered a grace year to allow jurisdictions to modify their programs accordingly to expend any remaining fund balance in schedule with this policy. The current ending fund balances for each DLD recipient program is listed on the following table.

Jurisdiction	15-16 Ending MB Balance	15-16 Ending MBB Balance
AC Transit	\$4,307,532	\$4,686,801
BART	\$0	\$0
LAVTA	\$0	\$0
WETA	\$1,777,126	\$100,576
ACPWA	\$2,025,682	\$3,111,405
ACE	\$2,777,950	\$1,452
City of Alameda	\$4,220,309	\$2,007,504
City of Albany	\$275,120	\$350,879
City of Berkeley	\$2,289,359	\$3,521,419
City of Dublin	\$826,958	\$626,195
City of Emeryville	\$962,237	\$320,052
City of Fremont	\$2,488,555	\$2,416,806
City of Hayward	\$3,815,761	\$3,191,770
City of Livermore	\$2,112,181	\$993,560
City of Newark	\$789,539	\$612,076
City of Oakland	\$10,214,483	\$9,276,907
City of Piedmont	\$82,292	\$23,752
City of Pleasanton	\$696,163	\$1,100,578
City of San Leandro	\$2,340,457	\$1,706,819
City of Union City	\$306,691	\$257,566
<b>Total</b>	<b>\$42,308,395</b>	<b>\$34,306,118</b>

Next year, Alameda CTC will be monitoring fund balances as the first year of monitoring and implementation of the Timely Use of Funds Policy. Alameda CTC's compliance reporting evaluation will continue to monitor jurisdictions' implementation plans for remaining fund balances to ensure jurisdictions are actively expending DLD funds and enhancing the local transportation system throughout Alameda County in a timely manner.



## FY 15-16 Program Compliance Determination and Future Reporting

### FY 15-16 Measure B and Measure BB Compliance Determination

For the FY 15-16 reporting year, all Measure B and Measure BB recipients submitted compliance reports and audited financial statements that complied with the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans and funding agreement requirements. From these reports and follow-up correspondences with the individual recipients, Alameda CTC has determined that the Measure B and Measure BB DLD recipients are in compliance with the reporting, expenditure requirements, and Timely Use of Funds policy for expenses incurred in FY 15-16. Note the City of Albany's reports are still under review at the time of this report, and from initial review, Alameda CTC has determined the agency to be in preliminary compliance.



### Future Reporting and Performance Monitoring

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

Next year's compliance reporting on fiscal year 2016-17 Measure B and Measure BB expenditures will establish a baseline of reporting expectations and performance data that will be monitored. The focus of future reports will include:

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

### Measure B and Measure BB FY 15-16 Program Performance

In FY 15-16, jurisdictions implemented projects and programs to make Alameda County's transportation system safer, accessible, and maintained. Of the expenditures, approximately 93% were directly related to capital investments while the remaining 7% were towards administrative investments within the bicycle and pedestrian and local streets and roads programs.

The following includes performance highlights across DLD recipients:

