

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

AGENCY CONTACT INFORMATION

Agency Name: **City of Berkeley**

Date: 12.29.2023

Primary Point of Contact

Name:	Marrk Callier
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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	\$ 868,831	\$ 4,745,857	\$ -	\$ -	\$ 5,614,688
Measure B Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	\$ 21,374	\$ 112,559	\$ -	\$ -	\$ 133,933
GASB 31 Adjustment	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 15,444 <small>TRUE</small>	\$ 524,271 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 539,715
End of Year Fund Balance	\$ 874,761	\$ 4,334,145	\$ -	\$ -	\$ 5,208,906

*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
Beginning of Year Fund Balance	\$ 166,757	\$ 9,674,762	\$ -	\$ 869,809	\$ 10,711,328
Measure BB Revenue	\$ 858,766	\$ 7,489,858	\$ -	\$ 798,857	\$ 9,147,481
Interest	\$ 4,132	\$ 194,744	\$ -	\$ 15,943	\$ 214,819
GASB 31 Adjustment	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 601,054 <small>TRUE</small>	\$ 6,824,797 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 858,536 <small>TRUE</small>	\$ 8,284,387
End of Year Fund Balance	\$ 428,601	\$ 10,534,567	\$ -	\$ 826,073	\$ 11,789,241

*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 auto populated 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 BB	\$ 9,147,481	\$ 36,589,924	\$ 11,789,241	\$ (24,800,683)
Measure B	Measure B Balance must be exhausted June 30, 2026.		\$ 5,208,906	

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.

N/A.

**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.

Adoption Year

Bicycle Master Plan	2017
Pedestrian Master Plan	2021
Bike/Ped Master Plan	2021

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.

City of Berkeley Department of Public Works initiated a focused update to the Berkeley Bicycle Plan in 2022. This update is limited in scope, due to the comprehensive re-write of the plan that was adopted in 2017. In 2022, the City, with consultant support, collected existing conditions information about ongoing challenges to cycling in Berkeley, launched an interactive website, and conducted three public engagement events. This planning project has been on hold due to staffing shortages, but City of Berkeley anticipates restarting the update in early 2024 and completing it within the calendar year.

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 our recent Adopted CIP Budget, the following Bike and Pedestrian Projects were approved: 1.) Bike and Pedestrian Project. This project funds various baseline programmatic needs related to pedestrian and bicycle planning and infrastructure, such as printing and mailing of public communications, supplementing grant funds for bicycle parking, and program management support costs. 2.) Ohlone Greenway Modification Project, The project is identified as a Tier 1 project in the City's 2017 Bicycle Plan. Widening of the Ohlone Greenway to Class I standards and installation of a Class IV connector along Peralta between Ohlone Greenway segments. The project includes intersection crossing safety improvements at Cedar, Rose, Hopkins, and Santa Fe, as well as improved transitions at Virginia Gardens. 3.) Sacramento Street Pedestrian Safety Improvements, The Sacramento Street corridor, from Dwight Way to Alcatraz Ave, is identified as a Prioritized High-Injury Street in the Berkeley Pedestrian Plan (2010), the Sacramento Street corridor is also identified as a "Project Prioritization Area" in the Berkeley Strategic Transportation Plan (BeST). 4.) Woolsey-Fulton, within the City's 2017 Bicycle Plan, the Fulton Bike Boulevard and Woolsey/Adeline, Woolsey/Shattuck, Russell/Adeline, and Russell/Shattuck crossing beacons are identified as Tier 1 projects, and the Woolsey Bike Boulevard is identified as a Tier 2 project. The following projects are already underway during the reporting period: 1) Southside Complete Streets: implementation of Bicycle Plan Tier 1 Class IV bikeway projects in Berkeley's Southside neighborhood on Bancroft Way, Dana Street, and Fulton Street, and installation of pedestrian crossing safety improvements on these same corridors; 2) South Adeline Transportation Improvements - implementation of Bicycle Plan Tier 1 Class IV bikeway project and installation of Pedestrian Plan pedestrian crossing safety improvements on the Adeline Street corridor; 3) MLK Quick Build Project - Implementation Pedestrian Plan High Priority Project traffic calming and pedestrian crossing safety improvements on MLK Jr Way.

