

**MEASURE B AND MEASURE BB
Annual Program Compliance Report
Reporting Period - Fiscal Year 2024-25**

AGENCY CONTACT INFORMATION

Agency Name: **City of Fremont**

Date: **12/22/2025**

Primary Point of Contact

Name: **Tish Saini**

Title: **Special Assistant**

Phone: **510-494-4604**

Email: **tsaini@fremont.gov**

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	\$ 153,334	\$ 428,666	\$ -	\$ 479,527	\$ 1,061,527
Measure B Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	\$ 3,820	\$ 14,108	\$ -	\$ 17,376	\$ 35,304
GASB 31 Adjustment	\$ 1,731	\$ 8,270	\$ -	\$ 6,520	\$ 16,521
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 128,845 <small>TRUE</small>	\$ 442,760 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 259,479 <small>TRUE</small>	\$ 831,084
End of Year Fund Balance	\$ 30,040	\$ 8,284	\$ -	\$ 243,944	\$ 282,268
<input checked="" type="checkbox"/> <i>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.</i>					
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	\$ 2,453,980	\$ 5,624,482	\$ -	\$ 2,679,418	\$ 10,757,880
Measure BB Revenue	\$ 1,548,701	\$ 5,969,723	\$ -	\$ 1,405,505	\$ 8,923,929
Interest	\$ 75,328	\$ 180,758	\$ -	\$ 106,680	\$ 362,766
GASB 31 Adjustment	\$ 37,695	\$ 90,158	\$ -	\$ 45,758	\$ 173,611
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 1,716,391 <small>TRUE</small>	\$ 5,080,893 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 1,565,131 <small>TRUE</small>	\$ 8,362,415
End of Year Fund Balance	\$ 2,399,313	\$ 6,784,228	\$ -	\$ 2,672,230	\$ 11,855,771
<input checked="" type="checkbox"/> <i>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.</i>					
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 (A)	Maximum Allowed Balance (4x Annual) (B) = (A) * 4	Current DLD Balance (C)	Current Balance Over / Under Maximum Allowed (D) = (C) - (B)
Measure BB	\$ 8,923,929	\$ 35,695,716	\$ 11,855,771	\$ (23,839,945)
Measure B		Measure B Balance must be exhausted June 30, 2026.	\$ 282,268	

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 2024-25

GENERAL COMPLIANCE REPORTING

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

	Adoption Year
Bicycle Master Plan	2018
Pedestrian Master Plan	2016
Bike/Ped Master Plan	2025

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 adopted its first Active Transportation Plan (ATP) in May 2025. The ATP combines the previous citywide Bicycle Master Plan and Pedestrian Master Plan and includes new bike/ped programs, updated bike/pedestrian network assessment, and proposes updated project investments based on public input from across the City.

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 2024/2025 are consistent with the City's recently adopted Active Transportation Plan (ATP). Capital projects implemented in FY 2024/2025 that are consistent with the ATP include the following projects: 1) completed 95% 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 intersection at Fremont Boulevard/Country Drive; 3) striping of new buffered bike lanes along various arterial and collector roadways in the City as part of the annual pavement resurfacing project; 4) completed 100% Design of new bike lane separation devices along Albrae Street to upgrade existing buffered Class II bike lane to Class IV separated bikeways; 5) completed 100% Design of new parking protected two-way Class IV cycle track on Country Drive; 6) maintenance of previously installed Class IV separation devices along various arterial/collector roadways; 7) completed 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. The various active transportation programs implemented in FY 2024/2025 include but not limited to the City's Safe Routes to School Program and various active transportation education programs 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.

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

The various projects and programs previously identified being implemented with Measure BB DLD funds during FY 2024/2025 are consistent with the City's Vision Zero Action Plan, 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 measurable mode shift among local residents and regional commuters in the City. Key safety elements include construction of protected intersections, pedestrians crossing enhancement, separated bikeways, and traffic signal upgrades to improve active transportation access and safety.

