

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

AGENCY CONTACT INFORMATION

Agency Name: City of Hayward

Date: 12/26/2025

Primary Point of Contact

Name:	Elli Lo
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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	\$ 566,720	\$ 1,079,235	\$ -	\$ (58)	\$ 1,645,896
Measure B Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	\$ 15,893	\$ 30,625	\$ -	\$ -	\$ 46,518
GASB 31 Adjustment	\$ 19,081	\$ 37,505	\$ -	\$ -	\$ 56,585
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 95,752 <small>TRUE</small>	\$ 428,101 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 88,648 <small>TRUE</small>	\$ 612,500
End of Year Fund Balance	\$ 505,942	\$ 719,264	\$ -	\$ (88,706)	\$ 1,136,500

☒ 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	\$ 3,946,132	\$ 7,342,246	\$ -	\$ 6,303,937	\$ 17,592,315
Measure BB Revenue	\$ 987,252	\$ 5,326,287	\$ -	\$ 1,867,751	\$ 8,181,290
Interest	\$ 127,311	\$ 208,156	\$ -	\$ 131,752	\$ 467,219
GASB 31 Adjustment	\$ 175,268	\$ 287,407	\$ -	\$ 185,432	\$ 648,106
Expenditures <small>Expenditures Matches Table 2?</small>	\$ 385,013 <small>TRUE</small>	\$ 4,573,612 <small>TRUE</small>	\$ - <small>TRUE</small>	\$ 2,534,806 <small>TRUE</small>	\$ 7,493,432
End of Year Fund Balance	\$ 4,850,950	\$ 8,590,484	\$ -	\$ 5,954,065	\$ 19,395,499

☒ 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	\$ 8,181,290	\$ 32,725,159	\$ 19,395,499	\$ (13,329,660)
Measure B	Measure B Balance must be exhausted June 30, 2026.		\$ 1,136,500	

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.

Bicycle Master Plan
Pedestrian Master Plan
Bike/Ped Master Plan

Adoption Year

N/A
N/A
2020

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.

N/A

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 New Sidewalk Program supports the Master Plan by installing sidewalks and curb extensions. In FY26, \$500,000 is programmed to new sidewalks. In addition, feasibility studies are being conducted in targetted locations to incorporate suggested Master Plan improvements. There is also the new Safe Routes to School projects to increase safety for all pedestrians, cyclists, and transit riders near Palma Ceia and along Harder Elementary.

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

The New Sidewalk Program installs new sidewalks in critical pedestrian pathways, specifically those near schools or in areas that have not been serviced before. This Program addresses safety by installing sidewalks, curb ramps, and gutters. In addition, these funds support traffic calming studies and implementation to reduce traffic, improve safety, and provide protected bike lanes. The Safe Routes to School Projects received great support from the community and the City wishes to continue to improve safety for pedestrians, cyclists and transit riders near Hayward Schools, Palma Ceia, and along Harder Rd.

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	\$ 505,942	\$ 505,942
MBB Balance	\$ 4,850,950	\$ 2,465,000
Total	\$ 5,356,893	\$ 2,970,942

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

Funds are programmed for future projects.

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
New Sidewalks - FY23 (05305)	Continuation of program to construct new sidewalks on critical pedestrian pathways, specifically those associated with schools and other heavy pedestrian use areas. This project constructs new curb, gutter, and sidewalk.	\$ 262,000	Underway
New Sidewalks - FY24 (05331)	Continuation of program to construct new sidewalks on critical pedestrian pathways, specifically those associated with schools and other heavy pedestrian use areas. This project constructs new curb, gutter, and sidewalk.	\$ 1,397,000	Underway
New Sidewalks - FY25 (05339)	Continuation of program to construct new sidewalks on critical pedestrian pathways, specifically those associated with schools and other heavy pedestrian use areas. This project constructs new curb, gutter, and sidewalk.	\$ 1,350,000	Underway
New Sidewalks - FY26 (05355)	Continuation of program to construct new sidewalks on critical pedestrian pathways, specifically those associated with schools and other heavy pedestrian use areas. This project constructs new curb, gutter, and sidewalk.	\$ 500,000	Underway
Bicycle and Pedestrian Master Plan Implementation and Update (05352)	Fund ongoing implementation of the City's Bicycle and Pedestrian Master Plan, including developing concept designs for projects to facilitate implementation. Project will also include a minor update to the plan, focused on identifying completed projects and updating priorities of existing master plan.	\$ 400,000	Planned
High Injury Network Safety Plan (06942)	This project identified a high injury network in the City – the 18% of roads where 75% of serious injuries and fatalities occur in the City. Funded in part by a grant from the U.S. Department of Transportation's Safe Streets for All (SS4A) program, the City's first High Injury Network Safety Plan will identify projects on the High Injury Network that are effective, feasible, equitable, and supported by stakeholders. The plan will evaluate seven corridors: the Downtown Loop, A Street, B Street, Hesperian Boulevard, Jackson Street, Mission Boulevard, and Tennyson Road.	\$ 239,000	Underway

