

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

**AGENCY CONTACT INFORMATION**

Agency Name: **City of Dublin**

Date: 1/8/2024

**Primary Point of Contact**

Name: Pratyush Bhatia

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.

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**Program Compliance Report Structure**

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

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

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

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

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

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

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
<b>Beginning of Year Fund Balance</b>	\$ 340,040	\$ 916,201	\$ -	\$ -	\$ 1,256,241
<b>Measure B Revenue</b>		\$ -	\$ -	\$ -	\$ -
<b>Interest</b>	\$ 5,345	\$ 10,265	\$ -	\$ -	\$ 15,610
<b>GASB 31 Adjustment</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Expenditures</b> <small>Expenditures Matches Table 2?</small>	\$ 277,206 <small>TRUE</small>	\$ 827,482 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 1,104,688
<b>End of Year Fund Balance</b>	\$ 68,179	\$ 98,984	\$ -	\$ -	\$ 167,163

*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>	\$ 405,776	\$ 748,337	\$ -	\$ -	\$ 1,154,113
<b>Measure BB Revenue</b>		\$ 1,458,611	\$ -	\$ -	\$ 1,961,421
<b>Interest</b>	\$ 10,029	\$ 19,983	\$ -	\$ -	\$ 30,012
<b>GASB 31 Adjustment</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Expenditures</b> <small>Expenditures Matches Table 2?</small>	\$ 255,806 <small>TRUE</small>	\$ 857,954 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ - <small>#NAME?</small>	\$ 1,113,760
<b>End of Year Fund Balance</b>	\$ 662,809	\$ 1,368,977	\$ -	\$ -	\$ 2,031,786

*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> <small>(A)</small>	<b>Maximum Allowed Balance (4x Annual)</b> <small>(B) = (A) * 4</small>	<b>Current DLD Balance</b> <small>(C)</small>	<b>Current Balance Over / Under Maximum Allowed</b> <small>(D) = (C) - (B)</small>
<b>Measure BB</b>	\$ 1,961,421	\$ 7,845,684	\$ 2,031,786	\$ (5,813,898)
<b>Measure B</b>	Measure B Balance must be exhausted June 30, 2026.		\$ 167,163	

**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**

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 22/23, Citywide Bicycle and Pedestrian Plan was updated. Few of the identified top priority projects from the Plan are either in design phase or in construction phase. Buffered bike lanes were installed on Dublin Blvd between Hacienda Dr and Scarlett Dr. 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 is constructing Bicycle and Pedestrian overcrossing on Dublin Blvd at Scarlett Drive. 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., Started design of safe routes to school intersection improvements at three intersections.

**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. The buffered bike lanes on Dublin Blvd between Hacienda Dr and Scarlett Dr enhance bike safety. Safe routes to school improvements at three intersections adjacent to schools will enhance pedestrian safety for school age kids.

**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	\$ 68,179	\$ 68,179
MBB Balance	\$ 662,809	\$ 662,809
<b>Total</b>	<b>\$ 730,988</b>	<b>\$ 730,988</b>

**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 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
Citywide Bike and Pedestrian Improvements	Install RRFB's, curb extensions, Curb ramp upgrades and dual directional curb ramps at three intersections adjacent to schools	\$ 268,228	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	\$ 268,200	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.**

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 awareness in the users.

**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	PS&E	Sidewalks and Ramps	Capital	Citywide Bicycle and Pedestrian Improvements	The project scope includes safe routes to school intersection and crosswalk improvements .	4	Intersections	The project scope includes installation of Rectagular Rapid Flashing beacons at four locations, curb extensions, ramp upgrades, dual directional curb ramps and crosswalk signing and striping improvements	3. None (Not near EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 46,366	
2	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)	1. Direct (in HIN)	\$ 277,206	\$ 200,000	
3	Bike/Ped	Planning/Scoping	Signals	Capital	Traffic Signal Re-Lamping	This project's scope includes relamping pedestrian signal heads and vehicular traffic signal heads at 78 traffic signals within the City as the existing infra is failing due to aging.	1	Signals		3. None (Not near EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 98	
4	Bike/Ped	Operations	Education and Promotion	Capital	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 acitivities included sponsoring energizer stations, T-shirts, snacks and gifts at stations, sponsoring Bike East Bay activities	3. None (Not near EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 9,341	
<b>Total Percentage of Capital vs Administrative Costs</b>				100%										
a. Total Capital				\$ 533,021										
b. Total Administrative				\$ -										
<b>TOTAL</b>											\$ 277,206	\$ 255,806		
<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.