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	\$ 30,040
MBB Balance	\$ 2,399,313
Total	\$ 2,429,353
	\$ -
	\$ 1,019,699
	\$ 1,019,699

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

The fund balance will be spent on the projects listed below.

Bicycle and Pedestrian Direct Local Distribution Program

Reporting Period - Fiscal Year 2024-25

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	Through the Citywide street resurfacing project, installation of parking separated bikeway along Civic Center Drive (Mowry Avenue to BART Way) and two-way cycle track with quick build protected intersection along Country Drive (between Fremont Boulevard and Hastings Avenue next to Washington High School. Additional striping of Class II bikeway and installation of K71 bollard bikeway separation are also scheduled for FY 2025/2026.	\$ 1,027,706	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.

The current DLD investments contributed towards bike and pedestrian infrastructure projects and education/outreach programs. Education/outreach programs include implementation of traffic education services such as school workshops, school rodeos, and community rodeos. DLD funds also funded social media messaging to encourage biking and walking and traffic safety education when traveling on Fremont streets. Infrastructure projects included construction of protected intersections, installation traffic calming treatments, pedestrian crossing enhancements, implementation of Class II, buffered Class II, and Class IV bikeways thought high priority corridors and crossing locations in the City. All of the stated projects and program are developed to support the City's Vision Zero program through the Safe Systems Approach.

Bicycle and Pedestrian Direct Local Distribution Program

Reporting Period - Fiscal Year 2024-25

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 (Drop-down Menu)	Project Type (Drop-down Menu)	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 24-25	Units for Quantity (Drop-down Menu)	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	PWC8195 - Pavement Maintenance	Installation of new roadway striping for Class II bikeways and to compliment separation devices on new/existing Class IV bikeways along various arterial roadways citywide.	10	Lane Miles	Corridors completed with this year's project include Deep Creek Road, Irvington Avenue, Christy Street, Fremont Boulevard (Stewart Street to Albrae Street), and Cushing Parkway.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 27,706	\$ 375,000
2	Other	Education and Promotion	Administrative	PWC8541 - Bicycle & Ped Non-Infrastructure	Administration of Safe Routes to School program, 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.	N/A	Other	Monthly traffic safety and traffic circulation observations, countermeasure collaboration with school staff at 39 schools in Fremont Unified School District; 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.	2. Proximate (w/in 1-mile)	1. Direct (in HIN)	\$ 37,666	\$ 290,395
3	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.	10	Lane Miles	Completed installation of concrete separation curbs and connector bike ramps at Fremont Boulevard/Stevenson Boulevard intersection to connect cyclists from adjacent Fremont Boulevard frontage road to the Fremont Boulevard/Stevenson protected intersection.	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 512,401
4	PS&E	Bridges and Tunnels	Capital	PWC8907 - Bike/Ped Bridge Over I-880 ("Innovation Bridge")	Provides bicycle and pedestrian access over an existing freeway.	1	Other	99% Design in process	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 23,092
5	PS&E	Streetscape / Complete Streets	Capital	PWC8944 - Pedestrian Improvements	Design of enhanced pedestrian crossings or curb extensions at various priority pedestrian crosswalks citywide.	7	Intersections	Through various city projects, DLD funds from the pedestrian improvement program funded striping of new high visibility crosswalks, quick-build curb extensions (adjacent to schools), and various other pedestrian crossing enhancements citywide.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 41,717	\$ 135,502
6	Construction	Streetscape / Complete Streets	Capital	PWC9050 - Fremont Blvd/Country Intersection Improvements	Construction of new protected intersection and traffic signal upgrade to improve bicycle/pedestrian safety at intersection.	1	Intersections	Completed construction of new protected intersection and traffic signal upgrade at Fremont Boulevard/Country Drive intersection adjacent to Washington High School.	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 300,000
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	Completed design of enhanced pedestrian crossing, including concrete curb extensions, refuge median islands, RRFB system, street lighting, ADA curb ramps, and high visibility crosswalks at Fremont/Clough, Fremont/Papazian Way, Fremont/Adams, Fremont/Crestwood, Fremont/Michael, Fremont/Doanne, Paseo Padre Parkway/Dorne, and Paseo Padre Parkway/Mento intersections.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 21,755	\$ 80,000
				82%	TOTAL Match to Table 1?							
a. Total Capital				\$ 1,517,174	\$ 128,845							
b. Total Administrative				\$ 328,061	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.

