

**MEASURE B AND MEASURE BB  
Annual Program Compliance Report  
Reporting Period - Fiscal Year 2020-21**

**AGENCY CONTACT INFORMATION**

Agency Name: **City of Albany, CA**

Date: 12/30/2021

**Primary Point of Contact**

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**Agency's Certification of True and Accurate Reporting by Submission**

By submitting this Compliance Report to the Alameda County Transportation Commission, the submitting agency certifies the compliance information reported is true and complete to the best of their knowledge, and the dollar figures in the agency's Audited Financial Statement matches exactly to the revenues and expenditures reported herein.

Additionally, for the 2000 Measure B and 2014 Measure BB Direct Local Distribution (DLD) funds, pursuant to the California Public Utilities Code 180001 (e), funds generated by the transportation sales tax are to be used to supplement and not replace existing local revenues used for transportation purposes. By submit this report, the agency confirms that DLD funds are supplementing and not replacing existing local revenues used for transportation purposes.

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**Program Compliance Report Structure**

This Reporting Form is broken into the following sections for the Measure B and BB Direct Local Distribution Programs applicable to the recipient agency.

- \* **Cover - Agency Contact**
- \* **General Compliance Reporting for all programs**
- \* **Table 1 - Summary of Revenue, Expenditures, and Changes in Fund Balance**
- \* **Table 2 - Detailed Summary of Expenditures and Accomplishments**

**MEASURE B AND MEASURE BB  
Annual Program Compliance Report**

**TABLE 1: SUMMARY OF REVENUE, EXPENDITURES, AND CHANGES IN FUND BALANCE**

*DIRECTIONS: Complete the sections below based on the Measure B and BB Audited Financial Statements, for the applicable DLD programs for your agency. Values must match financial statements and total reported expenditures on Table 2.*

**A. 2000 MEASURE B Direct Local Distribution Programs**

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
<b>Beginning of Year Fund Balance</b>	\$ 194,646	\$ 1,664,043	\$ -	\$ 10,698	\$ 1,869,387
<b>Revenue</b>	\$ 67,484	\$ 522,339	\$ -	\$ 35,676	\$ 625,498
<b>Interest</b>	\$ 1,831	\$ 14,131	\$ -	\$ 91	\$ 16,053
<b>Expenditures</b> <small>Expenditures Matches Table 2?</small>	\$ 60,000 <small>TRUE</small>	\$ 691,917 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 29,712 <small>TRUE</small>	\$ 781,629
<b>End of Year Fund Balance</b>	\$ 203,961	\$ 1,508,596	\$ -	\$ 16,753	\$ 1,729,310

Notes

**B. 2014 MEASURE BB Direct Local Distribution Programs**

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
<b>Beginning of Year Fund Balance</b>	\$ 183,208	\$ 1,940,139	\$ -	\$ 57,873	\$ 2,181,220
<b>Revenue</b>	\$ 55,166	\$ 492,135	\$ -	\$ 35,807	\$ 583,108
<b>Interest</b>	\$ 2,205	\$ 16,842	\$ -	\$ 796	\$ 19,843
<b>Expenditures</b> <small>Expenditures Matches Table 2?</small>	\$ - <small>TRUE</small>	\$ 632,112 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 5,414 <small>TRUE</small>	\$ 637,526
<b>End of Year Fund Balance</b>	\$ 240,579	\$ 1,817,004	\$ -	\$ 89,062	\$ 2,146,645

Notes

**Bicycle and Pedestrian Direct Local Distribution Program  
Reporting Period - Fiscal Year 2020-21**

**GENERAL COMPLIANCE REPORTING**

**1. Indicate the adoption year of the most current Bicycle/Pedestrian Master Plans, as applicable.**

	<b>Adoption Year</b>
Bicycle Master Plan	N/A
Pedestrian Master Plan	N/A
Bike/Ped Master Plan	2019 Amended

**If the plans are over five-years past the last adoption year, specify when your agency's will perform its next update.**

