

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

**AGENCY CONTACT INFORMATION**

Agency Name: **City of Fremont**

Date: **12/12/2024**

**Primary Point of Contact**

<b>Name:</b>	Amy Zhao
<b>Title:</b>	Accountant
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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>	\$ 225,633	\$ 798,072	\$ -	\$ 1,080,044	\$ 2,103,749
<b>Measure B Revenue</b>		\$ -	\$ -	\$ -	\$ -
<b>Interest</b>	\$ 5,388	\$ 21,799	\$ -	\$ 26,613	\$ 53,800
<b>GASB 31 Adjustment</b>	\$ 5,178	\$ 14,249	\$ -	\$ 23,588	\$ 43,015
<b>Expenditures</b> <small>Expenditures Matches Table 2?</small>	\$ 82,865 <small>TRUE</small>	\$ 405,454 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 650,718 <small>TRUE</small>	\$ 1,139,037
<b>End of Year Fund Balance</b>	\$ 153,334	\$ 428,666	\$ -	\$ 479,527	\$ 1,061,527

*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
<b>Beginning of Year Fund Balance</b>	\$ 2,158,198	\$ 7,244,474	\$ -	\$ 2,175,133	\$ 11,577,805
<b>Measure BB Revenue</b>	\$ 1,530,434	\$ 5,850,742	\$ -	\$ 1,425,848	\$ 8,807,024
<b>Interest</b>	\$ 65,834	\$ 129,074	\$ -	\$ 71,122	\$ 266,030
<b>GASB 31 Adjustment</b>	\$ 28,375	\$ 136,425	\$ -	\$ 26,829	\$ 191,629
<b>Expenditures</b> <small>Expenditures Matches Table 2?</small>	\$ 1,328,861 <small>TRUE</small>	\$ 7,736,233 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 1,019,514 <small>TRUE</small>	\$ 10,084,608
<b>End of Year Fund Balance</b>	\$ 2,453,980	\$ 5,624,482	\$ -	\$ 2,679,418	\$ 10,757,880

*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.

	<b>Total Annual Revenue</b>	<b>Maximum Allowed Balance (4x Annual)</b>	<b>Current DLD Balance</b>	<b>Current Balance Over / Under Maximum Allowed</b>
	(A)	(B) = (A) * 4	(C)	(D) = (C) - (B)
<b>Measure BB</b>	\$ 8,807,024	\$ 35,228,096	\$ 10,757,880	\$ (24,470,216)
<b>Measure B</b>	Measure B Balance must be exhausted June 30, 2026.		\$ 1,061,527	

**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.**

	<b>Adoption Year</b>
Bicycle Master Plan	2018
Pedestrian Master Plan	2016
Bike/Ped Master Plan	N/A

**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 in the process of developing its first Active Transportation Plan (ATP). The ATP will combine the existing citywide Bike Master Plan and Pedestrian Master Plan and include new bike/ped programs, updated bike/pedestrian network assessment, and propose updated project investments based on new public input from across the City. The ATP is scheduled to be adopted by City Council in Spring 2025.