- **AC Transit:** Completed about 47.2 million one-way unduplicated trips in their fixed route transit bus operations.
- **BART:** Provided rail service to approximately 44.4 million Alameda County passengers.
- **LAVTA:** Completed 53,401 individual demand response trips with the LAVTA WHEELS Dial-A-Ride program.
- **WETA:** Completed construction for Terminal Access Improvement overflow parking lot with 121 parking spaces.
- **ACPWA:** Completed construction on about 1,800 linear feet of sidewalks and ramps.
- **ACE:** Provided rail services for approximately 1.2 million people/passengers.
- **City of Alameda:** Provided free shuttle or fixed-route trips for seniors and people with disabilities for nearly 5,000 individuals.
- **City of Albany:** Completed design work for plans, specifications, and estimates for the Buchanan Bikeway Phase III.
- **City of Berkeley:** Completed design work for the Downtown BART Plaza Transit Area and the Hearst Ave Complete Streets Project.
- **City of Dublin:** Repaired and sealed about 500,000 square feet of streets and roads.
- **City of Emeryville:** Completed bicycle and pedestrian enhancements along the San Pablo Avenue corridor for their Safe Routes to School Project.
- **City of Fremont:** Conducted nine Traffic Safety/Educational Program workshops at local schools and community events.
- **City of Hayward:** Installed five solar-powered speed monitoring devices at high-priority locations throughout the city.
- **City of Livermore:** Resurfaced and repaired about 2.9 million square feet of streets and roads.
- **City of Newark:** Transported 12,903 meals to home-bound Newark seniors.
- **City of Oakland:** Installed 570 bike parking spaces throughout the city.
- **City of Piedmont:** Completed 2015 ATP Grant Application to provide bicycle and pedestrian enhancements along Oakland, Grand, and Highland Avenues.
- **City of Pleasanton:** Completed feasibility study for the Arroyo Mocho Pedestrian and Bicycle Bridge.
- **City of San Leandro:** Provided shuttle services with the Flex Shuttle Paratransit Program to 13,877 passengers.
- **City of Union City:** Updated and installed 70 wheelchair ramps.

For complete Performance Reporting, refer to Alameda CTC website at: [http://www.alamedactc.org/app\\_pages/view/9863](http://www.alamedactc.org/app_pages/view/9863)

### Measure B and Measure BB FY 15-16 Program Fund Balances By Recipient

#### AC Transit

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Mass Transit	\$ 5,303,947	\$2,210,2524	\$0	\$23,931,099	\$3,475,372
Paratransit	\$ 1,270,002	\$5,292,334	\$0	\$5,730,176	\$832,160
<b>Total</b>	<b>\$6,573,949</b>	<b>\$27,394,858</b>	<b>\$0</b>	<b>\$29,661,275</b>	<b>\$4,307,532</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Mass Transit	\$4,714,683	\$24,531,446	\$0	\$25,464,504	\$3,781,625
Paratransit	\$1,128,515	\$5,871,889	\$0	\$6,095,228	\$905,176
<b>Total</b>	<b>\$5,843,198</b>	<b>\$30,403,335</b>	<b>\$0</b>	<b>\$31,559,732</b>	<b>\$4,686,801</b>

#### Altamont Corridor Express (ACE)

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Mass Transit	\$2,176,303	\$2,710,084	\$12,994	\$2,121,431	\$2,777,950
<b>Total</b>	<b>\$2,176,303</b>	<b>\$2,710,084</b>	<b>\$12,994</b>	<b>\$2,121,431</b>	<b>\$2,777,950</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Mass Transit	\$34,890	\$1,304,864	\$1,557	\$1,339,859	\$1,452
<b>Total</b>	<b>\$34,890</b>	<b>\$1,304,864</b>	<b>\$1,557</b>	<b>\$1,339,859</b>	<b>\$1,452</b>

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

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Paratransit	\$0	\$1,904,729	\$0	\$1,904,729	\$0
<b>Total</b>	<b>\$0</b>	<b>\$1,904,729</b>	<b>\$0</b>	<b>\$1,904,729</b>	<b>\$0</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Mass Transit	\$0	\$1,957,296	\$0	\$1,957,296	\$0
Paratransit	\$0	\$652,432	\$0	\$652,432	\$0
<b>Total</b>	<b>\$0</b>	<b>\$2,609,728</b>	<b>\$0</b>	<b>\$2,609,728</b>	<b>\$0</b>



## Measure B and Measure BB Fund Balances

### Measure B and Measure BB FY 15-16 Program Fund Balances By Recipient

#### Livermore Amador Valley Transit Authority (LAVTA)

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Mass Transit	\$ 0	\$882,056	\$0	\$882,056	\$0
Paratransit	\$0	\$166,946	\$0	\$166,946	\$0
<b>Total</b>	<b>\$0</b>	<b>\$1,049,002</b>	<b>\$0</b>	<b>\$1,049,002</b>	<b>\$0</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Mass Transit	\$ 0	\$652,432	\$0	\$652,432	\$0
Paratransit	\$0	\$279,813	\$0	\$279,813	\$0
<b>Total</b>	<b>\$0</b>	<b>\$932,245</b>	<b>\$0</b>	<b>\$932,245</b>	<b>\$0</b>