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

The Sacramento Street corridor, from Dwight Way to Alcatraz Ave, is identified as a Prioritized High-Injury Street in the Berkeley Pedestrian Plan (2010), with Rectangular Rapid Flashing Beacons recommended at Oregon Street, Julia Street and Prince Street. The Sacramento Street corridor-Systemic pedestrian improvements at six intersections on Sacramento Street. Installing RRFBs, warning signing, and raised median extensions at three intersections. Installing advanced yield lines and warning signing at three additional intersections. Woolsey-Fulton Blvd- the Fulton Bike Boulevard Class 3B bicycle boulevard along Woolsey from Adeline to Wheeler, along Wheeler from Woolsey to Prince, along Prince from Wheeler to Fulton, and along Fulton from Prince to Dwight Pedestrian and bicycle safety improvements including pedestrian hybrid beacons at Woolsey/Adeline and Russell/Adeline; rectangular rapid flashing beacons (RRFBs) at Woolsey/Shattuck and Russell/Shattuck; traffic circles at Wheeler/Prince, Fulton/Oregon, and Fulton/Parker; a traffic diverter at Fulton/Derby; bicycle crossing markings; advance yield lines at uncontrolled multilane crossings; and lighting.

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	\$ 874,761	\$ 6,438
MBB Balance	\$ 428,601	\$ 431,875
Total	\$ 1,303,362	\$ 438,313

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

The City of Berkeley has several Bicycle and Pedestrian Projects Planned for FY24. We have designated the following Measure B/BB B&P funds: \$618,787 for our Ohlone Greenway Modernization & Safety BP Project, \$213,929 for our Woolsey-Fulton Bike Blvd Project, \$347,837 for our West Berkeley Vision Zero Quick Build Project, and \$122,230 for the MLK Jr. Vision Zero Quick Build Project.

**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
PWTRBP2206- West Berkeley Vision Zero Quick Build	Traffic Calming and Pedestrian/Bicycle intersection Improvements.	\$ 347,837	Underway
PWTRBP2205-Woolsey-Fulton Bike Boulevard (AHSC)	Within the City's 2017 Bicycle Plan, the Fulton Bike Boulevard and Woolsey/Adeline, Woolsey/Shattuck, Russell/Adeline, and Russell/Shattuck crossing beacons are identified as Tier 1 projects, and the Woolsey Bike Boulevard is identified as a Tier 2 project.	\$ 213,929	Underway
PWTRBP2201- MLK Jr - Vision Zero Quick Build	Pedestrian and bicycle crossing safety improvements, including pedestrian refuge islands, advance yield lines, and red curb at approaches at various uncontrolled intersections; a "hardened" centerline (with raised yellow marker along centerline) and advance stop bars at signalized intersections; high-visibility crosswalks across MLK where lacking; lighting over the crosswalks on intersection corners where lacking; and rectangular rapid flashing beacons (RRFBs) at Parker, Stuart, and Oregon.	\$ 122,230	Underway
PWTRBP2204-Ohlone Greenway Mod&Sfty (Santa Fe Ave/Franklin St)	Widening of the Ohlone Greenway to Class I standards and installation of a Class IV connector along Peralta between Ohlone Greenway segments. The project is identified as a Tier 1 project in the City's 2017 Bicycle Plan.	\$ 618,787	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	N/A.
Website	Yes	Yes	Yes	N/A.
Signage	Yes	Yes	Yes	N/A.

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

The City of Berkeley's DLD investments are intended to promote traffic safety and are intended to implement the Berkeley Vision Zero Action Plan (2020). The VZ Action Plan identifies High Injury Streets where the vast majority of severe injury and fatality crashes occur in Berkeley. All the projects listed above are located either on, or cross, or are parallel alternate routes to one of these High Injury Streets. The VZ Action Plan also identifies that people walking and riding bicycles are disproportionately impacted by traffic violence and are more likely to be involved in a severe injury or fatality traffic crash than people driving. As such, all of the projects listed above are intended to promote safer walking and bicycling conditions in Berkeley. Finally, the VZ Action Plan identifies that "unsafe vehicle speeds" are consistently the #1 factor that results in severe injury and fatality traffic crashes. All of the above projects include measures to address the impacts of unsafe speeds, either explicitly through traffic calming to slow vehicles, or through traffic safety improvements that reduce the likelihood that a speeding vehicle would interact with someone walking or cycling.