Bicycle and Pedestrian Direct Local Distribution Program**Reporting Period - Fiscal Year 2024-25****GENERAL COMPLIANCE REPORTING**

Orchard Avenue Traffic Calming (05312)	In response to concerns regarding speeding on Orchard Avenue, the City is implementing several geometric, sign, and striping modifications to calm traffic, improve safety, and provide protected bike facilities. The new proposed bike facility will serve as a critical link in the citywide bicycle network.	\$ 626,000	Underway
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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	No	

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

The New Sidewalk Program installs new sidewalks in critical pedestrian pathways, specifically those near schools or in areas that have not been serviced before. This Program addresses safety by installing sidewalks, curb ramps, and gutters. In addition, these funds support traffic calming studies and implementation to reduce traffic, improve safety, and provide protected bike lanes. In response to concerns regarding speeding on Orchard Avenue, the City is implementing several geometric, sign, and striping modifications to calm traffic, improve safety, and provide protected bike facilities. The new proposed bike facility will serve as a critical link in the citywide bicycle network.

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 <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 24-25	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	PS&E	Sidewalks and Ramps	Administrative	New Sidewalks FY23 (05305)	Continuation of program to construct new sidewalks on critical pedestrian pathways, specifically those associated with schools and other heavy pedestrian use areas. This project constructs new curb, gutter, and sidewalk. Also involves the installation of ADA ramps and the repair of driveways.	13 staff hours	Other	Staff initiated and set up project	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ -	\$ 2,135
2	PS&E	Sidewalks and Ramps	Capital	New Sidewalks FY23 (05305)	Continuation of program to construct new sidewalks on critical pedestrian pathways, specifically those associated with schools and other heavy pedestrian use areas. This project constructs new curb, gutter, and sidewalk.	1	# of Plans developed	Sidewalk topo and survey work	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ -	\$ 7,375
3	PS&E	Sidewalks and Ramps	Capital	New Sidewalks FY24 (05331)	Continuation of program to construct new sidewalks on critical pedestrian pathways, specifically those associated with schools and other heavy pedestrian use areas. This project constructs new curb, gutter, and sidewalk. Also involves the installation of ADA ramps and the repair of driveways.	1	# of Plans developed	Design by City staff - 1 plan developed	2. Proximate (w/in 1-mile)	2. Proximate (w/in .5-mile)	\$ -	\$ 102,634
4	Construction	Traffic Calming	Capital	Orchard Avenue Traffic Calming (05312)	In response to concerns regarding speeding on Orchard Avenue, the City is implementing several geometric, sign, and striping modifications to calm traffic, improve safety, and provide protected bike facilities. The new proposed bike facility will serve as a critical link in the citywide bicycle network.	0.63	Lane Miles	Pilot road diet of approximately 0.63 lane miles for future potential bike lane. Improvements to existing roundabout and crosswalks for enhanced pedestrian safety. Installation of 37 signs for increased pedestrian safety and discouraging of cut through truck traffic.	1. Direct (in EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 170,336
5	Other	Traffic Calming	Administrative	Orchard Avenue Traffic Calming (05312)	In response to concerns regarding speeding on Orchard Avenue, the City is implementing several geometric, sign, and striping modifications to calm traffic, improve safety, and provide protected bike facilities. The new proposed bike facility will serve as a critical link in the citywide bicycle network.	57 staff hours	Other	Pilot road diet of approximately 0.63 lane miles for future potential bike lane. Improvements to existing roundabout and crosswalks for enhanced pedestrian safety. Installation of 37 signs for increased pedestrian safety and discouraging of cut through truck traffic.	1. Direct (in EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 62,731
6	Other	Traffic Calming	Administrative	Orchard Avenue Traffic Calming (05312)	In response to concerns regarding speeding on Orchard Avenue, the City is implementing several geometric, sign, and striping modifications to calm traffic, improve safety, and provide protected bike facilities. The new proposed bike facility will serve as a critical link in the citywide bicycle network.	1	Other	Pilot road diet of approximately 0.63 lane miles for future potential bike lane. Improvements to existing roundabout and crosswalks for enhanced pedestrian safety. Installation of 37 signs for increased pedestrian safety and discouraging of cut through truck traffic.	1. Direct (in EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 24,369
7	Other	Signals	Capital	Pedestrian Signal Safety Improvements & Maintenance (05235)	Project continues program to provide countdown pedestrian signals, audible traffic signals, and improved pedestrian push buttons at all City traffic signals.	1 ped push button	Signals	Repair or replace ped signal equipment; this is an ongoing maintenance project.	1. Direct (in EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 392