*Indicate N/A, if not applicable.*

N/A

**2a. How much of the program fund balance is encumbered into active contracts/projects?**

*Encumbered value should be less than or equal to the available balance.*

		\$ Encumbered
MB Balance	\$ 203,961	\$ 200,000
MBB Balance	\$ 240,579	\$ 60,000
<b>Total</b>	<b>\$ 444,540</b>	<b>\$ 260,000</b>

**2b. Why is there a fund balance?** *Indicate N/A, if not applicable.*

As per the FY2018/19 compliance report, the City committed to and completed \$60,000 of work within the Annual Sidewalk Rehabilitation program at the end of FY2019/20; the work was completed at the end of June 2020/beginning of July 2020 and expenditures are included in this report.

The Citywide Traffic Calming Project (CIP No. 25001) has not yet materialized. The scope is being reworked due to concerns with the design, including accessibility for fire and safety services.

The department experienced staff turnover mid-year in the positions of CIP Manager and Associate Engineer, impacting delivery of several CIP projects. These roles have now been filled and at the time of this reporting, Albany engineering staff is at full capacity. Projected expenditures on several projects did not fully materialize as scheduled due to lack of staff; however these projects are currently on track and expenditures are expected to materialize in FY21-22 and FY22-23.

Staff is currently applying to the Clean CA Local Grant Program. Matching funds of up to 50% of the grant amount (estimated project total \$300K) will be proposed from MB/MBB fund balance if awarded.

**2c. Specify any large planned uses of fund balances within this program and their status i.e. planned or underway.**

Project Title	Brief Project Description	DLD Amount	Project Status
Kains/Adams Bike Blvd Pilot Project CIP No. 25010	The project uses signage, striping, and movable barriers to provide two-way bicycle access on Kains and Adams while maintaining existing traffic controls for vehicles. The goal of this project is to improve cycling network north-south connections and access to San Pablo Avenue commercial district and provide a cycling alternative to San Pablo Avenue. This project is planned for FY2021/22 in accordance with staff capacity, as metric collection is a large part of the pilot.	\$ 200,000	Underway
Citywide Traffic Calming CIP No. 25001	This project includes the implementation of speed humps and/or soft traffic calming treatments in the form of edge line striping, and crosshatching with bollards or Botts dots at intersections on blocks that have qualified for traffic calming according to City Policy. This project will make use of both Bike & Ped and Local Streets & Roads dollars.	\$ 100,000	Planned
San Pablo Pedestrian Improvements Phase I CIP No. 24010	This project is for Phase 1 of 3 construction incorporating San Pablo/Buchanan Complete Streets elements for pedestrian safety improvements along the San Pablo Avenue corridor. This Phase I project covers San Pablo from Brighton Ave to Portland Ave and is funded in part by a dedicated ACTC grant for near-term improvements on the San Pablo Avenue corridor. This project also makes use of Meas B & BB Local Streets & Roads funding. Design took longer than expected due to changed site conditions requiring design revisions. Design is now approaching completion and construction is scheduled to begin Spring 2022 pending CalTrans project approval. B&P allocation is expected to increase significantly once project budget is finalized.	\$ 10,000	Underway

**3. Confirm all expenditures were governing body approved (Yes/No).**

Yes

**4. Confirm the completion of the publicity requirements in the table below (Yes/No).**

	Measure B	Measure BB	Copy of article, website, signage attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
<b>Article</b>	Yes	Yes	Yes	
<b>Website</b>	Yes	Yes	Yes	
<b>Signage</b>	Yes	Yes	Yes	

**Bicycle and Pedestrian Direct Local Distribution Program**

**Reporting Period - Fiscal Year 2020-21**

**TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS**

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year. Performance reporting/quantity complete and other fund expenditures should be consistent with reporting data sent to other agencies (regional/state/federal reporting).  
 - Expenditure total must correspond to your Audited Financial Statements, and Table 1 values.