**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	Bike/Ped	Other	Other	Capital	Retainage Entry for Construction	CIP Construction	N/A	Other	CIP Construction			\$ -	\$ 147,563
2	Bike/Ped	Operations	Staffing	Capital	Capital Project Staffing	Project Expenditures non-personnel only, personnel not charged to projects in FY23.	100%	Other	Project Expenditures non-personnel only, personnel not charged to projects in FY23.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 86,200
3	Bike/Ped	Operations	Staffing	Administrative	Capital Administrative & Staffing Support	Staffing for program administrative and support.	100%	Other	Staffing for program administrative and support	3. None (Not near EPC)	3. None (Not near EPC)	\$ 319	\$ 98,601
4	Bike/Ped	Project Closeout	Bike Paths and Lanes	Capital	PWTRBP1707-9th Street Pathway Phase II	Construct a Class 1 bike and pedestrian pathway by filling a gap between the Ninth Street Bicycle Boulevard and the Emeryville Greenway, as supported by the City's Bicycle Plan.	100%	Other	Includes: Curb and gutter, sidewalk, new lighting, landscaping, traffic signal improvements, pavement markings, and signage.	1. Direct (in EPC)	3. None (Not near EPC)	\$ -	\$ 1,903
5	Bike/Ped	Project Closeout	Bike Paths and Lanes	Capital	PWTRBP1802-Milvia Bikeway Project	Consultant support for design of a Class IV bikeway on Milvia between Hearst and Blake.	100%	Other	Finalize design, bid and award construction contract, and start construction phase. Project 100% completed.	2. Proximate (w/in 1-mile)	1. Direct (in EPC)	\$ -	\$ 78,615
6	Bike/Ped	Construction	Bike Paths and Lanes	Capital	PWTRBP2201-MLK JR Way Vision Zero Quick Build	Pedestrian and bicycle crossing safety improvements at nine intersections along Martin Luther King Jr. Way, from Dwight Way to Russell Street.	30%	Other	% complete based on overall project progress (design & construction). Bid and award construction contract; Start construction phase. Design phase is 100% completed, and construction underway.	2. Proximate (w/in 1-mile)	1. Direct (in EPC)	\$ -	\$ 5,603
7	Bike/Ped	PS&E	Bike Paths and Lanes	Capital	PWTRBP2204- Ohlone Green Modification & Safety Project	Modernization and Safety Project from Santa Fe Ave to Franklin Street.	15%	Other	% complete based on overall project progress (design & construction). Conducted public outreach events. Refining conceptual design options.	3. None (Not near EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 58,984
8	Bike/Ped	PS&E	Bike Paths and Lanes	Capital	PWTRBP2202-HSIO Sacramento Ped Xing Safety Enhancements	Pedestrian crossing safety improvements along Sacramento St., at Oregon St., Julia St., Tyler St., Prince St., Woolsey St., and Fairview St.	25%	Other	% complete based on overall project progress (design & construction). Finalizing detailed design documents.	3. None (Not near EPC)	1. Direct (in EPC)	\$ -	\$ 93,914
9	Bike/Ped	PS&E	Bike Paths and Lanes	Capital	PWTRBP2205-Woolsey-Fulton Bike Blvd	Traffic Calming and Pedestrian/Bicycle intersection Improvements.	5%	Other	% complete based on overall project progress (design & construction). Procuring engineering consultant.	1. Direct (in EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 6,752
10	Bike/Ped	Project Closeout	Streetscape / Complete Streets	Capital	PWTRCS1406-Shattuck Reconfiguration	New sidewalk and pedestrian crossing upgrades on Shattuck Ave between Allston Way and University Ave (downtown area)	100%	Other	Project construction complete. Landscape establishment work by contractor completed in FY23.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 1,215
11	Bike/Ped	Project Closeout	Streetscape / Complete Streets	Capital	PWTRCT1803-NB BART/Sacramento Street Complete Streets	Pedestrian and bicycle crossing treatments on Sacramento St. near the North Berkeley Bart Station.	100%	Intersections	Curb ramp upgrades, medians, sidewalk bulbouts, and/or traffic signal improvements on Sacramento Street at Addison, University, Delaware, and Virginia intersections.	2. Proximate (w/in 1-mile)	1. Direct (in EPC)	\$ -	\$ 505
12	Bike/Ped	Planning/Scoping	Other	Capital	PWTRCS2002 - Transportation Impact Studies	Development of screening criteria and thresholds of significance for vehicle miles traveled as the new transportation impact measure under CEQA. Cost splits 50-50 with LSR, as bike and ped programs will benefit from VMT TDM mitigation.	65%	Other	Berkeley VMT Screening Criteria and thresholds of significance adopted and published on the City's website.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ 496	\$ -
13	Bike/Ped	PS&E	Bike Paths and Lanes	Capital	PWTRPL1802 - BeST Plan Update & Vision Zero	Consultant support for development of Vision Zero transportation safety draft public communication media and quick-build design guidance/standards.	100%	Other	Public communication media reviewed by Berkeley Transportation Commission in spring 2022; quick-build design guidance underway.	3. None (Not near EPC)	3. None (Not near EPC)	\$ 9,629	\$ -
14	Bike/Ped	PS&E	Bike Paths and Lanes	Capital	Grant Application Submittals Support-Transportation Planning Staff Support-Active Transportation Program	ALTA Planning And Design	N/A	Other	Grant Application			\$ 5,000	\$ -
15	Bicycle	Planning/Scoping	Other	Administrative	Bike East Bay- FY23 Bike to Work Day	Support for May 2023 "Bike to Wherever Day"	100%	Other	Event Held 05/19/2023			\$ -	\$ 17,000
16	Pedestrian	Operations	Other	Capital	Operations Materials/Equipment Purchases	Road & Highway materials, Equipment, etc.	N/A	Other				\$ -	\$ 4,200
Total Percentage of Capital vs Administrative Costs													
81%													
a. Total Capital											\$ 500,578		
b. Total Administrative											\$ 115,920		
TOTAL											\$ 15,444	\$ 601,054	
Match to Table 1?											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.