#### SF Water Emergency Transportation Authority (WETA)

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Mass Transit	\$2,298,655	\$997,106	\$0	\$1,518,635	\$1,777,126
<b>Total</b>	<b>\$2,298,655</b>	<b>\$997,106</b>	<b>\$0</b>	<b>\$1,518,635</b>	<b>\$1,777,126</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Mass Transit	\$125,391	\$652,432	\$0	\$677,247	\$100,576
<b>Total</b>	<b>\$125,391</b>	<b>\$652,432</b>	<b>\$0</b>	<b>\$677,247</b>	<b>\$100,576</b>

#### Alameda County Public Works Association (ACPWA)

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$1,764,027	\$2,805,191	\$6,557	\$3,256,667	\$1,319,108
Bicycle and Pedestrian	\$575,079	\$441,288	\$1,438	\$311,231	\$706,574
<b>Total</b>	<b>\$2,339,106</b>	<b>\$3,246,479</b>	<b>\$7,995</b>	<b>\$3,567,898</b>	<b>\$2,025,682</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$436,278	\$2,260,303	\$4,171	\$20,203	\$2,680,549
Bicycle and Pedestrian	\$69,868	\$360,355	\$666	\$33	\$430,856
<b>Total</b>	<b>\$506,146</b>	<b>\$2,620,658</b>	<b>\$4,837</b>	<b>\$20,236</b>	<b>\$3,111,405</b>

## Measure B and Measure BB FY 15-16 Program Fund Balances By Recipient

### City of Alameda

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$2,841,893	\$1,772,023	\$38,327	\$669,057	\$3,983,186
Paratransit	\$191,272	\$176,413	\$2,735	\$233,047	\$137,373
Bicycle and Pedestrian	\$36,269	\$230,398	\$1,215	\$168,132	\$99,750
<b>Total</b>	<b>\$3,069,434</b>	<b>\$2,178,834</b>	<b>\$42,277</b>	<b>\$1,070,236</b>	<b>\$4,220,309</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$316,897	\$1,667,815	\$9,351	\$276,592	\$1,717,471
Paratransit	\$35,813	\$181,692	\$1,176	\$60,002	\$131,354
Bicycle and Pedestrian	\$36,497	\$188,143	\$1,251	\$94,537	\$158,679
<b>Total</b>	<b>\$389,207</b>	<b>\$2,037,650</b>	<b>\$11,778</b>	<b>\$431,131</b>	<b>\$2,007,504</b>

### City of Albany

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$319,135	\$397,578	\$2,109	\$548,117	\$170,706
Paratransit	\$4,207	\$32,254	\$0	\$26,026	\$10,437
Bicycle and Pedestrian	\$55,759	\$55,812	\$304	\$17,898	\$93,977
<b>Total</b>	<b>\$379,101</b>	<b>\$485,644</b>	<b>\$2,413</b>	<b>\$592,041</b>	<b>\$275,120</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$72,191	\$374,198	\$0	\$159,200	\$287,189
Paratransit	\$7,163	\$33,220	\$0	\$28,722	\$11,661
Bicycle and Pedestrian	\$8,953	\$45,576	\$0	\$2,500	\$52,029
<b>Total</b>	<b>\$88,307</b>	<b>\$452,994</b>	<b>\$0</b>	<b>\$190,422</b>	<b>\$350,879</b>