No.	Project Category <i>(Drop-down Menu)</i>	Project Phase <i>(Drop-down Menu)</i>	Project Type <i>(Drop-down Menu)</i>	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 20-21	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Pedestrian	Construction	Sidewalks and Ramps	Capital	Sidewalk Shaving	Contract work involving leveling and shaping sidewalk areas that have become hazardous or uneven in order to increase safe passability. Areas included San Pablo Avenue, Pomona Avenue, Marin Avenue, Stannage Avenue, Evelyn Avenue, Masonic Avenue, Key Route Boulevard, Santa Fe Avenue, and Peralta Avenue.	1,575.31 inch-feet	Other	The work improved pedestrian access to local businesses, restaurants, and employment centers by reducing trip hazards and increasing ADA mobility throughout the City. Streets included Solano and Marin Avenues, areas that typically see high levels of pedestrian traffic, especially among seniors in the community. This area is within the San Pablo & Solano Mixed Use Corridor, which has been designated as a Priority Development Area (MTC).	\$ 60,000	\$ -
2										\$ -	\$ -
3										\$ -	\$ -
4										\$ -	\$ -
<b>Total Percentage of Capital vs Administrative Costs</b>											
					100%						
a. Total Capital					\$ 60,000						
b. Total Administrative					\$ -						
									<b>TOTAL</b>	\$ 60,000	\$ -
									<b>Match to Table 1?</b>	TRUE	TRUE

Is the total percentage of Capital vs Program Administration (outreach, staffing, administrative support) Costs GREATER THAN 50%? If not, explain how capital investments will increase in the future.

N/A

**Local Streets and Roads (LSR) Direct Local Distribution Program  
Reporting Period - Fiscal Year 2020-21**

**GENERAL COMPLIANCE REPORTING**

**1. What is agency's current Pavement Condition Index (PCI)?**

PCI = 60

Use PCI from the most recent MTC's VitalSigns linked here:

<http://www.vitalsigns.mtc.ca.gov/street-pavement-condition>

**If your PCI falls below a score of 60 (fair condition), specify what actions are being implemented to increase the PCI.**

Indicate N/A, if not applicable.

As per the Pavement Management Plan presented to City Council in January of 2020, the City's PCI has been raised to 60 since the measurement of the PCI at 57 in October 2019. In November 2020, City Council approved the FY20-24 Capital Improvement Plan, which invests \$11M in transportation funding into street rehabilitation over the next five years. Planned investment of \$1.9M-2.4M per year into pavement rehabilitation is designed to bring PCI up to 75 at the end of the five-year period.

At the time of this report, the City of Albany is partnering with Pavement Engineering via a grant from MTC in order to update the City's Pavement Management Plan (PTAP). This is estimated for completion in Spring 2022.

Upcoming projects include but are not limited to construction on Phase II of the Washington Avenue Paving Project, intersection redesign and bike/ped safety improvements on Masonic Ave, continuing design on the City's next two-year cycle of paving projects, minor rehabilitation projects as needed including one or more scopes of spot base repair, and more as detailed below.

**2a. How much of the program fund balance is encumbered into active contracts/projects?**

Encumbered value should be less than or equal to the available balance.

		\$ Encumbered
MB Balance	\$ 1,508,596	\$ 320,000
MBB Balance	\$ 1,817,004	\$ 178,000
<b>Total</b>	\$ 3,325,600	\$ 498,000

**2b. Why is there a fund balance?** *Indicate N/A, if not applicable.*

Projects in the Annual Street Rehabilitation Program, namely the Washington Avenue Paving Project, were delayed to FY21-22 due to conflicts with utility service water pipeline rehabilitation projects and project management staff turnover. However, construction on Phase I is substantially complete and contract award for Phase II construction is underway at the time of this reporting.

The department experienced staff turnover mid-year in the positions of CIP Manager and Associate Engineer, impacting delivery of several CIP projects. These roles have now been filled and at the time of this reporting, Albany engineering staff is at full capacity. Projected expenditures on several projects did not fully materialize as scheduled due to lack of staff; however these projects are currently on track and expenditures are expected to materialize in FY21-22 and FY22-23.

