

**MEASURE B AND MEASURE BB  
Annual Program Compliance Report  
Reporting Period - Fiscal Year 2022-23**

**AGENCY CONTACT INFORMATION**

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

Date:

**Primary Point of Contact**

<b>Name:</b>	Devora Zauderer
<b>Title:</b>	Public Works Program Manager
<b>Phone:</b>	510-524-8170
<b>Email:</b>	<a href="mailto:dzauderer@albanyca.org">dzauderer@albanyca.org</a>

---

**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
<b>Beginning of Year Fund Balance</b>	\$ 244,664	\$ 1,359,547	\$ -	\$ 12,581	\$ 1,616,792
<b>Measure B Revenue</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Interest</b>	\$ 3,181	\$ 26,433	\$ -	\$ -	\$ 29,614
<b>GASB 31 Adjustment</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Expenditures</b> <small>Expenditures Matches Table 2?</small>	\$ 148,719 <small>TRUE</small>	\$ 612,398 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 12,581 <small>TRUE</small>	\$ 773,698
<b>End of Year Fund Balance</b>	\$ 99,126	\$ 773,582	\$ -	\$ -	\$ 872,708

*DLD Recipient verifies amounts above agrees to DLD Recipient's audited financial statements; and  
DLD Recipient verifies end of the year Fund Balance reflects what is stated on the audited financial statements.*

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>	\$ 307,440	\$ 2,440,014	\$ -	\$ 234,350	\$ 2,981,804
<b>Measure BB Revenue</b>	\$ 149,246	\$ 1,476,952	\$ -	\$ 91,928	\$ 1,718,126
<b>Interest</b>	\$ 6,853	\$ 81,097	\$ -	\$ 4,569	\$ 92,519
<b>GASB 31 Adjustment</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Expenditures</b> <small>Expenditures Matches Table 2?</small>	\$ 197,347 <small>TRUE</small>	\$ 943,607 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 52,847	\$ 1,193,801
<b>End of Year Fund Balance</b>	\$ 266,192	\$ 3,054,456	\$ -	\$ 278,000	\$ 3,598,648

*DLD Recipient verifies amounts above agrees to DLD Recipient's audited financial statements; and  
DLD Recipient verifies end of the year Fund Balance reflects what is stated on the audited financial statements.*

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.

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

	<b>Total Annual Revenue</b> (A)	<b>Maximum Allowed Balance (4x Annual)</b> (B) = (A) * 4	<b>Current DLD Balance</b> (C)	<b>Current Balance Over / Under Maximum Allowed</b> (D) = (C) - (B)
<b>Measure BB</b>	\$ 1,718,126	\$ 6,872,504	\$ 3,598,648	\$ (3,273,856)
<b>Measure B</b>		Measure B Balance must be exhausted June 30, 2026.	\$ 872,708	

**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 2022-23**

**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.  
  
The City is currently preparing an RFP for an update to the City's Active Transportation Plan.

**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 2022-23, several projects that had been in development either began or completed implementation. The **Kains/Adams Bike Blvd Pilot Project** received materials previously delayed due to COVID-19-related shortages/delays, and the project was implemented successfully. The project is currently in a one-year monitoring period, after which the pilot project will be analyzed for efficacy and brought to the City Council for review and next steps. The **San Pablo Pedestrian Improvements Project** received Caltrans ROW permit approval as well as issuance of E-76 for authorization to proceed (related to federal grant funding awarded to the project) in June 2023 and signed a project agreement with Caltrans in August of 2023. The Albany City Council authorized advertisement of the project in July 2023, and the construction contract was awarded in early December 2023. Construction is expected to commence in the spring of 2024, weather permitting. The remaining elements of the **Citywide Traffic Calming Project** were also implemented as part of a larger pavement rehabilitation contract. Lastly, the **Masonic Intersections/Ohlone Trail Safety Improvements Project** began and substantially completed construction in the reporting year; this project increases safety for both motorized and non-motorized travel at two key high-traffic City intersections. See further details of all projects and related expenditures on tab BP Table 2 Expenditures.

