

**MEASURE B AND MEASURE BB
Annual Program Compliance Report
Reporting Period - Fiscal Year 2023-24**

AGENCY CONTACT INFORMATION

Agency Name: City of Albany, CA

Date: 12/20/2024

Primary Point of Contact

Name:	Devora Zauderer
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Agency's Certification of True and Accurate Reporting by Submission

By submitting this Compliance Report to the Alameda County Transportation Commission, the submitting agency certifies the compliance information reported is true and complete to the best of their knowledge, and the dollar figures in the agency's Audited Financial Statement matches exactly to the revenues and expenditures reported herein.

Additionally, for the 2000 Measure B and 2014 Measure BB Direct Local Distribution (DLD) funds, pursuant to the California Public Utilities Code 180001 (e), funds generated by the transportation sales tax are to be used to supplement and not replace existing local revenues used for transportation purposes. By submit this report, the agency confirms that DLD funds are supplementing and not replacing existing local revenues used for transportation purposes.

Program Compliance Report Structure

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

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

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

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

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

A. 2000 MEASURE B Direct Local Distribution Programs

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
Beginning of Year Fund Balance	\$ 99,126	\$ 773,582	\$ -	\$ -	\$ 872,708
Measure B Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	\$ 1,812	\$ 16,161	\$ -	\$ -	\$ 17,973
GASB 31 Adjustment	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 82,377 <small>TRUE</small>	\$ 434,826 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 517,203
End of Year Fund Balance	\$ 18,561	\$ 354,917	\$ -	\$ -	\$ 373,478

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

N/A

B. 2014 MEASURE BB Direct Local Distribution Programs

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
Beginning of Year Fund Balance	\$ 266,192	\$ 3,054,456	\$ -	\$ 178,000	\$ 3,498,648
Measure BB Revenue	\$ 142,734	\$ 1,214,721	\$ -	\$ 88,158	\$ 1,445,613
Interest	\$ 12,837	\$ 159,641	\$ -	\$ 8,758	\$ 181,236
GASB 31 Adjustment	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 120,251 <small>TRUE</small>	\$ 964,891 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 68,773 <small>TRUE</small>	\$ 1,153,915
End of Year Fund Balance	\$ 301,512	\$ 3,463,927	\$ -	\$ 206,143	\$ 3,971,582

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

N/A

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.

	Total Annual Revenue	Maximum Allowed Balance (4x Annual)	Current DLD Balance	Current Balance Over / Under Maximum Allowed
	(A)	(B) = (A) * 4	(C)	(D) = (C) - (B)
Measure BB	\$ 1,445,613	\$ 5,782,450	\$ 3,971,582	\$ (1,810,869)
Measure B	Measure B Balance must be exhausted June 30, 2026.		\$ 373,478	

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 2023-24**

GENERAL COMPLIANCE REPORTING

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

	Adoption Year
Bicycle Master Plan	N/A
Pedestrian Master Plan	N/A
Bike/Ped Master Plan	2019 Amended

1b. 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.

The City is currently preparing an update to the Active Transportation Plan, including conducting community surveys and workshops.
<https://fp.mysocialpinpoint.com/albany-active-transportation-plan>

1c. 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 2023-24, several projects that had been in development either began or completed implementation. The **Lower Codornices Creek Phase IV Project** was constructed and opened to the public, addressing a bicycle & pedestrian trail gap along Codornices Creek at the border of Berkeley and Albany. See further details of all projects and related expenditures on tab BP Table 2 Expenditures. The **Masonic Intersections/Ohlone Trail Safety Improvements Project** finally completed construction in the reporting year; this project increases safety for both motorized and non-motorized travel at two key high-traffic City intersections.

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

The **Lower Codornices Creek Phase IV project** improves safety for pedestrians and cyclists via 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 included not only conversion of the previous existing informal dirt path to an accessible asphalt and concrete mixed use trail, but also installed a speed table on 8th street, widened sidewalks, relocated existing facilities to make room for trail width improvements, and installed new amenities for bicycle parking. 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	\$ 18,561	\$	5,289
MBB Balance	\$ 301,512	\$	34,460
Total	\$ 320,073	\$	39,749

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

Albany is in transition between the end of one Capital Improvement Plan cycle and the new CIP update planned for Spring/Summer 2025. All existing fund balances will be programmed towards current project needs and reported on future DLD annual compliance reports.