**2c. Specify any large planned uses of fund balances within this program and their status i.e. planned or underway.**

Project Title	Brief Project Description	DLD Amount	Project Status
Annual Street Rehabilitation Program (21000)	Pavement rehabilitation and repair, including major projects with ADA and Active Transportation Plan street features, and minor rehabilitation projects. FY22 commitments include construction on Phase II of the Washington Avenue Paving Project, continuing design on the City's next two-year cycle of paving projects, and minor rehab projects as needed including potholing and striping. Note that the DLD amount noted at right is what is currently allocated to the program from Meas B/BB LSR balances through FY23-24, as per the 2020 CIP, less funds reported as expended. This amount may increase as project scopes for Marin Ave and future paving projects firm up.	\$ 3,041,000	Underway

**Local Streets and Roads (LSR) Direct Local Distribution Program  
Reporting Period - Fiscal Year 2020-21**

**GENERAL COMPLIANCE REPORTING**

<p>Masonic Intersections Project (Ohlone Trail Safety Improvements) (25007)</p>	<p>This project includes the upgrading of the traffic signals along Masonic at Marin Avenue and Solano Avenue. The objective of the project is to improve safety for pedestrians and cyclists on the Ohlone Greenway by reducing potential conflicts with vehicles at signalized intersection crossings. The upgrades include installation of new controllers and software that allows for the addition of protected left turns from Masonic and a signal phase to protect cyclists and pedestrians on the Ohlone Greenway. Scope also includes curb extensions at three locations. This project has an ATP Cycle 4 grant for construction.</p>	<p>\$ 800,000</p>	<p>Underway</p>
<p>Street Lighting Evaluation Project (25008)</p>	<p>The purpose of the project is to evaluate the current lighting conditions for Albany streets and to identify lighting improvements for pedestrian and motorist safety and comfort. This will include working with a consultant to perform a baseline lighting assessment, develop target lighting criteria for different areas &amp; streets, identify lighting deficiencies, and propose strategies and cost analysis for citywide lighting improvement.</p>	<p>\$ 200,000</p>	<p>Planned</p>
<p>Active Transportation Plan Elements (23000)</p>	<p>This project involves the implementation of striping and signage along 14 roadway segments, which will create bicycle route connections to local destinations in the City and provide access to regional connections through the Ohlone Greenway, Bay Trail, and with other bicycle routes in neighboring cities of El Cerrito and Berkeley. Construction was partially completed in 2019 and is estimated for completion in FY22-23.</p>	<p>\$ 151,000</p>	<p>Underway</p>
<p>San Pablo Pedestrian Improvements Phase I (24010)</p>	<p>This project is for Phase 1 of 3 construction incorporating San Pablo/Buchanan Complete Streets elements for pedestrian safety improvements along the San Pablo Avenue corridor. This Phase I project covers San Pablo from Brighton Ave to Portland Ave and is funded in part by a dedicated ACTC grant for near-term improvements on the San Pablo Avenue corridor. This project also makes use of Meas BB Bike &amp; Ped funding. Design is at 95% completion and project managers are awaiting CalTrans approval to proceed with construction of the project. Construction is estimated to begin in Spring 2022.</p>	<p>\$ 1,200,000</p>	<p>Underway</p>

**Local Streets and Roads (LSR) Direct Local Distribution Program  
Reporting Period - Fiscal Year 2020-21**

**GENERAL COMPLIANCE REPORTING**

Citywide Traffic Calming (25001)	This project includes the implementation of speed humps and/or soft traffic calming treatments in the form of edge line striping, and crosshatching with bollards or Botts dots at intersections on blocks that have qualified for traffic calming according to City Policy. This project will make use of both Bike & Ped and Local Streets & Roads dollars.	\$ 56,000	Underway
Solano Short Term Improvements (25013)	This project implements short-term improvements on Solano Avenue as part of the Complete Streets project, in anticipation of longer term street landscape redesign. This project will involve performing a pedestrian traffic analysis and identifying striping improvements for pedestrian and cycling transit needs. These improvements will be implemented to portions of Solano Avenue from Masonic Avenue to Tulare Avenue. It is expected for FY22-23.	\$ 100,000	Planned