**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.**

The various projects implemented in FY 2023/2024 are identified in the City's Bicycle Master Plan and Pedestrian Master Plan. The transportation infrastructure improvements or non-infrastructure programs (including the City's Safe Routes to School Program and various active transportation education programs) are elements identified in both Bike Master Plan and Pedestrian Master Plan to provide supplemental outreach, engagement, education, and support to complement the Alameda County Safe Routes to School Program to encourage more school involvement in the various bike/walk to school events throughout the year, as well as generally promote safer bike/walking behavior among Fremont students. Capital projects implemented in FY 2023/2024 that are identified in the City Bicycle Master Plan and Pedestrian Master Plan include the following projects: 1) design of RRFB systems and enhanced crossings at various key uncontrolled crosswalks along Fremont Boulevard in the Irvington District (7 crossings total); 2) construction of new protected intersections and sidewalk level bikeways at Fremont Boulevard/Eugene Street/Grimmer Boulevard intersection; 3) striping of new buffered bike lanes along various arterial and collector roadways in the City as part of the annual pavement resurfacing project; 6) installation of new bike lane separation devices along Fremont Boulevard, Stevenson Boulevard, Paseo Padre Parkway, and Grimmer Boulevard to upgrade existing buffered Class II bike lane to Class IV separated bikeways; 7) construction of new protected intersection at Walnut Avenue/Liberty Street intersection (Safe Routes to BART project); 8) maintenance of previously installed Class IV separation devices along various arterial/collector roadways; 9) development of the City's first Active Transportation Plan; and other minor supporting contracts to operate and maintain the existing bicycle and pedestrian infrastructure, including bike rack installation, bike locker maintenance, bike lane sweeping, and traffic signal upgrades to provide more reliable bicycle and pedestrian detection.

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

The various projects and programs previously identified during FY 2023/2024 are developed in coordination with the City's Vision Zero program, through the implementation of the Safe Systems Approach to address existing bike/pedestrian network gaps, crash hotspots, and improve safer user behavior to reduce crash severity and eliminate crash fatality. Building out identified regional, countywide, and local active transportation networks will also promote measureable mode shift among local residents and regional commuters in the City.

**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.*

		<b>\$ Encumbered</b>	
MB Balance	\$ 153,334	\$	40,359
MBB Balance	\$ 2,453,980	\$	1,381,609
<b>Total</b>	\$ 2,607,314	\$	1,421,968

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

Fund balance will be spent on projects as listed below.

**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
PWC8195 - Pavement Maintenance	Application of cape and slurry seals to improve the condition of the asphalt pavement	\$ 910,000	Underway
Pedestrian Crossing Enhancement	Install new pedestrian flashing beacons, refuge median island, curb extensions, high visibility crosswalks, ADA curb ramps.	\$ 120,000	Underway
Active Transportation Plan	Development of combined bicycle and pedestrian plan.	\$ 199,000	Underway
Fremont/Grimmer/Eugene Protected Intersection	Construct new protected intersection	\$ 629,000	Underway
2024 Bikeway Improvements	Install new Class IV bikeways and supplement existing quick build Class IV separation devices.	\$ 375,000	Underway
Walnut/Liberty Intersection Improvements	Construct new protected intersection	\$ 276,000	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	No	Yes	Yes	Measure B is no longer funding new projects
Signage	Yes	Yes	Yes	

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

The current DLD investments contributed towards bike and pedestrian infrastructure projects and non-infrastructure projects. Non-infrastructure projects included implementation of traffic education services such as school workshops, school rodeos, and community rodeos. Social media messaging to encourage biking and walking and traffic safety when traveling on Fremont streets. Infrastructure projects included construction of protected intersections, installation traffic calming treatments, construction of pedestrian refuge islands, installation of bicycle and pedestrian striping and signage, and installation of flashing beacons to improve safety and comfort level for all users. Intersection pedestrian crossing and striping enhancements near schools and high activity areas were prioritized and in conformance to the Bike and Pedestrian Master Plans and Vision Zero Plan.

