

**MEASURE B AND MEASURE BB
Annual Program Compliance Report
Reporting Period - Fiscal Year 2021-22**

AGENCY CONTACT INFORMATION

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

Date: 12/21/2022

Primary Point of Contact

Name:	Devora Zauderer
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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.

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
Beginning of Year Fund Balance	\$ 203,960	\$ 1,508,596	\$ -	\$ 16,751	\$ 1,729,307
Revenue	\$ 51,801	\$ 394,825	\$ -	\$ 29,412	\$ 476,038
Interest	\$ 574	\$ 3,234	\$ -	\$ 28	\$ 3,836
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 11,671 <small>TRUE</small>	\$ 547,108 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 33,610 <small>TRUE</small>	\$ 592,389
End of Year Fund Balance	\$ 244,664	\$ 1,359,547	\$ -	\$ 12,581	\$ 1,616,792

Notes

B. 2014 MEASURE BB Direct Local Distribution Programs

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
Beginning of Year Fund Balance	\$ 240,578	\$ 1,817,005	\$ -	\$ 89,062	\$ 2,146,645
Revenue	\$ 70,968	\$ 623,419	\$ -	\$ 49,632	\$ 744,019
Interest	\$ 662	\$ 5,207	\$ -	\$ 267	\$ 6,137
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 4,768 <small>TRUE</small>	\$ 5,617 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 4,611 <small>TRUE</small>	\$ 14,996
End of Year Fund Balance	\$ 307,440	\$ 2,440,014	\$ -	\$ 134,350	\$ 2,881,805

Notes

C. TIMELY USE OF FUNDS MONITORING

Policy: RECIPIENT may not hold an end of fiscal year fund balance of greater than four-times their annual DLD revenue received for that same fiscal year, by respective Measure B and Measure BB Program. The Cities of Albany, Emeryville, and Piedmont are excluded from this requirement. Measure B RECIPIENT must expend all Measure B DLD funds and all interest earned thereon by June 30, 2026. RECIPIENT found to be non-compliant with this requirement (over the allowable maximum balance) must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission.

This section provides a tool to monitor a RECIPIENT's compliance to this policy.

	Total Annual Revenue (A)	Maximum Allowed Balance (4x Annual) (B) = (A) * 4	Current DLD Balance (C)	Current Balance Over / Under Maximum Allowed (D) = (C) - (B)
Measure B	\$ 476,038	\$ 1,904,154	\$ 1,616,792	\$ (287,362)
Measure BB	\$ 744,019	\$ 2,976,077	\$ 2,881,805	\$ (94,272)

Exemption Requests: RECIPIENT must demonstrate that extraordinary circumstances have occurred, and provide a timely expenditure plan that would justify the exemption.

For Exemption consideration, answer the follow:

- 1) Explain and justify why there is a excess balance beyond the maximum allowed.**
- 2) Describe an Expenditure Plan, activities, and estimated timeframe to draw down balances.**

The City of Albany is excluded from this requirement as per policy noted above.

**Bicycle and Pedestrian Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

GENERAL COMPLIANCE REPORTING

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

Bicycle Master Plan
Pedestrian Master Plan
Bike/Ped Master Plan

Adoption Year

N/A
N/A
2019 Amended

1a. If the plans are over five-years past the last adoption year, specify the status of the current update.

Indicate N/A, if not applicable.

N/A

1b. Describe which how your bike/pedestrian master plan is being implemented in the reporting fiscal year i.e. which projects being implemented and transportation benefits/needs addressed.

In fiscal year year 2021-22, bicycle and pedestrian projects were primarily in design or awaiting external factors to begin, including the Kains/Adams Bike Blvd Pilot Project (awaiting delivery of materials due to COVID-19 delays/shortages) and the San Pablo Pedestrian Improvements Project (awaiting Caltrans ROW permit approval). The Masonic Intersections Project also experienced some delays and is expected to begin construction in coordination with an active paving project in the project area, though design was completed in FY21-22.

Additionally, Albany was awarded a grant via the ACTC 2022 CIP from TFCA funds and discretionary Meas B funds for the Codornices Creek Path Project (Phase IV), which is scheduled for construction during the upcoming Winter/Spring 2023; lack of staff resources has necessitated slight delays to the project schedule. The project is expected to utilize local funds to match and will draw upon DLD funds if the project budget requires adjustment due to current high material costs.

Albany also performed improvements to the intersection at Jackson and Buchanan; these improvements are not quite to the scale outlined in the ATP but are designed to increase visibility and minimize conflicts at the intersection.