**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?>

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.

The City of Berkeley has implemented RMRA/SB1 funding into our annual pavement rehabilitation/repair program. The City has just over \$4.3 million allocated for FY24 and FY25. Additionally, the City's Measure T1 Bond will allocate \$3.95 million for FY23 and FY24, and the City recently based our new CIP Budget that included an additional \$14.1 million in general fund money for additional street paving projects for FY23 and FY24. The reason for PCI being under 60 for three or more consecutive years is due to lack of funding levels.

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	\$ 4,334,145	\$ 228,177
MBB Balance	\$ 10,534,567	\$ 4,289,730
Total	\$ 14,868,712	\$ 4,517,907

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

The City of Berkeley has several Local Street and Road Projects for FY24. We have designated the following Measure B/BB LSR funds: \$1,380,537 for the FY2024 Street Rehabilitation Project, \$3,107,608 for the FY2025 Street Rehabilitation Project, \$534,518 for the South Sacramento Street Pedestrian Safety Project, \$1,000,000 for the Addison Bike Blvd Phase 2 Project, \$317,800 for the AC Durant Transit Project, \$1,260,000 for the T1 Ph 2 Streets/Hopkins Corridor Project, \$879,766 for the Southside Complete Streets Project, \$1,595,014 for the University Ave Bus Stop Project, \$1,239,685 for the 7th/Anthony Traffic Signal Project, and \$581,266 for the FY2024 Sidewalk Repairs Program.