## Measure B and Measure BB Fund Balances

### Measure B and Measure BB FY 15-16 Program Fund Balances By Recipient

#### City of Berkeley

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$1,289,232	\$2,894,337	\$2,764	\$2,558,067	\$1,628,266
Paratransit	\$175,251	\$270,459	\$294	\$309,644	\$136,360
Bicycle and Pedestrian	\$481,952	\$357,090	\$1,158	\$315,467	\$524,733
<b>Total</b>	<b>\$1,946,435</b>	<b>\$3,521,886</b>	<b>\$4,216</b>	<b>\$3,183,178</b>	<b>\$2,289,359</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$520,084	\$2,724,127	\$4,300	\$235,526	\$3,012,985
Paratransit	\$58,141	\$278,553	\$470	\$20,035	\$317,129
Bicycle and Pedestrian	\$56,210	\$291,599	\$416	\$156,920	\$191,305
<b>Total</b>	<b>\$634,435</b>	<b>\$3,294,279</b>	<b>\$5,186</b>	<b>\$412,481</b>	<b>\$3,521,419</b>

#### City of Dublin

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$536,048	\$435,604	\$4,079	\$409,225	\$566,506
Bicycle and Pedestrian	\$132,157	\$167,885	\$1,660	\$41,250	\$260,452
<b>Total</b>	<b>\$668,205</b>	<b>\$603,489</b>	<b>\$5,739</b>	<b>\$450,475</b>	<b>\$826,958</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$70,906	\$391,238	\$2,015	\$0	\$464,159
Bicycle and Pedestrian	\$24,234	\$137,094	\$708	\$0	\$162,036
<b>Total</b>	<b>\$95,140</b>	<b>\$582,332</b>	<b>\$2,723</b>	<b>\$0</b>	<b>\$626,195</b>

#### City of Emeryville

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$513,832	\$261,729	\$3084	\$19,157	\$759,488
Paratransit	\$16,302	\$29,309	\$118	\$13,156	\$32,573
Bicycle and Pedestrian	\$142,147	\$31,777	\$757	\$4,505	\$170,176
<b>Total</b>	<b>\$672,281</b>	<b>\$322,815</b>	<b>\$3,959</b>	<b>\$36,818</b>	<b>\$962,237</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$50,806	\$246,338	\$971	\$11,187	\$286,928
Paratransit	\$5,212	\$30,186	\$34	\$28,867	\$26,559
Bicycle and Pedestrian	\$4,988	\$25,949	\$91	\$4,469	\$6,565
<b>Total</b>	<b>\$61,006</b>	<b>\$302,473</b>	<b>\$1,096</b>	<b>\$44,523</b>	<b>\$320,052</b>

Measure B and Measure BB  
FY 15-16 Program Fund Balances By Recipient

City of Fremont

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$ 892,017	\$2,284,561	\$10,543	\$2,231,841	\$955,280
Paratransit	\$191,463	\$857,677	\$2,649	\$645,197	\$406,592
Bicycle and Pedestrian	\$1,117,177	\$681,084	\$9,707	\$681,285	\$1,126,683
<b>Total</b>	<b>\$2,200,657</b>	<b>\$3,823,322</b>	<b>\$22,899</b>	<b>\$3,558,323</b>	<b>\$2,488,555</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$393,607	\$2,051,878	\$7,490	\$1,012,615	\$1,440,360
Paratransit	\$99,094	\$524,540	\$1,746	\$313,290	\$312,090
Bicycle and Pedestrian	\$106,841	\$556,172	\$2,799	\$1,456	\$664,356
<b>Total</b>	<b>\$599,542</b>	<b>\$3,132,590</b>	<b>\$12,035</b>	<b>\$1,327,361</b>	<b>\$2,416,806</b>