2. Describe how your reported DLD expenditures specifically addressed safety.

The Kains/Adams Bicycle Boulevard Project is designed to provide a two-street one-way bicycle access route separate from higher-traffic San Pablo. Expenditures in the reporting period finalized design for the project, in preparation for construction in Fall-Winter 2022.

The Masonic Intersections Project reconfigures signals, striping, and other traffic features at two major Albany intersections with the purpose of reducing conflicts between motorized and non-motorized traffic. Expenditures in the reporting period supported construction management for the project.

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

Encumbered value should be less than or equal to the end of year balance.

		\$ Encumbered	
MB Balance	\$ 244,664	\$	146,822
MBB Balance	\$ 307,440	\$	124,011
Total	\$ 552,104	\$	270,833

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

Bicycle and Pedestrian Direct Local Distribution Program

Reporting Period - Fiscal Year 2021-22

GENERAL COMPLIANCE REPORTING

As noted in the FY20-21 report, the department previously experienced staff turnover in the positions of CIP Manager and Associate Engineers, impacting delivery of several CIP projects. These roles were filled and at the time of this reporting, Albany engineering staff is at full capacity. Noted projects are currently on track and expenditures are expected to continue materializing in FY22-23 as noted above and below.

Additionally, material shortages, backorder, and delays to delivery impacted installation of multiple projects including both the Kains/Adams Bike Blvd Project and the Masonic Intersections Project and pushed construction from FY21-22 to FY22-23. The Masonic Intersections Project is scheduled for construction this winter, coordinating with the Marin Avenue Pavement Rehabilitation Project (in construction). The Kains/Adams project is scheduled for mid-January.

**Bicycle and Pedestrian Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

GENERAL COMPLIANCE REPORTING

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. Construction contract has been awarded and project construction is awaiting delivery of materials that have been delayed due to supply chain issues. The DLD Amount indicated here is calculated based on the current project budget MBB allocation less funds spent in FY22.	\$ 188,329	Underway
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. The DLD amount indicated here is calculated based on the project budget MBB allocation less funds spent in FY22.	\$ 145,231	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).

Article	Measure B	Measure BB	Copy of article, website, signage attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
	Yes	No		
Website	Yes	Yes	Yes	Projects for which Measure BB funds are assigned are being constructed in FY 22-23
Signage	Yes	Yes	No	

5. Describe how the current DLD investments promoted safety and/or local vision zero efforts.

See above section 2 and "Brief Project Descriptions" entered in 2c.

**Bicycle and Pedestrian Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

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 21-22	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Equity Priority Community Proximity	Measure B DLD Expenditures	Measure BB DLD Expenditures		
1	Bicycle	PS&E	Bike Paths and Lanes	Capital	Kains/Adams Bicycle Boulevard Pilot (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. Construction contract has been awarded and project construction is awaiting delivery of materials that have been delayed due to supply chain issues.			Expected for construction January 2023	2. Proximate (w/in 1-mile)	\$ 11,671	\$ -		
2	Bike/Ped	Other	Signals	Capital	Masonic Intersections/Ohlone Trail Safety Improvements (CIP No. 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.			In construction Winter/Spring 2022-23	2. Proximate (w/in 1-mile)	\$ -	\$ 4,768		
Total Percentage of Capital vs Administrative Costs				100%								TOTAL	\$ 11,671	\$ 4,768
a. Total Capital				\$ 16,439								Match to Table 1?	TRUE	TRUE
b. Total Administrative				\$ -										

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.

Yes

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

GENERAL COMPLIANCE REPORTING

1a. What is agency's 2021 Pavement Condition Index (PCI)?

PCI =

56

Use same PCI reported to MTC for their Pavement Condition Rpt.

<https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>

1b. What is the basis for your PCI number if not from MTC Report - <https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>?

The above PCI of 56 is reported as per the Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2020 report. The 2021 and 2022 reports are not yet available on MTC's website at the time of this reporting.

1c. If your PCI fell below a score of 60 (fair condition), specify what corrective actions are being implemented to increase the PCI?

Additionally, if your agency's PCI has been consistently under 60 in the past three years, explain why.

Indicate N/A, if not applicable.

In 2021-22, Albany participated in MTC's P-TAP Round 22 program, with measurement and reporting performed by Pavement Engineering, Inc (PEI). Albany participates in this program on a biennial basis. In Round 22, PEI performed field inspections on approximately 30.34 centerline miles of Albany's streets and updated MTC's StreetSaver with information on the City's pavement conditions (PCI). PEI confirmed the City's overall PCI at 56 at the time of measurement, and made recommendations for pavement maintenance, rehabilitation, and reconstruction throughout the City. The overall recommended budget scenario to maintain and increase PCI to 61 over 5 years requires funding beyond current means and staff is assessing next steps.