**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	Other	Education and Promotion	Administrative	PWC8541-Bicycle & Ped Non-Infrastructure	Implementation and program management for bike education, support for bike to work day and other community events, collection of bike and pedestrian counts, supplemental bikeway and intersection street sweeping, traffic safety yard sign campaign, bike locker maintenance, bike share program support, and administration of Safe Routes to School program.	N/A	Other	Completed 33 school workshops and 40 school rodeos for a total of 10,022 students serviced. Maintenance performed for 22 bike lockers annually, supplementary street sweeping at 6 bikeway corridors and 43 bulb-out intersections near schools and high pedestrian activity intersections. Staff and materials support for 12 events.	3. None (Not near EPC)	3. None (Not near HIN)	\$ 27,594	\$ 203,192
2	Construction	Bike Paths and Lanes	Capital	PWC8874 - Bikeways Improvements	Installation of new Class IV separation devices along existing buffered Class II bikeways along various arterial and collector roadways as part of the City's annual pavement maintenance project. Also striped new Class II and buffered Class II bike lanes along constrained arterial and collector roadways citywide.	8	Lane Miles		3. None (Not near EPC)	1. Direct (in HIN)	\$ 16,489	\$ 63,146
3	Planning/Scoping	Streetscape / Complete Streets	Capital	PWC8944 - Pedestrian Improvements	Preliminary engineering of enhanced pedestrian crossings along Fremont Boulevard within Irvington District and along Paseo Padre Parkway.	7	Intersections	Preliminary engineering/planning of enhanced pedestrian crossing, including concrete curb extensions, refuge median islands, RRFB system, street lighting, ADA curb ramps, and high visibility crosswalks.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 1,745	\$ 115,705
4	Construction	Streetscape / Complete Streets	Capital	PWC9037 - Walnut Ave/Liberty Protected Intersection	Construction of new protected intersection and traffic signal upgrade to improve bicycle/pedestrian safety at intersection.	1	Intersections		3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 139,670
5	Planning/Scoping	Master Plan	Administrative	PWC9049 - Bike & Ped Planning Studies	Planning and public outreach activities to support the development of the City's first Active Transportation Plan.	1	Other		3. None (Not near EPC)	1. Direct (in HIN)	\$ 21,582	\$ 177,998
6	Construction	Streetscape / Complete Streets	Capital	PWC9076 - Fremont/Grimmer/Eugene Prot Int	Construction of new protected intersection and traffic signal upgrade to improve bicycle/pedestrian safety at intersection.	1	Intersections		3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 629,150
7	PS&E	Streetscape / Complete Streets	Capital	PWC9078 - Pedestrian Crossing Enhancement	Design of enhanced pedestrian crossings along Fremont Boulevard within Irvington District and along Paseo Padre Parkway.	7	Intersections	Design of enhanced pedestrian crossing, including concrete curb extensions, refuge median islands, RRFB system, street lighting, ADA curb ramps, and high visibility crosswalks.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 15,455	\$ -
<b>TOTAL</b>											\$ 82,865	\$ 1,328,861
<b>Match to Table 1?</b>											TRUE	TRUE
			70%									
a. Total Capital			\$ 981,360									
b. Total Administrative			\$ 430,367									

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.

N/A

**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 =

*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	\$ 428,666	\$ 30,481
MBB Balance	\$ 5,624,482	\$ 3,628,808
<b>Total</b>	<b>\$ 6,053,148</b>	<b>\$ 3,659,289</b>

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

Fund balance will be spent on projects listed below.

**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
PWC 8195 - Pavement Maintenance	Application of cape and slurry seals to improve the condition of the asphalt pavement.	\$ 2,376,116	Underway
PWC8239 - Concrete Repair Prog CW	Repair of broken sidewalks to improve safety for pedestrians.	\$ 300,000	Underway
PWC8444 - Citywide Intersection Ramps	Installation of curb ramps to Improve accessibility at intersections.	\$ 100,000	Underway