City of Hayward

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$367,761	\$2,230,443	\$8,453	\$313,876	\$2,292,781
Paratransit	\$889,520	\$842,667	\$62,992	\$683,003	\$1,112,176
Bicycle and Pedestrian	\$350,709	\$459,633	\$3,550	\$403,088	\$410,804
<b>Total</b>	<b>\$1,607,990</b>	<b>\$3,532,743</b>	<b>\$74,995</b>	<b>\$1,399,967</b>	<b>\$3,815,761</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$396,817	\$2,003,272	\$6,529	\$24,899	\$2,381,719
Paratransit	\$141,205	\$751,585	\$1,980	\$217,590	\$677,180
Bicycle and Pedestrian	\$72,265	\$375,336	\$1,232	\$315,962	\$132,871
<b>Total</b>	<b>\$610,287</b>	<b>\$3,130,193</b>	<b>\$9,741</b>	<b>\$558,451</b>	<b>\$3,191,770</b>

City of Livermore

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$598,225	\$977,913	\$12,702	\$163,485	\$1,425,355
Bicycle and Pedestrian	\$628,147	\$258,513	\$8,878	\$208,712	\$686,826
<b>Total</b>	<b>\$1,226,372</b>	<b>\$1,236,426</b>	<b>\$21,580</b>	<b>\$372,197</b>	<b>\$2,112,181</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$168,993	\$878,312	\$6,182	\$312,774	\$740,713
Bicycle and Pedestrian	\$40,480	\$211,101	\$1,682	\$416	\$252,847
<b>Total</b>	<b>\$209,473</b>	<b>\$1,089,413</b>	<b>\$7,864</b>	<b>\$313,190</b>	<b>\$993,560</b>

## Measure B and Measure BB Fund Balances

### Measure B and Measure BB FY 15-16 Program Fund Balances By Recipient

#### City of Newark

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$ 414,212	\$475,654	\$1,548	\$353,131	\$538,283
Paratransit	\$50,587	\$184,603	\$592	\$149,668	\$86,114
Bicycle and Pedestrian	\$141,762	\$132,891	\$489	\$110,000	\$165,142
<b>Total</b>	<b>\$606,561</b>	<b>\$793,148</b>	<b>\$2,629</b>	<b>\$612,799</b>	<b>\$789,539</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$82,405	\$427,209	\$805	\$161,157	\$349,262
Paratransit	\$19,737	\$112,900	\$295	\$0	\$132,932
Bicycle and Pedestrian	\$21,056	\$108,519	\$307	\$0	\$129,882
<b>Total</b>	<b>\$123,198</b>	<b>\$648,628</b>	<b>\$1,407</b>	<b>\$161,157</b>	<b>\$612,076</b>

#### City of Oakland

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$9,320,409	\$10,686,818	\$29,831	\$11,191,529	\$8,845,529
Paratransit	\$265,788	\$1,076,708	\$1,413	\$828,271	\$515,638
Bicycle and Pedestrian	\$1,486,195	\$1,234,403	\$4,076	\$1,871,358	\$853,316
<b>Total</b>	<b>\$11,072,392</b>	<b>\$12,997,929</b>	<b>\$35,320</b>	<b>\$13,891,158</b>	<b>\$10,214,483</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$1,936,233	\$10,058,351	\$16,826	\$4,531,188	\$7,480,222
Paratransit	\$212,891	\$1,108,930	\$1,955	\$454,305	\$869,471
Bicycle and Pedestrian	\$193,992	\$1,008,011	\$2,646	\$277,435	\$927,214
<b>Total</b>	<b>\$2,343,116</b>	<b>\$12,175,292</b>	<b>\$21,427</b>	<b>\$5,262,928</b>	<b>\$9,276,907</b>

#### City of Piedmont

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$24,930	\$412,335	\$460	\$425,156	\$12,569
Bicycle and Pedestrian	\$90,655	\$33,409	\$40	\$54,381	\$69,723
<b>Total</b>	<b>\$115,585</b>	<b>\$445,744</b>	<b>\$500</b>	<b>\$479,537</b>	<b>\$82,292</b>

Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$73,843	\$388,087	\$0	\$459,704	\$2,226
Bicycle and Pedestrian	\$5,290	\$27,282	\$0	\$11,046	\$21,526
<b>Total</b>	<b>\$79,133</b>	<b>\$415,369</b>	<b>\$0</b>	<b>\$470,750</b>	<b>\$23,752</b>