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

The **Kains/Adams Bicycle Boulevard Project** provides a two-street one-way bicycle access route separate from higher-traffic San Pablo. The **San Pablo Pedestrian Improvements Project** incorporates San Pablo/Buchanan Complete Streets elements for pedestrian safety improvements along the San Pablo Avenue corridor. The **Citywide Traffic Calming Project** implements speed humps and/or soft traffic calming treatments to reduce vehicle speed on residential streets and provide safer routes for pedestrians and cyclists. The **Masonic Intersections/Ohlone Trail Safety Improvements Project** improves safety for pedestrians and cyclists on the Ohlone Greenway by reducing potential conflicts with vehicles at signalized intersection crossings (via signal upgrades, protected turn phasing for crossings, and curb extensions).

**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	\$ 99,126	\$	90,000
MBB Balance	\$ 266,192	\$	190,000
<b>Total</b>	\$ 365,318	\$	280,000

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

**Bicycle and Pedestrian Direct Local Distribution Program  
Reporting Period - Fiscal Year 2022-23**

**GENERAL COMPLIANCE REPORTING**

Approximately \$8,000 is currently either spent or actively encumbered in Measure BB for remaining traffic surveys and other soft costs associated with the Masonic Intersections/Ohlone Trail Safety Improvements Project.

The Citywide Traffic Calming Project came in under budget by \$127,580. The project was scoped as entirely standalone, but it turned out that it was more financially and procedurally efficient to incorporate certain project elements into other, larger projects, which saved considerable costs in a number of areas, including contractor mobilization. Remaining project funds will be reallocated to other projects in the City's planned Spring 2024 CIP Update.

As predicted in the FY21-22 report, the City Council moved forward with appropriating additional funds to the Codornices Creek Phase IV Project: \$90,000 from MB B&P and \$182,000 from MBB B&P. The project is in construction and expenditures are expected to be reported in the FY23-24 Annual DLD Compliance Report.

**Bicycle and Pedestrian Direct Local Distribution Program  
Reporting Period - Fiscal Year 2022-23**

**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
Codornices Creek Phase IV (43001)	<p>The planning and implementation of the restoration of Codornices Creek between Kains Avenue to Interstate 80 has been ongoing since the late 1990s and involves the City of Albany, the City of Berkeley, and the University of California. Lower Codornices Creek forms the boundary between the cities of Berkeley and Albany and the primary owner within Albany is the University of California (UC Village). The Phase IV Project (CIP No. 43001) includes construction of a multi-use path from 8th Street to 10th Street to fill a gap in the multi-use path paralleling the creek. The project is supported by Meas B and TFCA grants through the 2022 Alameda CTC CIP as well as local Creek Restoration funds. (Total Project Budget/Cost-Estimate, all funds inclusive: \$1,718,000)</p> <p>The scope of the Phase IV Project generally consists of the following project elements:</p> <ul style="list-style-type: none"> <li>• Conversion of the existing informal dirt path</li> </ul>	\$ 272,000	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	

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

See section 2 above as well as project details entered in tab BP Table 2 Expenditures.

**Bicycle and Pedestrian Direct Local Distribution Program**  
**Reporting Period - Fiscal Year 2022-23**

**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 22-23	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Equity Priority Community Proximity	High Injury Network	Measure B DLD Expenditures	Measure BB DLD Expenditures	
1	Bicycle	Construction	Bike Paths and Lanes	Capital	Kains/Adams Bike Boulevard 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.	Yes		Construction has been completed and the project is in service.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 148,719	\$ -	
2	Pedestrian	Construction	Streetscape / Complete Streets	Capital	San Pablo Pedestrian Improvements Project Phase 1 (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.			Design is completed and the project has received CalTrans approval to proceed with construction of the project. Construction is estimated to begin in Spring 2024.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ -	\$ 4,060	
3	Bike/Ped	Construction	Traffic Calming	Capital	Citywide Traffic Calming Project (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.	Yes		Remaining traffic calming measures were implemented and the project is now considered to be complete.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ -	\$ 72,920	
4	Bike/Ped	Construction	Signals	Capital	Masonic Intersections/Ohlone Trail Safety Improvements Project (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.	Yes		The project is substantially complete and the project is in service.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ -	\$ 120,367	
<b>Total Percentage of Capital vs Administrative Costs</b>				100%										
a. Total Capital				\$ 346,066										
b. Total Administrative				\$ -										
<b>TOTAL</b>											\$ 148,719	\$ 197,347		
<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.