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
PWENST2401 - Street Rehab FY 2024	Overlay of various streets.	\$ 1,380,537	Underway
PWENST2501 - Street Rehab FY 2025	Overlay of various streets.	\$ 3,107,608	Planned
PWTRBP2202- South Sacramento Street Ped Safety Enhancement Project	HSIP-Sacramento Street Pedestrian Safety Project.	\$ 534,518	Underway
PWTRCS2401- Addison Bike Blvd Phase 2	Construction of Addison St Bicycle Boulevard from Bolivar Dr to Sacramento St and Milvia to Oxford Street.	\$ 1,000,000	Planned
PWTRCS2303 - AC-Durant Transit Lane Project	City share of funding for AC Transit Quick-Build Durant Transit Lane Project.	\$ 317,800	Underway
PWT1ST2209- T1 Ph 2 Streets - Hopkins Corridor	Hopkins Corridor Improvements.	\$ 1,260,000	Underway
PWTRCS2001- Southside Complete Streets	Design safety and access improvements for bicyclists, pedestrians, and transit users in the Southside area: Bancroft (Milvia to Piedmont), Fulton (Bancroft to Dwight), and Dana (Bancroft to Dwight).	\$ 879,766	Underway

Local Streets and Roads (LSR) Direct Local Distribution Program
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GENERAL COMPLIANCE REPORTING

PWTRCS2203- University Ave Bus Stop	University bus stop improvements between Acton Street and Bonar Street.	\$ 1,595,014	Underway
PWTRCT1605- 7th/Anthony Traffic Signals	Design for new traffic signal at 7th/Anthony replacing the existing signal at 7th/Potter.	\$ 1,239,685	Underway
PWENSW2401- Sidewalk Repairs Program (50-50)	Reduces public safety risks and hazards by fixing damaged sidewalks and meets Americans with Disabilities Act federal requirements.	\$ 581,266	Underway

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.
Article	Yes	Yes	Yes	N/A.
Website	Yes	Yes	Yes	N/A.
Signage	Yes	Yes	Yes	N/A.