8	Other	Other	Administrative	Project Predesign Services (05278)	City engineering costs associated with predesign of road and street projects, including preliminary survey, design and cost estimates. Also includes engineering costs associated with overall administration of all capital projects.	1 staff hour	Other	Staff hour (Construction Inspector)	1. Direct (in EPC)	1. Direct (in HIN)	\$ -	\$ 674
9	Other	Other	Administrative	Project Predesign Services (05260)	City engineering costs associated with predesign of road and street projects, including preliminary survey, design, and cost estimates. Also includes engineering costs associated with overall administration of all capital projects.	1 Outreach event	Other	Bike to Wherever Day	1. Direct (in EPC)	1. Direct (in HIN)	\$ 2,671	\$ -
10	PS&E	Traffic Calming	Capital	Santa Clara Street Traffic Calming Study and Implementation (05313)	In response to community concerns regarding speeding on Santa Clara Street and vehicles not stopping at the crossing at El Dorado Avenue, the Santa Clara Street Traffic Calming Study & Implementation Project has been developed to identify opportunities to calm traffic, improve safety, and provide protected bike facilities for cyclists that frequent the corridor and implement recommended improvements, which are anticipated to be a combination of geometric, sign, and striping modifications.	2 public meetings	Other	Held public meeting to collect public feedbacks/concerns and went to Council Infrastructure and Airport Committee meeting to present our findings and plan forward.	2. Proximate (w/in 1-mile)	1. Direct (in HIN)	\$ -	\$ 14,367
11	Construction	Sidewalks and Ramps	Capital	Sidewalk Rehabilitation + Wheelchair Ramps FY23 (05303)	Continuation of new program to rehabilitate sidewalks, curbs, and gutters in various sections of the City damaged by street trees.	12000	Square Feet	Removal and replacement of the damaged sidewalk and construction of wheelchair Ramps where there were none or they were upgraded to the current standard	1. Direct (in EPC)	1. Direct (in HIN)	\$ 68,832	\$ -
12	Project Closeout	Other	Administrative	Simme Seat Pilot Program (05343)	This pilot project will implement Simme seat at 12 AC transit stops without existing shelters or benches to improve transit riding experience.	72.5 staff hours	Other	Purchased 12 simme seats and identify priority bus stop locations to install these seats.	1. Direct (in EPC)	1. Direct (in HIN)	\$ 9,484	\$ -
13	Project Closeout	Other	Capital	Simme Seat Pilot Program (05343)	This pilot project will implement Simme seat at 12 AC transit stops without existing shelters or benches to improve transit riding experience.	12 seats	Other	In-house installations of the simme seats	1. Direct (in EPC)	1. Direct (in HIN)	\$ 14,764	\$ -
				79%	TOTAL						\$ 95,752	\$ 385,013
a. Total Capital				\$ 378,701	Match to Table 1?						TRUE	TRUE
b. Total Administrative				\$ 102,064								

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 2024-25

GENERAL COMPLIANCE REPORTING

1a. What is agency's 2024 Pavement Condition Index (PCI)?

PCI = 73

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>

Used MTC report link above. Total Lane Miles 681.4, 2022=69, 2023=71, 2024=73. City's Network Level PCI is (was) 78 as of Nov 4, 2025. Basis was updating the database with FY 25 PIP Project Treatments and running the algorithm.

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	\$ 719,264	\$ 719,264
MBB Balance	\$ 8,590,484	\$ 8,590,484
Total	\$ 9,309,748	\$ 9,309,748

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

Funds are programmed for future projects.

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
Pavement Rehabilitation - FY25	Every year, the City improves stretches of roadway throughout the City as part of its annual Pavement Improvement Program. The effort involves a combination of pavement rehabilitation and preventive maintenance.	\$ 5,306,000	Underway
Pavement Rehabilitation - FY26	Every year, the City improves stretches of roadway throughout the City as part of its annual Pavement Improvement Program. The effort involves a combination of pavement rehabilitation and preventive maintenance. Pavement rehabilitation most often consists of spot repair of failed pavement areas and the application of hot mix asphalt overlay. City	\$ 4,250,000	Underway
Pavement Improvement of Hesperian Frontage Road	This project will improvement the pavement condition on Hesperian Frontage Road from Sueirro Street to Philips Way to approximately 3,700 ft (10,300 sq/ft).	\$ 1,100,000	Underway