[Empty yellow response box]



**Local Streets and Roads (LSR) Direct Local Distribution Program  
Reporting Period - Fiscal Year 2022-23**

**GENERAL COMPLIANCE REPORTING**

**1a. What is agency's 2022 Pavement Condition Index (PCI)?**

PCI = 

57
----

*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 57 is reported as per the Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021 report. The 2022 report is 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.*

Albany is currently enrolled in MTC's PTAP Round 24 program. Albany participates in this program on a biennial basis. In Round 22, Pavement Engineering Inc (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 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 local Capital Improvement Plan (CIP) allocations. Staff is preparing an update to the Albany CIP, estimated for adoption in Spring 2024, and will recommend increased investment in pavement conditions throughout the City.

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 weather, lingering effects of the COVID-19 pandemic, and interproject coordination.

Since July 2022, Albany has completed two major pavement-related projects including Phase 1 of the Marin Avenue Pavement Rehabilitation and Repair Project, which rehabilitated and upgraded pavement, associated curb ramps, storm drain facilities, and associated striping and signage. The project required 2,800 tons of material to be removed, 2,800 tons of asphalt placed, over 22,000 square feet of roadway graded, and 9,500 linear feet of lane length paved. Albany also completed the 2022 Annual Pavement Rehabilitation Project, which consisted of over 270,000 square feet of pavement rehabilitation covering 2 linear miles of roadway in Albany, along with ADA-compliant curb ramp updates, intersection grading, curb and gutter repairs, and storm drain installation. The project also included asphalt patching around the City and installation of two high-visibility rainbow crosswalks in the City's Solano Ave business district.

Major projects designed in FY22-23 planned for construction in FY23-24 include the 2023 Pavement Maintenance and Repair Project, which is a pavement preservation treatment project covering approximately 7 linear miles, or 125,000 square yards. Construction was expected for Fall/Winter 2023 but has been delayed to Spring 2024 due to weather conditions. The San Pablo Pedestrian Improvements Project is also expected for construction in Spring/Summer 2024. Phase 2 and 3 of the Marin Avenue Pavement Rehabilitation Project are approaching completed design and are estimated for bid in the current fiscal year. The City also continues to do periodic patch paving and pothole repair.

**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	\$ 773,582	\$ 507,003
MBB Balance	\$ 3,054,456	\$ 970,671
<b>Total</b>	\$ 3,828,038	\$ 1,477,674

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

The City has been spending steadily over the past several years. Staff is currently in the process of preparing an update to the City's Capital Improvement Plan, and plan to recommend further allocation of Measure B & BB funds to upcoming projects so as to draw down fund balance. The \$ encumbered noted above references actual funds expended or encumbered into contracts in our financial system.

Additionally, staff prioritized expenditure of the Measure B funds this fiscal year, as these funds have a required timeline for expenditure and should be drawn down first.

**Local Streets and Roads (LSR) Direct Local Distribution Program  
Reporting Period - Fiscal Year 2022-23**

**GENERAL COMPLIANCE REPORTING**

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

<b>Project Title</b>	<b>Brief Project Description</b>	<b>DLD Amount</b>	<b>Project Status</b>
Annual Street Rehabilitation Program (21000)	Pavement rehabilitation and repair, including major projects with ADA and Active Transportation Plan street features, and minor rehabilitation projects. Note that the DLD amount noted at right is what is currently appropriated for use in the program from Meas B/BB LSR balances through FY23-24, less funds spent in FY20, FY21, FY22, and FY23. The amount planned will likely increase as project scopes continue to develop and a new CIP is adopted, estimated for Spring 2024.	\$ 1,296,710	Underway
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 2024.	\$ 1,236,000	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 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

**Local Streets and Roads (LSR) Direct Local Distribution Program  
Reporting Period - Fiscal Year 2022-23**

**GENERAL COMPLIANCE REPORTING**

<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. Evaluation drafts are in final revisions and are expected to be presented to the City Council in early 2024. Staff is working to assemble GIS infrastructure to support the project. DLD amount noted is remaining appropriated project budget less FY23 expenditures, expected to be fully utilized and invoiced in FY23-24.</p>	<p>\$ 138,447</p>	<p>Underway</p>
<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. DLD amount noted is remaining appropriated project budget less FY23 expenditures, expected to be fully utilized and invoiced in FY23-24.</p>	<p>\$ 302,074</p>	<p>Underway</p>

**Local Streets and Roads (LSR) Direct Local Distribution Program  
Reporting Period - Fiscal Year 2022-23**

**GENERAL COMPLIANCE REPORTING**

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		
<b>Website</b>	Yes	Yes		
<b>Signage</b>	Yes	Yes		

