

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

AGENCY CONTACT INFORMATION

Agency Name: **City of Dublin**

Date: 1/26/2023

Primary Point of Contact

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Title: Transportation and Operations Manager

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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	\$ 204,844	\$ 895,197	\$ -	\$ -	\$ 1,100,041
Revenue	\$ 196,506	\$ 542,520	\$ -	\$ -	\$ 739,026
Interest	\$ 3,056	\$ 8,939	\$ -	\$ -	\$ 11,995
Expenditures	\$ 64,366	\$ 530,455	\$ -	\$ -	\$ 594,821
<small>Expenditures Matches Table 2?</small>	TRUE	TRUE	TRUE	TRUE	
End of Year Fund Balance	\$ 340,040	\$ 916,201	\$ -	\$ -	\$ 1,256,241

Notes

B. 2014 MEASURE BB Direct Local Distribution Programs

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
Beginning of Year Fund Balance	\$ 186,552	\$ 367,744	\$ -	\$ -	\$ 554,296
Revenue	\$ 269,205	\$ 817,456	\$ -	\$ -	\$ 1,086,661
Interest	\$ 2,890	\$ 4,188	\$ -	\$ -	\$ 7,078
Expenditures	\$ 52,871	\$ 441,051	\$ -	\$ -	\$ 493,922
<small>Expenditures Matches Table 2?</small>	TRUE	TRUE	TRUE	TRUE	
End of Year Fund Balance	\$ 405,776	\$ 748,337	\$ -	\$ -	\$ 1,154,113

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	\$ 739,026	\$ 2,956,104	\$ 1,256,241	\$ (1,699,863)
Measure BB	\$ 1,086,661	\$ 4,346,644	\$ 1,154,113	\$ (3,192,531)

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.

**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.

	Adoption Year
Bicycle Master Plan	
Pedestrian Master Plan	
Bike/Ped Master Plan	2023

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.

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 FY 21/22, Citywide Bicycle and Pedestrian Plan was updated. Pavement resurfacing improvements and "Sharrows" were installed on Brannigan St, Madden Way, Grafton St, and Lockhart St which were designated Class II Bike routes in the Bicycle and Pedestrian Plan. The City of Dublin also finished the design of the Bicycle and Pedestrian overcrossing on Dublin Blvd at Scarlett Drive and began its construction. Supported Bike month activities including energizer stations and bike and pedestrian programs such as bike to school day, walk and roll, Bike Eastbay Bronze sponsorship Event etc.,

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

The newly adopted Bike and Ped Plan has identified multiple projects, programs, and policies that will improve bicycle and pedestrian safety throughout the City of Dublin. The type of improvements identified range from Class I/IV bike lanes to pedestrian crosswalks and intersection enhancements. The proposed recommendations incorporated complete streets approach/studies along with protected intersection elements. The Bike and ped overcrossing on Dublin Blvd at Scarlett Drive, will significantly increase safety and improve connection to Dublin/Pleasanton Bart from the regionally significant Iron Horse Trail. Bike and Ped programs spread safety awareness and encourage school kids to walk and bike to their destinations.

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	\$ 340,040	\$	340,040
MBB Balance	\$ 405,776	\$	405,776
Total	\$ 745,816	\$	745,816

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

The City of Dublin is using the Measure B and BB funding with a CIP program. Any such programs tend to have balances in funds as an agency works towards expending the money on a planned project. This is exactly the case with the City of Dublin balances. The City will be able to meet the Timely Use of Funds Policy for these funds.

**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
Citywide Bike and Ped Improvements	Improve Bike and Ped Access	\$ 113,184	Underway
Iron Horse Trail Bicycle and Pedestrian Over crossing	Improves safety, street surface and close gaps in infrastructure along Iron Horse Regional trail by constructing an class I- bicycle and pedestrian overcrossing across an arterial - Dublin Blvd.	\$ 632,632	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.
Article	Yes	Yes	Yes	
Website	Yes	Yes	Yes	
Signage	Yes	Yes	Yes	

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

Class I/IV projects identified by the newly adapted Bike Ped Plan improves safety by providing greater separations between vehicles and bikes and pedestrians. The Plan proposed projects along the high injury network to reduce collisions including fatal and sever injury. As part of the Annual Street Resurfacing project, in addition to the improved pavement surface, enhanced striping is installed for both bicyclists along bike paths and pedestrians at crosswalks/intersections. Buffered bike lanes are also installed where feasible and as identified in the Bicycle and Pedestrian Plan. This improves safety for bicyclists and pedestrians.

Bike and Ped overcrossing once complete will provide a safe way to bicyclists and pedestrians from the Iron Horse trail and nearby residential and commercial areas to cross Dublin Blvd (a major arterial with vehicles traveling at higher speeds).

Bike and Ped programs enhance safety awarness in the users.