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2024-25**

GENERAL COMPLIANCE REPORTING

Interstate 880 Interchange Improvements (Winton Avenue/A Street)	Proposed improvements include reconfiguring the I-880 interchanges at Winton Avenue and A Street to enhance access to the surrounding residential, retail, and commercial land uses, implementing Complete Streets features at both interchanges and providing northbound and southbound auxiliary lanes along the mainline between the two interchanges. Improvements will also involve modifying signals and	\$ 1,350,000	Underway
Campus Drive Sidewalk Improvements (05344, 05345, 05350)	The 0.78 mile-stretch of Campus Drive between 2nd Street and Hayward Boulevard was identified as a priority corridor for traffic calming improvements based on community concerns, traffic volume, speed and collision data, and other factors. This segment of Campus Drive serves multiple neighborhoods, California State University East Bay, hiking trails, churches, a senior facility, and Fire Station 9. In FY 2023, the \$150,000 budget was used to partner with a consultant to design pedestrian, bicycle, and traffic calming improvements, address safety concerns and mobility needs, and launch a pilot program. Implementation of the recommended improvements have been incorporated in the	\$ 1,993,000	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	No	

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	Planning/Scoping	Traffic Calming	Capital	Campus Drive Improvements (05332)	The 0.78 mile-stretch of Campus Drive between 2nd Street and Hayward Boulevard was identified as a priority corridor for traffic calming improvements based on community concerns, traffic volume, speed and collision data, and other factors. This segment of Campus Drive serves multiple neighborhoods, California State University East Bay, hiking trails, churches, a senior facility, and Fire Station 9. In FY 2023, the \$150,000 budget was used to partner with a consultant to design pedestrian, bicycle, and traffic calming improvements, address safety concerns and mobility needs, and launch a pilot program. Implementation of the recommended improvements have been incorporated in the City's annual pavement improvement program and/or new sidewalk program.	157.5 staff hours	Other	Construction of 0.4 lane miles of road diet and 1.4 lane miles of bicycle lanes. - part of AMG, completed in 2023	2. Proximate (w/in 1-mile)	3. None (Not near HIN)	\$ -	\$ 35,269
2	Maintenance	Traffic Calming	Capital	Campus Drive Improvements (05332)	The 0.78 mile-stretch of Campus Drive between 2nd Street and Hayward Boulevard was identified as a priority corridor for traffic calming improvements based on community concerns, traffic volume, speed and collision data, and other factors. This segment of Campus Drive serves multiple neighborhoods, California State University East Bay, hiking trails, churches, a senior facility, and Fire Station 9. In FY 2023, the \$150,000 budget was used to partner with a consultant to design pedestrian, bicycle, and traffic calming improvements, address safety concerns and mobility needs, and launch a pilot program. Implementation of the recommended improvements have been incorporated in the City's annual pavement improvement program and/or new sidewalk program.	50	Other	Order of 50 K71 replacement posts to be used on previous construction of 0.4 lane miles of road diet and 1.4 lane miles of bicycle lanes.	2. Proximate (w/in 1-mile)	3. None (Not near HIN)	\$ -	\$ 15,258
3	PS&E	Sidewalks and Ramps	Administrative	Campus Drive Sidewalk Improvements - Phase I 2nd St to Oakes Dr (05344)	The Campus Drive traffic calming project is being conducted in several phases. The installation of the sidewalk will also be in two phases. Sidewalk will be installed on Campus Drive from Highland Blvd. to Oakes Drive on the south side of Campus Drive and from Oaks Drive to 2nd Street on the north side of Campus Drive.	93 staff hours	Other	Staff hours for design and project management	2. Proximate (w/in 1-mile)	3. None (Not near HIN)	\$ -	\$ 14,822