PCI has consistently remained low for a number of reasons, including engineering staff turnover, long lead times on design-heavy projects on high-traffic streets, and delays in project delivery due to the COVID-19 pandemic. Staff expects that the following efforts will contribute to PCI increases throughout the City.

Since September 2021, Albany has completed a number of pavement-related projects, including roadway repairs at the Jackson & Buchanan intersection (asphalt repair, concrete reinforcement for truck route, crosswalk/bike striping refresh) and Phases I & II of the Washington Avenue Rehabilitation Project (0.41 centerline miles, including 2 travel lanes, 2 parking lanes, 18 curb ramps, high visibility crosswalks, and striped bulbouts). The City also completed design on a large suite of paving projects, including the Marin Avenue Pavement Rehabilitation Project, Phase 1 of which will rehabilitate and upgrade 56,000 square feet of pavement, associated curb ramps, storm drain facilities, and striping and signage - this project is currently in construction. The design suite also included the 2022 Annual Pavement Rehabilitation Project, which consists of over 290,000 square feet of pavement rehabilitation on 17 blocks, and includes rehab and upgrades to associated curb ramps, storm drain facilities, and striping and signage. This project is also currently in construction. Both projects are expected to be completed in Spring 2023. Subsequent projects include the second phase of the Marin Avenue Pavement Rehabilitation Project and a large-scale citywide light/heavy maintenance (slurry seal etc) project that is as yet untitled. Albany also plans to participate in MTC's P-TAP Round 24 program, with measurement of both pavement and associated non-pavement assets to begin in Fall 2023.

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	\$ 1,359,547	\$	667,940
MBB Balance	\$ 2,440,014	\$	1,088,647
Total	\$ 3,799,561	\$	1,756,587

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

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

GENERAL COMPLIANCE REPORTING

Staff did prioritize expenditure of the Measure B funds this fiscal year, as collection of revenue has subset and the funds will not replenish. It should be noted that while there was no explicit progress on such projects as the Citywide Traffic Calming, various elements from the scope & related were incorporated into projects under the Annual Street Rehabilitation Program, providing cost savings by consolidating work in similar areas.

As noted in the FY20-21 report, the department previously experienced staff turnover in the positions of CIP Manager and Associate Engineers, impacting delivery of several CIP projects. These roles were filled and at the time of this reporting, Albany engineering staff is at full capacity. Noted projects are currently on track and expenditures are expected to continue materializing in FY22-23 as noted above and below.

Additionally, material shortages, backorder, and delays to delivery impacted installation of multiple projects including the Masonic Intersections Project and pushed construction from FY21-22 to FY22-23. The Masonic Intersections Project is scheduled for construction this winter, coordinating with the Marin Avenue Pavement Rehabilitation Project (in construction).

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 spent in FY20, FY21, and FY22. This amount will likely increase as project scopes continue to develop.	\$ 2,488,000	Underway
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.	\$ 800,000	Underway

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

GENERAL COMPLIANCE REPORTING

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 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 & Ped funding. Design is completed and the project has received CalTrans approval to proceed with construction of the project. Construction is estimated to begin in Spring 2023.	\$ 1,200,000	Underway
Street Lighting Evaluation Project (25008)	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 & streets, identify lighting deficiencies, and propose strategies and cost analysis for citywide lighting improvement. RFP for a consultant is in development and is expected to be issued in Winter/Spring 2023. Staff is working to assemble GIS infrastructure to support the project.	\$ 200,000	Planned
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. There is potential for this project to be dissolved and funds allocated elsewhere, as following the expenditure of \$56,000 on this project in 2020, many of these types of traffic calming features have been incorporated into other projects.	\$ 200,000	Planned
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 on portions of Solano Avenue from Masonic Avenue to Tulare Avenue. Schedule is currently in discussion, as there is potential to conflict with other projects currently in construction.	\$ 100,000	Planned
		\$ -	

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

Yes

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

GENERAL COMPLIANCE REPORTING

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

GENERAL COMPLIANCE REPORTING

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	No	Yes	Projects for which Measure BB funds are assigned are being constructed in FY 22-23
Website	Yes	Yes	Yes	
Signage	Yes	Yes	No	