**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 20-21	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		
2	Bike/Ped	Planning/Scoping	Master Plan	Administrative	Citywide Bicycle and Pedestrian Improvements	Bicycle and Pedestrian Plan Update	1	Other	Completed the update of Bicycle and Pedestrian Plan	3. None (Not near EPC)	\$ 20,439	\$ 52,871		
3	Bike/Ped	Construction	Bridges and Tunnels	Capital	Iron Horse Trail Bicycle and Pedestrian Overcrossing on Dublin Boulevard at Scarlett Drive	Improves safety, street surface and close gaps in infrastructure along Iron Horse Regional trail by constructing an class I- bicycle and pedestrian overcrossing across an arterial - Dublin Blvd.	1200	Linear Feet	This project provides for the planning, design, and construction of the Iron Horse Trail bridge for bicycles and pedestrians over Dublin Boulevard. The bridge will provide safer and easier trail access, including access to and from the Dublin-Pleasanton BART station.	3. None (Not near EPC)	\$ 37,272	\$ -		
4	Bike/Ped	Operations	Education and Promotion	Administrative	Bike and Ped programs implementation	Provide on-going support to bike and ped programs like Bike to School Day, Walk and Roll, Bike East Bay Bronze Sponsorship Event	1	Other	Bike month activities included sponsoring energizer stations, T-shirts, snacks and gifts at stations, sponsoring Bike East Bay activities	3. None (Not near EPC)	\$ 6,655	\$ -		
Total Percentage of Capital vs Administrative Costs				32%								TOTAL	\$ 64,366	\$ 52,871
a. Total Capital				\$ 37,272								Match to Table 1?	TRUE	TRUE
b. Total Administrative				\$ 79,965										

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.

Some of the Capital costs are from updating the Bicycle and Pedestrian Plan which is necessary to identify future Bicycle and Pedestrian Improvement projects. In the upcoming year, the funds will be spent on Capital projects that will construct the improvements identified in the Plan.

**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 =

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>?

N/A

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.

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	\$ 916,201	\$ 916,201
MBB Balance	\$ 748,337	\$ 748,337
Total	\$ 1,664,538	\$ 1,664,538

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

The City of Dublin is using the Measure B and BB funding with a CIP program. Any such programs tend to have balances in funds as an agency works towards expending the money on a planned project. This is exactly the case with the City of Dublin balances. The City will be able to meet the Timely Use of Funds Policy for these funds.

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 Resurfacing Project	Dublin Blvd between Scarlett Dr and Hacienda	\$ 700,000	Underway
Iron Horse Trail Bicycle and Pedestrian Over crossing	Improves safety, street surface and close gaps in infrastructure along Iron Horse Regional trail by constructing an class I- bicycle and pedestrian overcrossing across an arterial - Dublin Blvd.	\$ 900,000	Underway
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	

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

**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	Yes	Yes	
Website	Yes	Yes	Yes	
Signage	Yes	Yes	Yes	

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	Streets/Rds	Construction	Other	Capital	Annual Street Resurfacing	Improve street surface for better bike and ped access. It also provides new striping and markings for bike and ped access.	4	Lane Miles	Improved approximately 3.8 miles of Bike Route, 50 Sharrows, 1.5 mile of Class II bike lane. Enhanced crosswalk striping at access points to Fallon Middle School.	3. None (Not near EPC)	\$ 500,000	\$ 104,020		
2	Bike/Ped	Construction	Sidewalks and Ramps	Capital	Citywide Bicycle and Pedestrian Improvements	Sidewalk Improvements	16,571	Linear Feet	Construction and repair of sidewalks	3. None (Not near EPC)	\$ -	\$ 337,031		
3	Streets/Rds	Maintenance	Signals	Capital	Citywide Signal Communication Upgrade	Enhance Signal Operations	1	Other	Enhance safety and signal operations, Network upgrades to maintain and enhance remote monitoring and traffic signal communications at City's 98 signals.	3. None (Not near EPC)	\$ 18,943			
4	Bike/Ped	Construction	Bridges and Tunnels	Capital	Iron Horse Trail Bicycle and Pedestrian Overcrossing on Dublin Boulevard at Scarlett Drive	Improves safety, street surface and close gaps in infrastructure along Iron Horse Regional trail by constructing an class I- bicycle and pedestrian overcrossing across an arterial - Dublin Blvd.	1200	Linear Feet	This project provides for the planning, design, and construction of the Iron Horse Trail bridge for bicycles and pedestrians over Dublin Boulevard. The bridge will provide safer and easier trail access, including access to and from the Dublin-Pleasanton BART station.	3. None (Not near EPC)	\$ 11,512	\$ -		
Percentage of Capital vs Administrative Costs				100%								TOTAL	\$ 530,455	\$ 441,051
a. Total Capital				\$ 971,506								Match to Table 1?	TRUE	TRUE
b. Total Administrative				\$ -										

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.

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?

\$	-
	0.0%
	FALSE

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