4	PS&E	Sidewalks and Ramps	Capital	Campus Drive Sidewalk Improvements - Phase I 2nd St to Oakes Dr (05344)	The Campus Drive traffic calming project is being conducted in several phases. The installation of the sidewalk will also be in two phases. Sidewalk will be installed on Campus Drive from Highland Blvd. to Oakes Drive on the south side of Campus Drive and from Oakes Drive to 2nd Street on the north side of Campus Drive.	0.45	# of Plans developed	Design; for both phase i and ii, hours are also the same	2. Proximate (w/in 1-mile)	3. None (Not near HIN)	\$ -	\$ 70,569
5	PS&E	Sidewalks and Ramps	Administrative	Campus Drive Sidewalk Improvements - Phase II Oakes Dr to Highland Blvd (05345)	The Campus Drive traffic calming project is being conducted in several phases. The installation of the sidewalk will also be in two phases. Sidewalk will be installed on Campus Drive from Highland Blvd. to Oakes Drive on the south side of Campus Drive and from Oakes Drive to 2nd Street on the north side of Campus Drive.	63 staff hours		Staff hours for design and project management	2. Proximate (w/in 1-mile)	3. None (Not near HIN)	\$ -	\$ 9,881
6	Planning/Scoping	Traffic Calming	Administrative	D Street Traffic Calming & Implementation (05225)	Implement safety improvements along D Street to enhance pedestrian and bicyclist safety and accessibility, as well as reduce excessive vehicle speeds through curb extensions, RRFBS, traffic circle, high-visibility crosswalks, and traffic diverters. This project will support the design and construction of the improvements.	234 staff hours	Other	RFP for PS&E to be released early January 2026	1. Direct (in EPC)	1. Direct (in HIN)	\$ -	\$ 31,852
7	PS&E	Streetscape / Complete Streets	Administrative	Downtown Specific Plan Implementation (Foothill Blvd., Mission Blvd, A St., B St., C St.) (05237)	Project includes detailed analysis of the recommended short and mid-term multi-modal projects from the recently adopted Downtown Specific Plan. The comprehensive analysis will concentrate on the feasibility of converting A, B and C Streets from one-way to two-way operations within the downtown core. Foothill Boulevard and Mission Boulevard will also be evaluated for potential improvements to re-use excess right of way in a more equitable and multi-modal manner.	62 staff hours	Other	In house labor	1. Direct (in EPC)	1. Direct (in HIN)	\$ 10,604	\$ -
8	Other	Streetscape / Complete Streets	Capital	Downtown Specific Plan Implementation (Foothill Blvd., Mission Blvd, A St., B St., C St.) (05237)	Project includes detailed analysis of the recommended short and mid-term multi-modal projects from the recently adopted Downtown Specific Plan. The comprehensive analysis will concentrate on the feasibility of converting A, B and C Streets from one-way to two-way operations within the downtown core. Foothill Boulevard and Mission Boulevard will also be evaluated for potential improvements to re-use excess right of way in a more equitable and multi-modal manner.	1	Other	Planning and construction related to the implementation of Downtown Specific Plan	1. Direct (in EPC)	1. Direct (in HIN)	\$ 92,949	\$ -
9	PS&E	Traffic Calming	Administrative	Hayward Blvd. Safety Improvement Feasibility Study (05217)	The project will develop three conceptual alternatives for Hayward Boulevard between Campus Drive and Fairway Avenue. The goal of the study is to evaluate a low, medium and ultimate cost concepts to assist in speed reduction, enhance safety and promote multi-modal use. Features could include, roundabouts, bike lanes, medians and other traffic calming features.	198 staff hours	Other	Staff hours for design and outreach material of 3.6 proposed bike lane miles on Hayward Blvd	2. Proximate (w/in 1-mile)	3. None (Not near HIN)	\$ -	\$ 43,305

10	PS&E	Traffic Calming	Capital	Hayward Blvd. Safety Improvement Feasibility Study (05217)	The project will develop three conceptual alternatives for Hayward Boulevard between Campus Drive and Fairway Avenue. The goal of the study is to evaluate a low, medium and ultimate cost concepts to assist in speed reduction, enhance safety and promote multi-modal use. Features could include, roundabouts, bike lanes, medians and other traffic calming features.	1	# of Plans developed	Staff hours for design and outreach material of 3.6 proposed bike lane miles on Hayward Blvd	2. Proximate (w/in 1-mile)	3. None (Not near HIN)	\$ -	\$ 55,578
11	PS&E	Traffic Calming	Administrative	Hayward Boulevard Safety Improvements (05310)	This project will support the implementation efforts identified in the Hayward Blvd Safety Feasibility Study.	5 staff hours	Other	Design of 3.6 lane miles of bike lanes on Hayward Blvd	2. Proximate (w/in 1-mile)	3. None (Not near HIN)	\$ -	\$ 1,102
12	Planning/Scoping	Traffic Calming	Capital	High Injury Network Safety Plan (06942)	This project identified a high injury network in the City – the 18% of roads where 75% of serious injuries and fatalities occur in the City. Funded in part by a grant from the U.S. Department of Transportation's Safe Streets for All (SS4A) program, the City's first High Injury Network Safety Plan will identify projects on the High Injury Network that are effective, feasible, equitable, and supported by stakeholders. The plan will evaluate seven corridors: the Downtown Loop, A Street, B Street, Hesperian Boulevard, Jackson Street, Mission Boulevard, and Tennyson Road.	1	Other	Development of City's Speed Management Plan and three corridor studies for complete streets improvements and enhance safety. 259 staff hours accumulated during this time period.	1. Direct (in EPC)	1. Direct (in HIN)	\$ 123,471	\$ -
13	Project Closeout	Street Resurfacing/Maintenance	Capital	Pavement Rehabilitation FY23 (05240)	Every year, the City improves stretches of roadway throughout the City as part of its annual Pavement Improvement Program. The effort involves a combination of pavement rehabilitation and preventive maintenance. Pavement rehabilitation most often consists of spot repair of failed pavement areas and the application of hot mix asphalt overlay. City streets in significantly deteriorated condition will receive intensive structural repair work, which usually consists of full width grind in addition to spot repair and application of the asphalt overlay. Preventive maintenance efforts are reserved for streets in decent condition, and typically involve the application of crack sealing, spot repair, and micro-surfacing.	99 staff hours	Other	Staff hours for construction inspection and engineering	1. Direct (in EPC)	1. Direct (in HIN)	\$ 5,551	\$ -
14	Project Closeout	Street Resurfacing/Maintenance	Capital	Pavement Rehabilitation FY24 (05242)	Every year, the City improves stretches of roadway throughout the City as part of its annual Pavement Improvement Program. The effort involves a combination of pavement rehabilitation and preventive maintenance. Pavement rehabilitation most often consists of spot repair of failed pavement areas and the application of hot mix asphalt overlay. City streets in significantly deteriorated condition will receive intensive structural repair work, which usually consists of full width grind in addition to spot repair and application of the asphalt overlay. Preventive maintenance efforts are reserved for streets in decent condition, and typically involve the application of crack sealing, spot repair, and micro-surfacing.	42	Lane Miles	Curb ramp upgrades: \$969,638 Bike Lanes: \$268,595.5	1. Direct (in EPC)	1. Direct (in HIN)	\$ -	\$ 3,057,622