## Measure B and Measure BB Fund Balances

### Measure B and Measure BB FY 15-16 Program Fund Balances By Recipient

#### City of Pleasanton

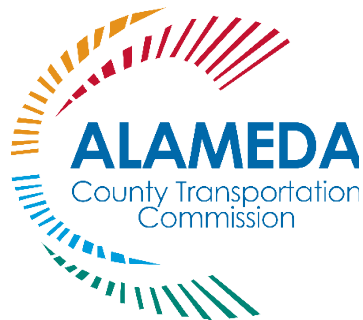
Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$362,880	\$808,325	\$7,713	\$637,507	\$541,411
Paratransit	\$0	\$101,506	\$0	\$101,506	\$0
Bicycle and Pedestrian	\$1,167,897	\$225,023	\$5,835	\$1,244,003	\$154,752
<b>Total</b>	<b>\$1,530,777</b>	<b>\$1,134,853</b>	<b>\$13,548</b>	<b>\$1,983,015</b>	<b>\$696,163</b>
Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$140,820	\$725,997	\$5,506	\$140,820	\$731,503
Paratransit	\$32,590	\$170,130	\$1,190	\$19,674	\$184,236
Bicycle and Pedestrian	\$34,915	\$183,753	\$1,086	\$34,915	\$184,236
<b>Total</b>	<b>\$208,325</b>	<b>\$1,079,880</b>	<b>\$7,782</b>	<b>\$195,409</b>	<b>\$1,100,578</b>

#### City of San Leandro

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$2,612,890	\$1,392,698	\$26,269	\$2,101,680	\$1,930,177
Paratransit	\$181,846	\$282,274	\$3,081	\$198,402	\$268,799
Bicycle and Pedestrian	\$552,163	\$265,882	\$2,715	\$679,279	\$141,481
<b>Total</b>	<b>\$3,346,899</b>	<b>\$1,940,854</b>	<b>\$32,065</b>	<b>\$2,979,361</b>	<b>\$2,340,457</b>
Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$230,509	\$1,250,852	\$2,643	\$262,118	\$1,221,886
Paratransit	\$54,931	\$251,764	\$686	\$0	\$307,381
Bicycle and Pedestrian	\$42,102	\$217,118	\$369	\$82,037	\$177,552
<b>Total</b>	<b>\$327,542</b>	<b>\$1,719,734</b>	<b>\$3,698</b>	<b>\$344,155</b>	<b>\$1,706,819</b>

#### City of Union City

Measure B Program	15-16 Starting MB Balance	15-16 MB Revenue	15-16 MB Interest	15-16 MB Expenditures	15-16 Ending MB Balance
Local Streets and Roads	\$7,161	\$722,939	\$74	\$679,648	\$50,426
Mass Transit	\$0	\$434,636	\$0	\$434,636	\$0
Paratransit	\$0	\$312,762	\$0	\$312,762	\$0
Bicycle and Pedestrian	\$294,956	\$218,692	\$1,430	\$258,813	\$256,265
<b>Total</b>	<b>\$302,117</b>	<b>\$1,689,029</b>	<b>\$1,504</b>	<b>\$1,685,959</b>	<b>\$306,691</b>
Measure BB Program	15-16 Starting MBB Balance	15-16 MBB Revenue	15-16 MBB Interest	15-16 MBB Expenditures	15-16 Ending MBB Balance
Local Streets and Roads	\$125,232	\$649,307	\$873	\$731,780	\$43,632
Mass Transit	\$0	\$326,216	\$0	\$326,216	\$0
Paratransit	\$0	\$191,279	\$0	\$191,279	\$0
Bicycle and Pedestrian	\$34,651	\$178,583	\$700	\$0	\$213,934
<b>Total</b>	<b>\$159,883</b>	<b>\$1,345,385</b>	<b>\$1,573</b>	<b>\$1,249,275</b>	<b>\$257,566</b>



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