3. Confirm all expenditures were governing body approved (Yes/No).

Yes

4. Confirm the completion of the publicity requirements in the table below (Yes/No).

	Measure B	Measure BB	Copy of article, website, signage attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
Article	Yes	Yes	Yes	
Website	Yes	Yes	Yes	
Signage	Yes	Yes	No	

**Local Streets and Roads Direct Local Distribution Program**

**Reporting Period - Fiscal Year 2020-21**

**TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS**

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year. Performance reporting/quantity complete and other fund expenditures should be consistent with reporting data sent to other agencies (regional/state/federal reporting).

- Expenditure total must correspond to your Audited Financial Statements and Table 1 values

No.	Project Category <i>(Drop-down Menu)</i>	Project Phase <i>(Drop-down Menu)</i>	Project Type <i>(Drop-down Menu)</i>	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 20-21	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Bike/Ped	Planning/Scoping	Sidewalks and Ramps	Capital	Sidewalk Survey (25012)	Survey and assessment of over 60 miles of City sidewalk & associated curb ramps and crosswalks within the City limits. The assessment evaluated factors such as cross and running slopes, width and offsets of PROW elements. The results of the survey and assessment has been provided in a geographic information system (GIS) shape file so that it can be displayed geospatially and used as the foundation for identifying ADA compliance issues within the PROW for the next two decades and prioritizing critical areas in need of sidewalk repair.	>316,800	Linear Feet	As reported in the FY19-20 report, this survey was completed as planned.	\$ 95,000	\$ -
2	Streets/Rds	Construction	Street Resurfacing/Main	Capital	Annual Street Rehabilitation Program (21000)	Work performed as part of the City's Annual Street Rehabilitation Program. This included finalizing design and implementing construction for paving projects on Washington Avenue & Adams Street. It also included beginning design for the next two-year cycle of pavement rehabilitation projects and associated project management services. The city also performed a round of citywide base repair and potholing.	4	Other	The Adams Street Pavement Rehabilitation project included paving the block of Adams between Buchanan and Solano and replacing associated non-compliant curb ramps.  4 scopes of work: Adams Street project, Washington Avenue project, 2-year pavement management program design, citywide pothole repair cycle	\$ 456,423	\$ 627,158
3	Bike/Ped	PS&E	Pedestrian Improvement	Capital	Masonic Intersections Project (Ohlone Trail Safety Improvements) (25007)	This project includes the upgrading of the traffic signals along Masonic at Marin Avenue and Solano Avenue. The objective of the project is to improve safety for pedestrians and cyclists on the Ohlone Greenway by reducing potential conflicts with vehicles at signalized intersection crossings. The upgrades include installation of new controllers and software that allows for the addition of protected left turns from Masonic and a signal phase to protect cyclists and pedestrians on the Ohlone Greenway. Scope also includes curb extensions at three locations. This project has an ATP Cycle 4 grant for construction.	2	Intersections	Project is at 100% design and is preparing to bid for construction. Updates to this intersection result in fewer confrontations between pedestrians and motorists, safer pedestrian access, and easier access for emergency vehicles.	\$ 115,940	\$ -
4	Bike/Ped	PS&E	Streetscape / Complete	Capital	San Pablo Pedestrian Improvements Phase I (24010)	This project is for Phase 1 of 3 construction incorporating San Pablo/Buchanan Complete Streets elements for pedestrian safety improvements along the San Pablo Avenue corridor. This Phase I project covers San Pablo from Brighton Ave to Portland Ave. This project also makes use of Meas BB Bike & Ped funding.	2	Other	Design is approaching completion and construction is scheduled to begin Spring 2022. Phase 1 covers 2 City blocks and includes multiple types of pedestrian safety improvements.	\$ 19,600	\$ -
5	Other	Other	Program Operations	Administrative	Annual ACTC Membership Fees		N/A	Other	N/A	\$ 4,954	\$ 4,954
6										\$ -	\$ -
7										\$ -	\$ -
<b>Percentage of Capital vs Administrative Costs</b>				99%							
a. Total Capital				\$ 1,314,121							
b. Total Administrative				\$ 9,908							
									<b>TOTAL</b>	\$ 691,917	\$ 632,112
									<b>Match to Table 1?</b>	TRUE	TRUE

If your agency did not expend greater than 50% of total costs on Capital Investments, explain how capital investments will increase in the future over Program Administration (outreach, staffing, administrative support). Indicate N/A if not applicable.