15	Construction	Street Resurfacing/Maintenance	Capital	Pavement Rehabilitation FY25 (05338)	Every year, the City improves stretches of roadway throughout the City as part of its annual Pavement Improvement Program. The effort involves a combination of pavement rehabilitation and preventive maintenance. Pavement rehabilitation most often consists of spot repair of failed pavement areas and the application of hot mix asphalt overlay. City streets in significantly deteriorated condition will receive intensive structural repair work, which usually consists of full width grind in addition to spot repair and application of the asphalt overlay. Preventive maintenance efforts are reserved for streets in decent condition, and typically involve the application of crack sealing, spot repair, and micro-surfacing.	1	Other	Vehicle charges for construction inspectors to inspect the field	1. Direct (in EPC)	1. Direct (in HIN)	\$ -	\$ 1,371
16		Street Resurfacing/Maintenance	Capital	Pavement Rehabilitation FY25 (05338)	Every year, the City improves stretches of roadway throughout the City as part of its annual Pavement Improvement Program. The effort involves a combination of pavement rehabilitation and preventive maintenance. Pavement rehabilitation most often consists of spot repair of failed pavement areas and the application of hot mix asphalt overlay. City streets in significantly deteriorated condition will receive intensive structural repair work, which usually consists of full width grind in addition to spot repair and application of the asphalt overlay. Preventive maintenance efforts are reserved for streets in decent condition, and typically involve the application of crack sealing, spot repair, and micro-surfacing.	1	# of Plans developed	Design	1. Direct (in EPC)	1. Direct (in HIN)	\$ -	\$ 942,992
17	Operations	Signals	Administrative	Speed Feedback Devices (05166)	Speed management and/or speed monitoring devices will be placed at locations throughout the City. Other expenses related to speed management and speed monitoring.	12.5 staff hours	Other	In house labor	1. Direct (in EPC)	1. Direct (in HIN)	\$ 2,250	\$ -
18	Operations	Signals	Capital	Speed Feedback Devices (05166)	Speed management and/or speed monitoring devices will be placed at locations throughout the City. Other expenses related to speed management and speed monitoring.	1	Other	Traffic Data and Speed Data collections	1. Direct (in EPC)	1. Direct (in HIN)	\$ 43,879	\$ -
19	Project Closeout	Other	Administrative	SR-92/Whitesell Interchange - Project Initiation Document (PID) (05334)	This project proposes to extend Whitesell Street over SR 92 to create a new SR 92/Whitesell diamond interchange and would terminate and intersect at Clawiter Road just south of SR 92. The new four-lane Whiteshell overcrossing structure would implement Complete Streets with bike lanes, sidewalks and signalized intersections. The existing SR-92/Clawiter interchange would be modified by eliminating the all EB on and off ramps yet maintain the WB off and on ramps.	8 staff hours	Other	In house labor related to project closeout	3. None (Not near EPC)	3. None (Not near HIN)	\$ -	\$ 1,392