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 (Drop-down Menu)	Project Phase (Drop-down Menu)	Project Type (Drop-down Menu)	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 22-23	Units for Quantity (Drop-down Menu)	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	Operations	Staffing	Capital	Capital Project Staffing	Staffing for Capital Projects	N/A	Other	Staffing for Capital Projects.			\$ 6,371	\$ 100,751
2	Bike/Ped	Operations	Staffing	Capital	Capital Project Staffing	Staffing for Capital Projects-Bike and Ped CIP Projects.	N/A	Other	Staffing for Capital Projects-Bike and Ped CIP Projects.			\$ -	\$ 92,068
3	Streets/Rds	Operations	Staffing	Administrative	Capital Administrative & Staffing Support	Staffing for program administrative and support	N/A	Other	Staffing for program administrative and support.			\$ 91,376	\$ 1,567,754
4	Streets/Rds	Construction	Streetscape / Complete Streets	Capital	I-80 Gilman Project-Payment to ACTC	Communications elements of I-80 Integrated Corridor Mobility (ICM) Project. Streets and Roads portion of the project.	N/A	Other	Agreement with ACTC.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 1,125,000
5	Bike/Ped	Construction	Bike Paths and Lanes	Capital	I-80 Gilman Project-Payment to ACTC	Communications elements of I-80 Integrated Corridor Mobility (ICM) Project. Bike and Ped portion of the project.	N/A	Other	Agreement with ACTC.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 125,000
6	Bike/Ped	Planning/Scoping	Pedestrian Improvements	Administrative	Grant HSIP Cycle 11 Vision Zero Grant Submittal	Consultant support for Vision Zero grant submittal.	N/A	Other	Grant Submittal			\$ 8,168	
7	Bike/Ped	Project Closeout	Bike Paths and Lanes	Capital	PWTRBP1707 - 9th Street Pathway Phase II	Construct a Class 1 bike and pedestrian pathway by filling a gap between the Ninth Street Bicycle Boulevard and the Emeryville Greenway, as supported by the City's Bicycle Plan.	100%	Other	Includes: Curb and gutter, sidewalk, new lighting, landscaping, traffic signal improvements, pavement markings, and signage.	1. Direct (in EPC)	3. None (Not near EPC)	\$ 24,896	\$ -
8	Streets/Rds	PS&E	Streetscape / Complete Streets	Capital	PWTRCS2204 - Telegraph Study & PE	Conceptual design study and preliminary engineering work.	45%	Other	Engineering for transit, bikeway, and pedestrian improvements.	3. None (Not near EPC)	1. Direct (in EPC)	\$ 78,938	\$ -
9	Streets/Rds	Construction	Street Resurfacing/Maintenance	Capital	PWTRTM1301 - Roadway Thermo. Markings	Consultant work-LLC Engineering	N/A	Other	Chrip Company.	1. Direct (in EPC)	1. Direct (in EPC)	\$ 4,997	\$ -
10	Bike/Ped	Operations	Program Operations	Capital	BART Bike Station	Three year leases agreement.	100%	Other	Part of the three year annual agreement.	1. Direct (in EPC)	1. Direct (in EPC)	\$ 109,002	\$ -
11	Bike/Ped	Operations	Equipment/Vehicles	Capital	Compact Street Sweeper for Bike Lanes	(1) Ravo 5-iSeries Compact Sweeper	N/A	Other	One time purchase.			\$ 142,799	\$ -
12	Other	Construction	Other	Capital	Financial Adjustment-FY22 Accrual/Reversal		N/A	Other				\$ (24,948)	\$ -
13	Other	Construction	Other	Capital	PWENRW2001-Retaining Wall 1322 Glendale	Built a retaining wall at 1322 Glendale Ave.	100%	Other	Retaining Wall.	3. None (Not near EPC)	3. None (Not near EPC)	\$ -	\$ 96,023
14	Streets/Rds	Construction	Street Resurfacing/Maintenance	Capital	PWENST2101-Street Rehabilitation FY21 Project	Overlay of various streets.	100%	Lane Miles	100% Complete.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 194,039
15	Bike/Ped	Construction	Bike Paths and Lanes	Capital	PWENST2101-Street Rehabilitation FY21 Project	Overlay of various streets. Bike and Ped Portion of the project.	100%	Lane Miles	100% Complete.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 28,032
16	Streets/Rds	Construction	Street Resurfacing/Maintenance	Capital	PWENST2201-Street Rehabilitation FY22 Project	Overlay of various streets.	100%	Lane Miles	100% Complete.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 1,560,891
17	Bike/Ped	Construction	Bike Paths and Lanes	Capital	PWENST2201-Street Rehabilitation FY22 Project	Overlay of various streets. Bike and Ped Portion of the project.	100%	Lane Miles	100% Complete.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 436,131
18	Other	Construction	Other	Capital	PWENST2302-Wildcat Canyon Road Repairs	Wildcat Canyon Road Repairs 2023: Construction of retaining structures and pavement repairs	60%	Other	Design Phase.	3. None (Not near EPC)	3. None (Not near EPC)	\$ -	\$ 76,767
19	Bike/Ped	Project Closeout	Streetscape / Complete Streets	Capital	PWENST2303- Hopkins Corridor Improvements	Pavement Rehabilitation, intersection improvements, protected bike lanes, medians, and bus boarding islands.	N/A	Other	Design Phase.	3. None (Not near EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 107,100
20	Other	Construction	Sidewalks and Ramps	Capital	PWENSW2001- FY20 Sidewalk Repair Program	Sidewalk Repairs	100%	Other	Sidewalk Repairs	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 193,610
21	Other	Construction	Sidewalks and Ramps	Capital	PWENSW2002-FY22 Sidewalk Shaving Repair Program	Sidewalk Repairs	14460	Other	# of sidewalk uplifts repaired by shaving.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 278,671
22	Other	Maintenance	Signals	Capital	PWFME1606-Traffic Signal Maintenance	Traffic Repairs.	Ongoing		Ongoing Project.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ -	\$ 222,789
23	Streets/Rds	Operations	Signals	Capital	PWTRTM2301-I-80 Gilman Intersection	Communications elements of I-80 Integrated Corridor Mobility (ICM) Project.	100%	Other	A system that better helps manage traffic congestion along San Pablo Corridor during incident events on I-80.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 29,684
24	Bike/Ped	Construction	Traffic Calming	Capital	PWTRTC1902-Dwight/California Intersection Improvements	Traffic Calming at Dwight/California Intersection.	100%	Other	Traffic Calming Improvements.	1. Direct (in EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 143,970
25	Bike/Ped	Construction	Streetscape / Complete Streets	Capital	PWTRCT1803-Sacramento Complete Streets	Pedestrian and bicycle crossing treatments on Sacramento St. near the North Berkeley Bart Station.	100%	Other	Includes: Curb and gutter, sidewalk, new lighting, landscaping, traffic signal improvements on Sacramento Street at Addison, University, Delaware, and Virginia intersections.	1. Direct (in EPC)	1. Direct (in EPC)	\$ 57,665	\$ -
26	Streets/Rds	Construction	Other	Capital	PWTRTC1301-Traffic Calming Program	Projects arising as a result of City's Annual Traffic Calming Program.	Ongoing	Other	Ongoing Project.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ -	\$ 9,210
27	Bike/Ped	Planning/Scoping	Streetscape / Complete Streets	Capital	PWTRPL2202-BeST Plan Update	Update the Berkeley Strategic Transportation (BeST) Plan including 5-year priorities and equity focus.	50%	Other	Update of the Berkeley Strategic Transportation Plan including priorities and equity focus.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 181,820
28	Bike/Ped	PS&E	Other	Capital	PWTRPL2001- Hopkins Street Corridor Planning Project	Consultant support for development of street redesign to be incorporated into City's 2023 annual repaving program projects.	65%	Other	Development of concept alternatives and public meetings to seek stakeholder input.	3. None (Not near EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 11,161
29	Bike/Ped	Planning/Scoping	Other	Capital	PWTRPL1802-BeST Plan Update & Vision Zero	Consultant support for development of Vision Zero transportation safety draft public communication media and quick-build design guidance/standards.	100%	Other	Public communication media reviewed by Berkeley Transportation Commission in spring 2022; quick-build design guidance underway.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ -	\$ 5,882
30	Other	Construction	Signals	Capital	PWTRTC1605-7TH/Anthony Traffic Signal	Design for new traffic signal at 7th/Anthony replacing the existing signal at 7th/Potter.	On hold	Signals	Design approximately 90% complete. Construction to start in FY24.	1. Direct (in EPC)	3. None (Not near EPC)	\$ -	\$ 7,950
31	Other	Construction	Other	Capital	PWTRCS2203-University Ave Bus Stops	University bus stop improvements between Acton Street and Bonar Street.	70%	Other	Design approximately 70% complete. Construction to start in FY24.	2. Proximate (w/in 1-mile)	1. Direct (in EPC)	\$ -	\$ 63,161
32	Other	Construction	Other	Capital	PWTRCS2202-Shattuck-MLK Bus Stop	Bus Stop Improvements.	40%	Other	Design approximately 40% complete.	2. Proximate (w/in 1-mile)	1. Direct (in EPC)	\$ -	\$ 6,953