N/A



Local Streets and Roads (LSR) Direct Local Distribution Program**Reporting Period - Fiscal Year 2024-25****GENERAL COMPLIANCE REPORTING****1a. What is agency's 2024 Pavement Condition Index (PCI)?***Use same PCI reported to MTC for their Pavement Condition Rpt.*PCI = **71**<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?](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	\$ 8,284
MBB Balance	\$ 6,784,228
Total	\$ 6,792,512
	\$ 4,223,356

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

The fund balance will be spent on the projects 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	\$ 2,981,199	Underway
PWC8444 - Citywide Intersection Ramps	Installation of curb ramps to Improve accessibility at intersections	\$ 277,181	Underway

Local Streets and Roads (LSR) Direct Local Distribution Program

Reporting Period - Fiscal Year 2024-25

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 2024-25

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 (Drop-down Menu)	Project Type (Drop-down Menu)	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 24-25	Units for Quantity (Drop-down Menu)	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	Streetscape / Complete Streets	Capital	PWC7953 - Traffic Imp Program Various Locations	Reconstruction of corridor to install of complete street elements.	1	Intersections		3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 23,901
2	Construction	Street Resurfacing/Maintenance	Capital	PWC8195 - Pavement Maintenance	Application of a cape or slurry seal to improve the condition of the asphalt pavement	320366	Other	Square Yards of pavement treated.	3. None (Not near EPC)	1. Direct (in HIN)	\$ 260,125	\$ 3,376,116
3	Construction	Sidewalks and Ramps	Capital	PWC8239 - Concrete Repair Prog CW	Repair of broken sidewalks to improve safety for pedestrians.	43539	Square Feet	Area of sidewalk replaced	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 515,606
4	Construction	Sidewalks and Ramps	Capital	PWC8444 - Citywide Intersection Ramps	Installation of curb ramps to improve accessibility at intersections.	304	Other	Curb ramps installed	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 200,000
5	Construction	Sidewalks and Ramps	Capital	PWC8483 - Curb & Gutter Repairs Citywide	Repair of broken curbs to improve safety for pedestrians.	12069	Linear Feet	Length of curb & gutter replaced	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 100,000
6	PS&E	Bridges and Tunnels	Capital	PWC8907 - Bike/Ped Bridge Over I-880 ("Innovation Bridge")	Provides bicycle and pedestrian access over an existing freeway.	1	Other	99% Design in process	3. None (Not near EPC)	2. Proximate (w/in .5-mile)	\$ 138,130	\$ 34,611
7	Operations	Staffing	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)	\$ -	\$ 133,159
8	Right-of-Way	Streetscape / Complete Streets	Capital	PWC8946 - Centerville Complete Streets	Reconstruction of corridor to install of complete street elements.	1	Other	Permit acquisition	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 1,221
9	PS&E	Streetscape / Complete Streets	Capital	PWC9025 - Decoto Road Complete Streets & Transit Priority	Reconstruction of corridor to install of complete street elements.	1	Other	65% Design in process	3. None (Not near EPC)	1. Direct (in HIN)	\$ 19,700	\$ 8,967
10	Construction	Signals	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)	\$ -	\$ 24,414
11	Planning/Scoping	Program Operations	Administrative	PWC9049 - Bike & Ped Planning Studies	Public outreach activities to support the completion of the City's first Active Transportation Plan.	1	Other	Active Transportation Plan (ATP) Document	3. None (Not near EPC)	3. None (Not near HIN)	\$ -	\$ 119,840
12	Construction	Streetscape / Complete Streets	Capital	PWC9050 - Fremont Blvd/Country Intersection Improvements	Reconstruction to install protected intersection features and new traffic signals.	1	Intersections		3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 225,000
13	Planning/Scoping	Other	Capital	PWC9071 - Centerville Railroad Safety Enhancement Corridor	Creation of a quiet zone (i.e. safety improvements that will make horn blowing by trains to become unnecessary).	1	Other	Diagnostic work to evaluate safety needs to begin design.	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ 139,880
14	Construction	Streetscape / Complete Streets	Capital	PWC9076 - Fremont/Grimmer/Eugene Protected Intersection	Reconstruction to install protected intersection features and new traffic signals.	2	Intersections		3. None (Not near EPC)	1. Direct (in HIN)	\$ 24,805	\$ 262
15	Planning/Scoping	Signals	Capital	PWC9093 - Dusterberry/Peralta Intersection Improvements	Preliminary engineering of traffic signal modification and railroad crossing operations.	1	Intersections		3. None (Not near EPC)	3. None (Not near HIN)	\$ -	\$ 177,916
16	PS&E	Streetscape / Complete Streets	Capital	PWC9100 - Fremont/Walnut Bikeway Project	Reconstruction of corridor to install of complete street elements.	1	Other	Completed PS&E	3. None (Not near EPC)	1. Direct (in HIN)	\$ -	\$ -
a. Total Capital				95%	TOTAL Match to Table 1?							
b. Total Administrative				\$ 5,270,654								
				\$ 252,999								
											\$ 442,760	\$ 5,080,893
											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.