**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 = 82

*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	\$ 98,984	\$ 98,984
MBB Balance	\$ 1,368,977	\$ 1,368,977
<b>Total</b>	<b>\$ 1,467,961</b>	<b>\$ 1,467,961</b>

**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	Annual Street resurfacing - Dublin Blvd betwee	\$ 575,000	Planned
Traffic Signal Relamping	This project provides for the replacement of the traffic signal and pedestrian signal LED lamps at approximately 78 signalized intersections. The	\$ 130,000	Planned

**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	Yes	
<b>Website</b>	Yes	Yes	Yes	
<b>Signage</b>	Yes	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/Maintenance	Capital	Annual Street Resurfacing	The project included localized repair of failed asphalt concrete pavement, slurry seal, and pavement delineation on 81 street segments and on the Fallon Sports Park upper terrace parking lot.	2.3M	Square Feet	The total project included approximately 2.3 million square feet of slurry seal, approximately 28,500 square feet of pavement "hot mix asphalt" dig-out repairs, and approximately 15,600 square feet of resurfacing.	3. None (Not near EPC)	2. Proximate (w/in 1-mile)	\$ 250,000	\$ 400,000
2	Bike/Ped	Planning/Scoping	Other	Capital	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)	1. Direct (in HIN)	\$ 100	\$ 31,054
3	Streets/Rds	Construction	Signals	Capital	Citywide Signal Communication Upgrade	Enhance traffic 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. Installed 3" conduit on 1.5 mile stretch of Dublin Blvd between Sierra Ct and San Ramon Rd for future fiber use.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 54,146	\$ 200,000
4	Bike/Ped	Construction	Bridges and Tunnels	Capital	Iron Horse Trail Bicycle and Pedestrian Overcrossing on	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)	1. Direct (in HIN)	\$ 447,236	\$ 200,000
5	Streets/Rds	Construction	Street Resurfacing/Maintenance	Capital	Dublin Blvd Pavement Rehabilitation	The project provided for the pavement rehabilitation of Dublin Boulevard between Scarlett Drive and Hacienda Drive. Rehabilitation included the removal and replacement of existing failed pavement, resurfacing with new asphalt concrete, and installation of new pavement striping. The project also included the installation of new curb ramps or upgrade of existing curb ramps to comply with Americans with Disabilities Act standards, adjusting the finish grade of the roadway at the intersection of Dublin Boulevard and Hacienda Drive to improve rideability, decorative crosswalks, buffered bike lanes, modifications to traffic signal detection systems, and adjustment of utilities to finish grade	1	Other	12 curbramp upgrades, 2-miles buffered bike lanes, detection upgrades, Accessible pedestrian push button installations, crosswalk striping improvements at 5 intersections, approx. 1250 sf of sidewalk improvements, crack sealing, digouts, 19,000sf pavement rehabilitation and base repair.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 76,000	\$ -
6	Streets/Rds	Planning/Scoping	Other	Capital	Local Roadway Safety Plan (LRSP)	An LRSP provides a local-level assessment of roadway safety and identifies locations, countermeasures, and strategies to improve safety on local roadways.	1	Other	Completed the update of Local Roadway Safety Plan	3. None (Not near EPC)	2. Proximate (w/in 1-mile)	\$ -	\$ 26,900
<b>TOTAL</b>											\$ 827,482	\$ 857,954	
<b>Match to Table 1?</b>											TRUE	TRUE	
<b>Percentage of Capital vs Administrative Costs</b>				100%									
a. Total Capital				\$ 1,685,436									
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:

0.0%

Meets minimum 15% threshold?

FALSE

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