33	Bike/Ped	Planning/Scoping	Other	Capital	PWTRCS2202-Transportation Impact Studies	Development of screening criteria and thresholds of significance for vehicle miles traveled as the new transportation impact measure under CEQA. Cost splits 50-50 with LSR, as bike and ped programs will benefit from VMT TDM mitigation.	40%	Other	Berkeley VMT Screening Criteria and thresholds of significance adopted and published on the City's website.	1. Direct (in EPC)	1. Direct (in EPC)	\$ -	\$ 496											
34	Bike/Ped	PS&E	Streetscape / Complete Streets	Capital	PWTRCS2001-Southside Complete Streets Project	Design safety and access improvements for bicyclists, pedestrians, and transit users in the Southside area: Bancroft (Milvia to Piedmont), Fulton (Bancroft to Dwight), and Dana (Bancroft to Dwight).	100%	# of Plans developed	Design is 100% completed. Construction to start in FY23.	2. Proximate (w/in 1-mile)	1. Direct (in EPC)	\$ -	\$ 123,731											
35	Bike/Ped	PS&E	Bike Paths and Lanes	Capital	PWTRBP2203-Parker-Addison Bikeway	Parker Street to West Street Pathway bicycle boulevard, sidewalks and Pedestrian Crossing Improvements.	100%	Other	Design is 100% completed. Construction to start in FY24.	2. Proximate (w/in 1-mile)	2. Proximate (w/in 1-mile)	\$ -	\$ 1,635											
36	Bike/Ped	PS&E	Bike Paths and Lanes	Capital	PWTRBP2201-MLK Jr, WAY Vision Zero Quick Build	Pedestrian and bicycle crossing safety improvements at nine intersections along Martin Luther King Jr. Way, from Dwight Way to Russell Street.	65%	Other	Bid and award construction contract; Start construction phase. Design phase is 100% completed, and construction underway.	2. Proximate (w/in 1-mile)	1. Direct (in EPC)	\$ -	\$ 27,770											
37	Streets/Rds	Construction	Other	Capital	Operations Materials/Equipment Purchases	Road & Highway materials, Equipment, etc.	N/A	Other				\$ 25,008	\$ 6,750											
<table border="1"> <tr> <td colspan="2">Percentage of Capital vs Administrative Costs</td> <td>76%</td> </tr> <tr> <td>a. Total Capital</td> <td></td> <td>\$ 5,238,888</td> </tr> <tr> <td>b. Total Administrative</td> <td></td> <td>\$ 1,667,298</td> </tr> </table>												Percentage of Capital vs Administrative Costs		76%	a. Total Capital		\$ 5,238,888	b. Total Administrative		\$ 1,667,298	TOTAL		\$ 524,271	\$ 6,824,797
Percentage of Capital vs Administrative Costs		76%																						
a. Total Capital		\$ 5,238,888																						
b. Total Administrative		\$ 1,667,298																						
Match to Table 1?												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?