N/A

A minimum of 15% of Measure BB LSR funds are required to be expended on bike/pedestrian improvements.

In this fiscal year, how much of Measure BB LSR funds were expended on bike/pedestrian improvements?

Percent of Measure BB LSR funds expenditures on bike/pedestrian improvements:

Meets minimum 15% threshold?

\$	230,540
	36.5%
	TRUE

If your agency did not meet the 15% minimum expenditure requirement this fiscal year, explain why.

N/A



**Paratransit Direct Local Distribution Program  
Reporting Period - Fiscal Year 2020-21**

**GENERAL COMPLIANCE REPORTING**

**1a. How much of the balance identified here is encumbered into active contracts and projects?**

*Encumbered value should be less than or equal to the available balance.*

		\$ Encumbered
MB Balance	\$ 16,753	\$ -
MBB Balance	\$ 89,062	\$ -
<b>Total</b>	\$ 105,816	\$ -

**2b. Why is there a fund balance?** *Indicate N/A, if not applicable.*

The following programs, as well as the Senior Center bus, were suspended during the COVID-19 global pandemic due to safety concerns: Group shopping trips, group recreational trips, group walking trips, Senior Center trips. Activities were resumed in FY22 and will be reported on next year's report.

**1c. Specify any large planned uses of fund balances within this program and their status i.e. planned or underway.**

Project Title	Brief Project Description	DLD Amount	Project Status
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	

**4. Confirm all expenditures were governing body approved (Yes/No).**

Yes

**5. Confirm the completion of the publicity requirements in the table below (Yes/No).**

	Measure B	Measure BB	Copy of Article, website, signage Attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
Article	Yes	Yes	Yes	ACTC support will be more clearly articulated in future articles
Website	Yes	Yes	Yes	
Signage	No	No	No	The group trips bus was not in use due to COVID-19.

Paratransit Direct Local Distribution Program  
Reporting Period - Fiscal Year 2020-21

**TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS**

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year. Performance reporting/quantity complete and other fund expenditures should be consistent with reporting data sent to other agencies (regional/state/federal reporting).  
- Expenditure total must correspond to your Audited Financial Statements and Table 1 values.

No.	Project Category <i>(Drop-down Menu)</i>	Project Phase <i>(Drop-down Menu)</i>	Project Type <i>(Drop-down Menu)</i>	Project Name	Project Description/Benefits	Quantity Completed in FY 20-21	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures	Other Fund Expenditures	Total Cost
1	Senior and Disabled Services	Operations	Same Day/Taxi Program	Taxi Subsidy Program	The taxi subsidy program provides same day, on demand service, available 24 hours per day, seven days per week to Albany residents who are EBP certified or 80 years of age. When taking a taxi ride, participants pay the taxi driver directly. They must get a receipt from the taxi driver in order to get a 75% reimbursement up to \$20.00 which ever is least. Reimbursement requests are turned in at the Senior Center and then forwarded to the City of Albany's Finance Dept. which sends a check by mail.	245	Number of One-Way Unduplicated Trips		\$ -	\$ 4,514	\$ -	\$ 4,514
2	Other	Operations	Program Administration	Audit Services	Audit services associated with reporting requirements				\$ -	\$ 900	\$ -	\$ 900
3	Senior Services	Operations	Customer Service and Outreach	Albany Paratransit Program	Staff costs for senior transportation and outreach.				\$ 29,712	\$ -	\$ -	\$ 29,712
4									\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>									\$ 29,712	\$ 5,414	\$ -	\$ 35,126
<b>Match to Table 1?</b>									TRUE	TRUE		