Bicycle and Pedestrian Direct Local Distribution Program

Reporting Period - Fiscal Year 2023-24

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
Pierce-Cleveland Bikeway Connection Project (CIP No. 25016)	<p>Segment II of the Pierce Street Path closes the gap to the Bay Trail and Buchanan Bikeway by connecting the existing segment of the Pierce Street Path along the 500 block of Pierce Street, extending the path through Peggy Thomsen Pierce Street Park and along Cleveland Avenue, to the Buchanan Bikeway to the south.</p> <p>Phase 3 (Pierce-Cleveland Bikeway Connection) is a Class I Bicycle/Pedestrian path connecting the ATP Segment II to the Phase 1 (SAHA limits) to the south. This is the final stretch of ATP Segment II needed to complete the bikeway facility. Preliminary design efforts are being conducted for rough grading and estimating purposes.</p>	\$ 50,000	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.
Article	Yes	Yes	Yes	
Website	Yes	Yes	Yes	
Signage	Yes	Yes	Yes	

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

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 2023-24

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 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 23-24	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 Proximity	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Construction	Bike Paths and Lanes	Capital	Lower Codornices Creek Improvements Project - Phase IV (Project No. 43001)	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) included 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. (Final Project Cost, all funds inclusive: \$1,636,290)	0.16	Other	The scope of the Phase IV Project consisted of the following project elements: • Conversion of the existing informal dirt path along the Codornices Creek corridor between 8th Street and 10th Street to an accessible asphalt and concrete mixed-use trail (0.16 mi); • Installation of a speed table on 8th Street and widening the adjacent sidewalks to connect the existing Codornices Creek trail to the Phase IV Project trail improvements; • Relocation of existing bleachers at 10th Street to provide additional trail width; • Installation of bicycle parking along the trail and at 10th Street; • Fencing and guardrail improvements between 8th Street and 10th Street; • Removal of invasive vegetation and planting/establishment of appropriate vegetation; • Installation of a bioretention basin on 8th Street; • As-needed asphalt concrete paving on 8th Street	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ 82,377	\$ 103,221
2	Construction	Signals	Capital	Masonic Intersections/Ohlone Trail Safety Improvements Project (Project 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.	2	Signals	The project is substantially complete and the project is in service.	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ -	\$ 17,030
TOTAL											\$ 82,377	\$ 120,251
Match to Table 1?											TRUE	TRUE
			100%									
a. Total Capital			\$ 202,628									
b. Total Administrative			\$ -									

Is the total percentage of Capital vs Program Administration (outreach, staffing, administrative support) Costs GREATER THAN 50%? If not, explain how capital investments will increase in the future.

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2023-24**

GENERAL COMPLIANCE REPORTING

1a. What is agency's 2023 Pavement Condition Index (PCI)?

PCI = 58

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.

Albany completed the PTAP 24 Pavement Management Plan Update and has recently submitted an application for PTAP 26. Albany consistently participates in the PTAP program on a biennial basis. Adhara Systems (Adhara) completed the PTAP 24 analysis on 32.22 centerline miles (62.57 lane miles) of Albany roadway, updating Albany's roadway inventory and providing updated budget scenarios for PCI improvement over the next five years. Adhara confirmed the City's overall PCI at the time of measurement, and made new recommendations for pavement maintenance, rehabilitation, and reconstruction throughout the City. The overall recommended budget scenario to maintain the City's current conditions and increase PCI to 61 over 5 years is within current annual funding allocations authorized by the City Council as part of Albany's Capital Improvement Plans. Staff is preparing an update to the Albany CIP, estimated for Summer 2025.

Since July 2023, Measure B & BB funds have contributed to major efforts in pavement maintenance and rehabilitation, signal improvements, pedestrian safety improvements, curb and gutter repairs, new trail facilities, and development of streetlighting guidelines. The City's 2023 Pavement Maintenance and Repair Project covered approximately 7 linear miles, or 125,000 square yards, and is substantially complete.

Albany expects to construct Phase II of the Marin Avenue Paving and Rehabilitation Project beginning in late FY25/early FY26, with an estimated cost of \$6M+ all-inclusive. The project consists of pavement rehabilitation on Marin Avenue from Key Route Boulevard to the City of Albany east limit (near Tulare Avenue). The project also includes rehabilitation and upgrades to associated curb ramps, traffic striping, and signage, improved pedestrian crossings, and intersection streetlighting improvements. 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	\$ 354,917	\$	86,477
MBB Balance	\$ 3,463,927	\$	1,214,247
Total	\$ 3,818,844	\$	1,300,724

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 in FY25 and currently encumbered into contracts in our financial system.

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

Project Title	Brief Project Description	DLD Amount	Project Status
Annual Street Rehabilitation Program (21000)	Pavement rehabilitation and repair, including major projects with ADA and Active Transportation Plan street features, and minor rehabilitation projects.	\$ 2,000,000	Underway

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2023-24**

GENERAL COMPLIANCE REPORTING

San Pablo Pedestrian Improvements Phase I (24010)	This project is for Phase 1 of 3 construction incorporating San Pablo/Buchanan Complete Streets elements for pedestrian safety improvements along the San Pablo Avenue corridor. This Phase I project covers San Pablo from Brighton Ave to Portland Ave and is funded in part by a dedicated ACTC grant for near-term improvements on the San Pablo Avenue corridor. This project also makes use of Meas BB Bike & Ped funding. Construction is underway and approaching completion as of December 2024.	\$ 400,000	Underway
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**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2023-24**