\$ 1,284,795

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

18.8%

Meets minimum 15% threshold?

TRUE

524295

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

**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	\$ 826,073	\$ 803,281
Total	\$ 826,073	\$ 803,281

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

Balance will be used for emergency taxi scrip, as needed, any unforeseen/unexpected overhead and/or program expenses.

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	No	Yes	Yes	
Website	No	Yes	Yes	
Signage	No	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 Scrip Program	Provides taxi scrip to senior and disabled riders.	13,276	Number of One-Way Unduplicated Trips			\$ -	\$469,051.00	\$ -	\$ 469,051
2	Senior and Disabled Services	Operations	Same Day/Taxi Program	High Medical Need Taxi Scrip Program	Provides taxi scrip to senior and disabled riders.	2,054	Number of One-Way Unduplicated Trips			\$ -	\$57,116.50	\$ -	\$ 57,117
3	Senior and Disabled Services	Operations	Other	Accessible Wheelchair Van Voucher Program	Provides van vouchers to senior and disabled riders for wheelchair lift-equipped van door to door transportation	831	Number of One-Way Unduplicated Trips			\$ -	\$30,884.00	\$ -	\$ 30,884
4	Senior and Disabled Services	Operations	Other	High Medical Need Accessible Wheelchair Van Voucher Program	Provides van vouchers to senior and disabled riders for wheelchair lift-equipped van door to door transportation	297	Number of One-Way Unduplicated Trips			\$ -	\$11,256.00	\$ -	\$ 11,256
5	Senior and Disabled Services	Operations	Other	GoGoGrandparent Program (GoGoTechnologies, Inc.)	Provides Uber/Lyft rides to senior and disabled riders	3165	Number of One-Way Unduplicated Trips			\$ -	\$56,471.59	\$ -	\$ 56,472
6	Senior and Disabled Services	Operations	Customer Service and Outreach	Customer Service and Outreach	Provide staff costs for taxi driver reimbursement; printing, postage and office supplies					\$ -	\$ 68,689	\$ -	\$ 68,689
7	Senior and Disabled Services	Operations	Program Administration	Management and Overhead	Provides staff to manage and supervise BRSD program					\$ -	\$ 165,068	\$ -	\$ 165,068
TOTAL										\$ -	\$ 858,536	\$ -	\$ 858,536
Match to Table 1?										#REF!	TRUE		