20	Project Closeout	Other	Administrative	SR-92/Whitesell Interchange - Project Initiation Document (PID) (05334)	This project proposes to extend Whitesell Street over SR 92 to create a new SR 92/Whitesell diamond interchange and would terminate and intersect at Clawiter Road just south of SR 92. The new four-lane Whiteshell overcrossing structure would implement Complete Streets with bike lanes, sidewalks and signalized intersections. The existing SR-92/Clawiter interchange would be modified by eliminating the all EB on and off ramps yet maintain the WB off and on ramps.	1	Other	Consulting services payments	3. None (Not near EPC)	3. None (Not near HIN)	\$ -	\$ 40,646
21	Construction	Signals	Capital	Tennyson Rd and Winton Ave Adaptive Signal Coordination Project (05342)	Installation of advanced signal coordination software to provide adaptive timing along Winton Avenue/D Street for approximately 1.2 miles and Tennyson Rd for approximately 2.1 miles. Includes upgrades to traffic signal communication, networking, controllers, and detection hardware for Winton Avenue/D Street corridor.	17	Signals	Construction & installation of traffic signal infrastructure, video detection, and adaptive signal timing on Tennyson Road and Winton Avenue	1. Direct (in EPC)	1. Direct (in HIN)	\$ -	\$ 192,524
22	Operations	Staffing	Administrative	Traffic Management (05233)	The Traffic Management Project is an ongoing project. Staff monitor approximately 145 signalized intersections throughout Hayward, implementing various improvements to ensure reliable functionality of the traffic signal software and equipment. Improvements include upgrading the signal control cabinets, installing battery backup systems, and resolving detection issues, among other efforts required to ensure both driver and pedestrian safety throughout the city.	68 staff hours	Other	In house labor	1. Direct (in EPC)	1. Direct (in HIN)	\$ -	\$ 12,495
23	Operations	Staffing	Capital	Traffic Management (05233)	The Traffic Management Project is an ongoing project. Staff monitor approximately 145 signalized intersections throughout Hayward, implementing various improvements to ensure reliable functionality of the traffic signal software and equipment. Improvements include upgrading the signal control cabinets, installing battery backup systems, and resolving detection issues, among other efforts required to ensure both driver and pedestrian safety throughout the city.	1	Other	Transcore SCATS Support and update traffic signal timings throughout the City	1. Direct (in EPC)	1. Direct (in HIN)	\$ -	\$ 44,415
24	Operations	Signals	Administrative	Traffic Signal System Improvement (05336)	The project proposes to check and update signal timing of all signalized intersections to meet State Requirements.	643.5 staff hours	Other	in house labor	1. Direct (in EPC)	1. Direct (in HIN)	\$ 103,779	\$ -
25	Other	Signals	Capital	Traffic Signal System Improvement (05336)	The project proposes to check and update signal timing of all signalized intersections to meet State Requirements.	1	Other	Implementation of signal timing and traffic signal related improvements.	1. Direct (in EPC)	1. Direct (in HIN)	\$ 45,619	\$ -
26	Other	Staffing	Administrative	Transportation Planning & Coordination (05357)	This project is to track Transportation staff's effort for regional planning and coordination activities related to capital projects, programs, maintenance, or operations that directly improve local streets and roads and local transportation.	28 staff hours	Other	Ongoing regional active transportation and transit coordination, including: AC Transit ILC; ACTC CTP, 4CP, ACTAC, PPC, and PPLC; and BART.	1. Direct (in EPC)	2. Proximate (w/in .5-mile)	\$ -	\$ 2,520
											\$ 428,101	\$ 4,573,612
											TRUE	TRUE

95%

a. Total Capital

\$ 4,727,065

b. Total Administrative

\$ 272,127

TOTAL

Match to Table 1?

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?

\$ 1,572,780

N/A

Percent of Measure BB LSR funds expenditures on bike/pedestrian improvements:
Meets minimum 15% threshold?

34.4%
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	\$ (88,706)	\$ -
MBB Balance	\$ 5,954,065	\$ 965,000
Total	\$ 5,865,359	\$ 965,000

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

Measure B sunset in 2022, and the negative fund balance reflected in current reports is attributable to legacy obligations and internal service charges posted after program sunset rather than ongoing programmatic spending. The City has identified the source of these charges and is coordinating with Finance to address the resulting negative balance through appropriate Measure BB funding and to ensure these costs are correctly allocated on a go-forward basis. Measure BB fund balance accumulated in prior years due to pandemic-related service disruptions, including loss of service providers and reduced ridership. Following completion of a program evaluation and implementation of a new services RFP, the City expanded enrollment and began rollout of new services in FY 24-25, resulting in higher-than-anticipated expenditures. Enhanced services are fully implemented as of FY25-26, and the City anticipates full use of DLD award and the ability to begin drawing down on 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
Safe Routes for Seniors - Tennyson & South Hayward (05323)	ADA accessibility and walkability improvements to streets and pedestrian pathways including curb cuts and crosswalks.	\$ 965,000	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	https://www.hayward-ca.gov/residents/paratransit
Website	Yes	Yes	Yes	https://www.hayward-ca.gov/residents/paratransit
Signage	No	No	No	The program does not post signage because services are not provided from a fixed location and are delivered through third-party transportation providers coordinated by the City's vendor.