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?

\$	2,482,999
48.9%	
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 2024-25

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	\$ 243,944
MBB Balance	\$ 625,000
Total	\$ 868,944

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

The City is strategically holding a fund balance to ensure that it can sustain fluctuations in transportation service expenses and ensure that its programs remain viable as demand grows. Program expenditures are expected to increase significantly over the next several years as a result of the increases in Fremont's older adult population. At present, the City is projecting that it will almost double the number of one-way trips it will provide for FY25/26 compared to FY24/25.

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	\$ 325,000	Underway
Ride-On Tri-City! - CS&O	Program customer service & outreach	\$ 300,000	Underway
Ride-On Tri-City! - Admin	Program administration	\$ 161,944	Underway
Meals On Wheels	Home delivered meals	\$ 82,000	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 2024-25

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 (Drop-down Menu)	Project Type (Drop-down Menu)	Project Name	Project Description/Benefits	Quantity Completed in FY 24-25	Units for Quantity (Drop-down Menu)	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 door-to-door transportation for Fremont older adults and persons with disabilities	4198	Number of One-Way Unduplicated Trips		3. None (Not near EPC)	\$ -	\$ 518,200	\$ -	\$ 518,200
2	Operations	Same Day/Taxi Program	Ride-On Tri-City! - Taxi Service	Subsidized same-day taxi rides for Fremont older adults and persons with disabilities	6271	Number of One-Way Unduplicated Trips		3. None (Not near EPC)	\$ -	\$ 156,775	\$ -	\$ 156,775
3	Operations	Same Day/Taxi Program	Ride-On Tri-City! - Ride-Hailing Service	Subsidized same-day TNC rides for Fremont older adults and persons with disabilities	29477	Number of One-Way Unduplicated Trips		3. None (Not near EPC)	\$ -	\$ 298,729	\$ -	\$ 298,729
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)	\$ 154,628	\$ 254,652	\$ -	\$ 409,280
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)	\$ 24,845	\$ 336,775	\$ -	\$ 361,620
6	Operations	Meal Delivery	Meals on Wheels	In-home meal delivery for homebound seniors	54179	Other	Number of meals delivered	3. None (Not near EPC)	\$ 80,006	\$ -	\$ -	\$ 80,006
TOTAL Match to Table 1?									\$ 259,479	\$ 1,565,131	\$ -	\$ 1,824,609
									TRUE	TRUE		