**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.
<b>Article</b>	Yes	Yes	Yes	
<b>Website</b>	No	Yes	Yes	Measure B is no longer funding new projects
<b>Signage</b>	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	Operations	Signals	Capital	PWC7953 - Traffic Imp Program Various Locations	Implementation and operation of traffic signal coordination timing along regional arterial roadways to improve traffic flow, manage speeds, and reduce overall travel time.	5	Other	Roadway corridors	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 13,067	
2	Construction	Street Resurfacing/Maintenance	Capital	PWC8195 - Pavement Maintenance	Application of a cape or slurry seal to improve the condition of the asphalt pavement	586362	Other	Square Yards of pavement treated.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 5,000	\$ 4,823,884	
3	Construction	Street Resurfacing/Maintenance	Capital	PWC8234 - Pavement Rehabilitation	Asphalt overlays or digouts to improve the condition of the asphalt pavement	10	Other	Centerline miles of pavement rehabilitated.	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 400,000	
4	Construction	Sidewalks and Ramps	Capital	PWC8239 - Concrete Repair Prog CW	Repair of broken sidewalks to improve safety for pedestrians.	14529	Square Feet	Area of sidewalk replaced	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ 86,051	\$ 788,512	
5	Construction	Sidewalks and Ramps	Capital	PWC8444 - Citywide Intersection Ramps	Negative expenditure caused by reversal of retention accrual. Installation of curb ramps to improve accessibility at intersections.	170	Other	Curb ramps installed	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ (82,991)	
6	Construction	Sidewalks and Ramps	Capital	PWC8483 - Curb & Gutter Repairs Citywide	Repair of broken curbs to improve safety for pedestrians.	5728	Linear Feet	Length of curb & gutter replaced	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 100,000	
7	PS&E	Bridges and Tunnels	Administrative	PWC8907 - Bike/Ped Bridge Over I-880 ("Innovation Bridge")	Provides bicycle and pedestrian access over an existing freeway	1	Other	95% Design in process	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 117,772	
8	Operations	Program Operations	Administrative	PWC8933 - Meas BB Projs (City Staff Participation)	Completion of various administrative tasks related to Measure BB funded projects.	1	Other	Ongoing administrative efforts.	3. None (Not near EPC)	3. None (Not near HIN)	\$ -	\$ 139,206	
9	PS&E	Streetscape / Complete Streets	Administrative	PWC8946 - Centerville Complete Streets	Reconstruction of corridor to install of complete street elements.	1	Other	Completed PS&E	3. None (Not near EPC)	1. Direct (in HIN)	\$ 762	\$ 73,604	
10	PS&E	Bike Paths and Lanes	Administrative	PWC9041 - Regional Projects Funding Match	Consultant services for design	1	Other	Ongoing administrative efforts.	3. None (Not near EPC)	3. None (Not near HIN)	\$ 826	\$ 26,023	
11	Construction	Streetscape / Complete Streets	Capital	PWC9044 - Traffic Signal Mod Fremont/Walnut	Reconstruction to install protected intersection features and new traffic signals.	1	Intersections		3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 807,653	
12	Planning/Scoping	Other	Administrative	PWC9049 - Bike & Ped Planning Studies	Planning and public outreach activities to support the development of the City's first Active Transportation Plan.	1	Other		3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 80,160	
13	Planning/Scoping	Signals	Administrative	PWC9071 - Centerville Rr Safety Enhance Corr	Install quiet zone improvements to reduce/eliminate the need for horn blasts by trains.	1	Other	Completed diagnostic meetings	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 142,565	
14	Construction	Streetscape / Complete Streets	Capital	PWC9076 - Fremont/Grimmer/Eugene Prot Int	Reconstruction to install protected intersection features and new traffic signals.	2	Intersections		3. None (Not near EPC)	1. Direct (in HIN)	\$ 312,817	\$ 287,790	
15	Planning/Scoping	Streetscape / Complete Streets	Capital	PWC9093 - Dusterberry/Peralta Ins Imps	Preliminary design of intersection improvements at Dusterberry/Peralta intersection.	1	Intersections	Preliminary scoping work for the upcoming Dusterberry/Peralta Intersection Improvement Project.	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 1,646	
16	PS&E	Bike Paths and Lanes	Administrative	PWC9100 - Fremont/Walnut Bikeway Project	Reconstruction of corridor to install of complete street elements.	1	Other	95% Design in process	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 17,342	
<b>TOTAL</b>											\$ 405,454	\$ 7,736,233	
Match to Table 1?											TRUE	TRUE	
a. Total Capital			93%										
b. Total Administrative			\$ 7,543,428										
			\$ 598,260										

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.