Local Streets and Roads Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22

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 21-22	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Equity Priority Community Proximity	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Other	Operations	Program Operations	Administrative	ACTC Annual Membership Dues	ACTC Annual Membership Dues				2. Proximate (w/in 1-mile)	\$ 5,116	\$ 5,117
2	Streets/Rds	Other	Street Resurfacing/Maintenance	Capital	Annual Pavement Rehabilitation Program (CIP No. 21000)	Pavement rehabilitation and repair, including major rehab projects with ADA and Active Transportation Plan street features, as well as minor capital rehab projects. The Washington Ave Pavement Rehabilitation Project was split into two phases to accommodate planned EBMUD water line work; Phase I & II construction have been completed.			1) Roadway repairs at the Jackson & Buchanan intersection (asphalt repair, concrete reinforcement for truck route, crosswalk/bike striping refresh) 2) Phases I & II of the Washington Avenue Rehabilitation Project (0.41 centerline miles, including 2 travel lanes, 2 parking lanes, 18 curb ramps, high visibility crosswalks, and striped bulbouts)	2. Proximate (w/in 1-mile)	\$ 454,019	\$ -
3	Bike/Ped	PS&E	Pedestrian Improvements	Capital	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 Meas B grant for near-term improvements on the San Pablo Avenue corridor. This project also makes use of Meas BB Bike & Ped funding. Design is completed and the project has received CalTrans approval to proceed with construction of the project. Construction is estimated to begin in Spring 2023.			Design work & project management for Caltrans encroachment permit & OBAG2 grant RFA submittal	2. Proximate (w/in 1-mile)	\$ 67,834	\$ -
4	Bike/Ped	Other	Signals	Capital	Masonic Intersections/Ohlone Trail Safety Improvements (CIP No. 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.			Design is complete and construction is beginning shortly, in coordination with the in-progress Marin Avenue Pavement Rehabilitation Project construction.	2. Proximate (w/in 1-mile)	\$ 19,639	\$ -
5	Other	Operations	Program Operations	Administrative	Audit Services	Audit Services				2. Proximate (w/in 1-mile)	\$ 500	\$ 500
TOTAL											\$ 547,108	\$ 5,617
Match to Table 1?											TRUE	TRUE
Percentage of Capital vs Administrative Costs				98%								
a. Total Capital				\$ 541,492								
b. Total Administrative				\$ 11,233								

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:

0.0%

Meets minimum 15% threshold?

FALSE

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

The Annual Pavement Rehabilitation Program includes in all projects elements for pedestrian and bicycle safety, including upgrades to ADA-accessible curb ramps and striping, among other things.

The Masonic Intersections and San Pablo Pedestrian Improvements projects had delays due to material shortages and the Caltrans encroachment permit process, respectively. Both are on track and due to expend Measure BB funds in FY 22-23.

**Paratransit Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22**

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	\$ 12,581	\$ 19,654
MBB Balance	\$ 134,350	\$ 3,166
Total	\$ 146,932	\$ 22,819

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

Some programs were temporarily suspended in CYs 2020, 2021, and 2022 due to safety concerns related to the COVID-19 pandemic. These programs included group shopping trips, group recreational trips, group walking trips, and Senior Center trips. Some activities were resumed in FY22, though programs are not yet up to pre-pandemic operating levels.

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	
Website	Yes	Yes	Yes	
Signage	Yes	Yes	No	Bus has ACTC signage, staff has been advised to update for next year

Paratransit Direct Local Distribution Program
Reporting Period - Fiscal Year 2021-22

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 21-22	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Equity Priority Community Proximity	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.	347	Number of One-Way Unduplicated Trips		2. Proximate (w/in 1-mile)	\$ -	\$ 4,611	\$ -	\$ 4,611
2	Senior and Disabled Services	Operations	Group Trips	Recreational, Hiking, & Shopping Group Trips	The group trip program provides free transportation for recreational outings organized by the Senior Center and senior center classes, as well as for the senior center walking group, throughout the greater Bay Area. Group trips enhance quality of life providing opportunities for social interaction, learning, and fitness opportunities.	2509	Number of One-Way Unduplicated Trips	Frequency and scope is not yet up to pre-pandemic operations. Trips currently go to places without entry/admission fees or other associated costs.	2. Proximate (w/in 1-mile)	\$ 53	\$ -	\$ -	\$ 53
3	Senior Services	Operations	Customer Service and Outreach	Albany Paratransit Program	Staff costs for senior & disabled transportation and outreach.			A staff member who was previously part-time and reported as part of the group trips expenditures was converted to full-time staff and is now reported here.	2. Proximate (w/in 1-mile)	\$ 33,557	\$ -	\$ -	\$ 33,557
TOTAL										\$ 33,610	\$ 4,611	\$ -	\$ 38,221
Match to Table 1?										TRUE	TRUE		