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

**Reporting Period - Fiscal Year 2022-23**

**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 22-23	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Equity Priority Community Proximity	High Injury Network	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Streets/Rds	Construction	Street Resurfacing/Main	Capital	Annual Street Rehabilitation Program (Program No. 210)	Pavement rehabilitation and repair, including major rehab projects with ADA and Active Transportation Plan street features, as well as minor capital rehab projects.	0.72	Lane Miles	Marin Ave Rehabilitation Project Phase 1 - completed. Pavement rehabilitation between Cornell Avenue and Key Route. Repair, installation, and upgrade of curb ramps, signage, roadway striping including crosswalks and bicycle lanes, associated storm drain infrastructure, green infrastructure, and curb/gutter.  Other work completed under this program using DLD funds includes pavement preservation and management planning, plus design work for the 2023 Pavement Maintenance Project, which will be constructed in early 2024 (delayed from Fall due to weather). Soft costs included materials testing and construction management.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 243,652	\$ 938,097
2	Bike/Ped	PS&E	Streetscape / Complete S	Capital	San Pablo Pedestrian Improvements Project Phase 1 (Pr	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.			Design is completed and the project has received CalTrans approval to proceed with construction of the project. Construction is estimated to begin in Spring 2024.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 97,342	\$ -
3	Bike/Ped	Construction	Signals	Capital	Masonic Intersections/Ohlone Trail Safety Improvement	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.	Yes		The project is substantially complete and the project is in service. Remaining expenditures are expected to be reported on the FY23-24 DLD reports.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 152,926	\$ -
4	Other	Planning/Scoping	Pedestrian Improvement	Capital	Streetlighting Evaluation Project (Project No. 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 includes 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.			Staff is working with a consultant to finalize the evaluation documents, which will be presented to the City Council in early 2024. The consultant has delivered a technical memo as well as an in-person community workshop.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 61,553	\$ -

5	Streets/Rds	Construction	Traffic Calming	Capital	ATP Improvements Project (Project No. 23000)	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.			Improvements have been completed and the project is in service.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 51,415	\$ -
6	Other	Operations	Program Operations	Administrative	Audit Services	Audit Services				2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 400	\$ 400
7	Other	Operations	Program Operations	Administrative	Annual ACTC DLD Membership Dues	Annual ACTC DLD Membership Dues				2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 5,110	\$ 5,110
<b>Percentage of Capital vs Administrative Costs</b>													
					99%	<b>TOTAL</b>							
a. Total Capital				\$	1,544,985	<b>Match to Table 1?</b>							
b. Total Administrative				\$	11,020							\$ 612,398	\$ 943,607
												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.

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.

Meas BB LSR funds were primarily invested in FY22-23 into Albany's Annual Street Rehabilitation Program (CIP No. 21000). The Marin Ave Pavement Rehabilitation Project under this program did include many bike/pedestrian improvements, including high-visibility crosswalks, improved striping for bike lanes, and upgraded ADA curb ramps. The project is better classified as a roadway improvement in the context of this report, but bike & ped considerations were incorporated in the execution of this project.

**Paratransit Direct Local Distribution Program  
Reporting Period - Fiscal Year 2022-23**

**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	\$ -	\$ -
MBB Balance	\$ 278,000	\$ 32,579
<b>Total</b>	\$ 278,000	\$ 32,579

**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 and program levels are increasing through FY23 and the current FY24.

**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.
<b>Article</b>	Yes	Yes	Yes	
<b>Website</b>	Yes	Yes	Yes	
<b>Signage</b>	Yes	Yes	Yes	

**Paratransit Direct Local Distribution Program**  
**Reporting Period - Fiscal Year 2022-23**

**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 22-23	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 80% reimbursement up to \$25.00 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.	533	Number of One-Way Unduplicated Trips		2. Proximate (w/in 1-mile)	\$ -	\$ 9,745	\$ -	\$ 9,745
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.	3636	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)	\$ 6,797	\$ -	\$ -	\$ 6,797
3	Senior Services	Operations	Customer Service and Outreach	Albany Paratransit Program	Staff costs for senior & disabled transportation and outreach.				2. Proximate (w/in 1-mile)	\$ 5,784	\$ 43,102	\$ -	\$ 48,886
<b>TOTAL</b>										\$ 12,581	\$ 52,847	\$ -	\$ 65,428
<b>Match to Table 1?</b>										TRUE	TRUE		