N/A

A minimum of 15% of Measure BB LSR funds are required to be expended on bike/pedestrian improvements.

In this fiscal year, how much of Measure BB LSR funds were expended on bike/pedestrian improvements?  
 Percent of Measure BB LSR funds expenditures on bike/pedestrian improvements:  
 Meets minimum 15% threshold?

\$ 3,385,943
43.8%
TRUE

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

N/A

**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	\$ 479,527	\$	260,000
MBB Balance	\$ 2,679,418	\$	70,323
<b>Total</b>	\$ 3,158,945	\$	330,323

**1b. Why is there a fund balance?** *Indicate N/A, if not applicable.*

Fund balances increased because of a number of reasons. Over the years the City has held a reserve and made significant program changes to mitigate the effects of the significant reduction in its DLD funding when Measure B ended in March 2022. The reserve also increased due to the unforeseen effects of the COVID-19 pandemic and the resulting reduction in transportation service demand. The City is strategically planning to use its reserves to develop and implement sustainable transportation services. Program expenditures are expected to increase dramatically over the next several years as a result of the increases in the older adult population; FY23/24 transportation service demand increased 136% from pre-pandemic levels. The program is also full staffed at present so unexpended funds from staff vacancies should no longer contribute to the City's fund balance.

**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
Ride-On Tri-City! - Ride-Hailing Services	Curb-to-curb rides for older adults and people with disabilities	\$ 70,323	Underway
Ride-On Tri-City! - CS&O	Program customer service & outreach	\$ 155,000	Underway
Ride-On Tri-City! - Admin	Program administration	\$ 25,000	Underway
Meals On Wheels	Home delivered meals	\$ 80,000	Underway

**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	Operations	City-based Door-to-Door	Ride-On Tri-City! - Wheelchair Accessible Van Service	Pre-scheduled and same-day door-to-door transportation for Fremont seniors and persons with disabilities	4287	Number of One-Way Unduplicated Trips		3. None (Not near EPC)	\$ -	\$ 507,327	\$ -	\$ 507,327
2	Operations	Same Day/Taxi Program	Ride-On Tri-City! - Taxi Service	Subsidized same-day taxi rides for Fremont seniors and persons with disabilities	6673	Number of One-Way Unduplicated Trips		3. None (Not near EPC)	\$ -	\$ 166,825	\$ -	\$ 166,825
3	Operations	Same Day/Taxi Program	Ride-On Tri-City! - Ride-Hailing Service	Subsidized same-day TNC rides for Fremont seniors and persons with disabilities	22420	Number of One-Way Unduplicated Trips		3. None (Not near EPC)	\$ -	\$ 215,028	\$ -	\$ 215,028
4	Operations	Customer Service and Outreach	Ride-On Tri-City! - CS&O	Customer service and outreach for the Ride-On Tri-City! Program			Covers community outreach, eligibility determinations, rider education activities, printing and handling service complaints and commendations	3. None (Not near EPC)	\$ 289,000	\$ 16,678	\$ -	\$ 305,677
5	Operations	Program Administration	Ride-On Tri-City! - Admin	Administration of the Ride-On Tri-City! Program			Covers management activities (program oversight, planning, budgeting, and participation in regional coordination meetings), program supplies, IT costs, and city overhead charges.	3. None (Not near EPC)	\$ 284,690	\$ 113,656	\$ -	\$ 398,346
6	Operations	Meal Delivery	Meals on Wheels	In-home meal delivery for homebound seniors	58548	Other	Number of meals delivered	3. None (Not near EPC)	\$ 77,028	\$ -	\$ -	\$ 77,028
<b>TOTAL</b>									\$ 650,718	\$ 1,019,514	\$ -	\$ 1,670,232
<b>Match to Table 1?</b>									TRUE	TRUE		