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	
Website	Yes	Yes	Yes	
Signage	Yes	Yes	Yes	

Local Streets and Roads Direct Local Distribution Program

Reporting Period - Fiscal Year 2023-24

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 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 23-24	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 Proximity	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Construction	Street Resurfacing/Maintenance	Capital	Annual Street Rehabilitation Program (Program No. 21000)	Pavement rehabilitation and repair, including major rehab projects with ADA and Active Transportation Plan street features, as well as minor capital rehab projects.	7	Lane Miles	The 2023 Pavement Maintenance and Repair Project is substantially complete with only punchlist items remaining. Remaining expenditures will be reported on the FY24-25 report. Additional small projects included site-specific curb and gutter repairs due to street tree root damage, as well as consulting for ADA compliance and best practices.	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ 86,817	\$ 819,572
2	Construction	Streetscape / Complete Streets	Capital	San Pablo Pedestrian Improvements Project Phase 1 (Project 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 OBAG2 STP grant for near-term improvements on the San Pablo Avenue corridor.	5	Intersections	The project is approaching completion and the project is in service. Remaining expenditures are expected to be reported on the FY24-25 DLD reports.	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ 20,657	\$ 139,111
3	Construction	Signals	Capital	Masonic Intersections/Ohlone Trail Safety Improvements Project (Project 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.	2	Signals	The project is substantially complete and the project is in service.	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ 153,602	\$ -
4	Planning/Scoping	Pedestrian Improvements	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.	1	# of Plans developed	The project is complete and final documents are available on the Albany website. The City is already replacing lights according to the new guidelines. https://www.albanyca.org/departments/public-works/city-streetlighting-workshop	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ 168,405	\$ -

5	Construction	Bike Paths and Lanes	Capital	Lower Codornices Creek Improvements Project - Phase IV (Project No. 43001)	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) included 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. (Final Project Cost, all funds inclusive: \$1,636,290)	0.16	Other	The scope of the Phase IV Project consisted of the following project elements: <ul style="list-style-type: none"> • Conversion of the existing informal dirt path along the Codornices Creek corridor between 8th Street and 10th Street to an accessible asphalt and concrete mixed-use trail (0.16 mi); • Installation of a speed table on 8th Street and widening the adjacent sidewalks to connect the existing Codornices Creek trail to the Phase IV Project trail improvements; • Relocation of existing bleachers at 10th Street to provide additional trail width; • Installation of bicycle parking along the trail and at 10th Street; • Fencing and guardrail improvements between 8th Street and 10th Street; • Removal of invasive vegetation and planting/establishment of appropriate vegetation; • Installation of a bioretention basin on 8th Street; • As-needed asphalt concrete paving on 8th Street. 	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ -	\$ 863
6	Other	Program Operations	Administrative	Admin	Annual ACTC DLD Membership Dues	N/A			2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ 5,346	\$ 5,346
TOTAL											\$ 434,826	\$ 964,891
Match to Table 1?											TRUE	TRUE

	99%
a. Total Capital	\$ 1,389,025
b. Total Administrative	\$ 10,691

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.

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:

\$	314,232
	32.6%
	TRUE

Meets minimum 15% threshold?

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 2023-24**

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	\$ 206,143	\$ -
Total	\$ 206,143	\$ -

1b. 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 continuing to increase. Program staff is preparing to replace a 15-year-old 22-seat passenger vehicle for group trips and is conducting market research for various factors including cost effectiveness and potential hybrid/electric options.

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
Group Trips Bus Purchase	Replace 22-seat passenger vehicle (15 years old) with upgraded model; potential for upgrade to hybrid or electric.	\$ 100,000	Planned

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

Yes

3 Confirm the completion of the publicity requirements in the table below (Yes/No).

	Measure B	Measure BB	Copy of Article, website, signage Attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
Article	Yes	Yes	Yes	
Website	Yes	Yes	Yes	
Signage	Yes	Yes	Yes	

Paratransit Direct Local Distribution Program
Reporting Period - Fiscal Year 2023-24

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 Phase <i>(Drop-down Menu)</i>	Project Type <i>(Drop-down Menu)</i>	Project Name	Project Description/Benefits	Quantity Completed in FY 23-24	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	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.	785	Number of One-Way Unduplicated Trips		2. Proximate (w/in 1-mile)	\$ -	\$ 9,048	\$ 1,048	\$ 10,097
2	Senior and Disabled Services	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.	1460	Number of One-Way Unduplicated Trips		2. Proximate (w/in 1-mile)	\$ -	\$ 2,020	\$ 12,790	\$ 14,810
3	Senior Services	Customer Service and Outreach	Albany Paratransit Program	Staff costs for senior & disabled transportation and outreach.				2. Proximate (w/in 1-mile)	\$ -	\$ 57,704	\$ -	\$ 57,704
TOTAL									\$ -	\$ 68,773	\$ 13,838	\$ 82,611
Match to Table 1?									TRUE	TRUE		