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	Construction	Other	Main Street Complete Street (05283)	The Main Street Complete Streets project will improve pedestrian and bicycle facilities along Main Street to create a safe and friendly environment for multimodal travel in the Downtown Hayward Priority Development Area. Proposed improvements include reducing the roadway from four to two lanes, adding bulb-outs (curb extensions) and bike lanes, improving ADA access with new curb ramps, widening sidewalks, creating on-street parking opportunities that provide door zone protection for bicyclists, resurfacing and restriping roadways, and creating an attractive, sustainable landscaping buffer along sidewalks. For more information and updates, view the project website.	Various, please see expanded details	Other	3,857 Square feet of New Sidewalk 826 Square feet of New Curb Ramps 3,432 Square feet of New Pavers 901 Linear Feet of New Curb and Gutter	1. Direct (in EPC)	\$ -	\$ 1,007,901	\$ -	\$ 1,007,901
2	Project Closeout	Program Administration	Safet Routes for Seniors - Downtown - City of Hayward Public Works & Utilities Department (05309)	Salaries, Benefits, and Services for the Safe Routes for Seniors capital improvement project including curb cuts, traffic calming, and protected walkways.	4	Intersections	The City's first SR4S effort is located in four downtown Hayward intersections, including Foothill Blvd/Hazel Ave-City Center Dr, Montgomery Ave/A St, Montgomery Ave/B St, and Watkins Ave/D St. Improvements include increased pedestrian crossing times, installation of high-visibility ADA ramps, repositioning of cross walks and pedestrian push buttons to align with ADA improvements, and widening medians for pedestrian refuge, and more.	1. Direct (in EPC)	\$ -	\$ 1,072	\$ -	\$ 1,072
3	Project Closeout	Capital Purchase	Safet Routes for Seniors - Downtown - City of Hayward Public Works & Utilities Department (05309)	Construction Services for Safe Routes for Seniors capital improvement project including curb cuts, traffic calming, and protected walkways.	4	Intersections	The City's first SR4S effort is located in four downtown Hayward intersections, including Foothill Blvd/Hazel Ave-City Center Dr, Montgomery Ave/A St, Montgomery Ave/B St, and Watkins Ave/D St. Improvements include increased pedestrian crossing times, installation of high-visibility ADA ramps, repositioning of cross walks and pedestrian push buttons to align with ADA improvements, and widening medians for pedestrian refuge, and more.	1. Direct (in EPC)	\$ -	\$ 223,078	\$ -	\$ 223,078

4	PS&E	Other	Safet Routes for Seniors - Tennyson & South Hayward - City of Hayward Public Works & Utilities Department (05323)	The City of Hayward's Safe Routes for Seniors (SR4S) Program is a collaborative effort between the City and local senior housing facilities, senior centers, and community-based organizations. Through these partnerships, the City is working to identify areas in Hayward at which to focus accessibility and walkability improvements. The SR4S Program receives annual support from dedicated Measure BB (Paratransit) funding. The area targeted for improvement in FY21 was Downtown Hayward. Additional areas in the City will be targeted for SR4S improvements in future years.	0	Other	Includes design of pedestrian safety and accessibility measures at locations in South Hayward with high senior populations and rates of paratransit use. Design completion expected January 2026	1. Direct (in EPC)	\$ -	\$ 135,089	\$ -	\$ 135,089
5	Operations	Program Administration	Program Administration and Professional Services	Program administration, contract oversight, policy and program development, compliance reporting, internal service cost allocations, and associated professional services and training costs.			N/A	3. None (Not near EPC)	\$ 81,743	\$ 145,848	\$ -	\$ 227,592
6	Operations	Customer Service and Outreach	HOP Customer Service	Customer service operations, rider enrollment and support, vendor invoicing, outreach activities, and related supplies and administrative services.			N/A	3. None (Not near EPC)	\$ 6,905	\$ 161,150	\$ -	\$ 227,592
7	Operations	Meal Delivery	Meals on Wheels (Service Opportunities for Seniors)	Provision and delivery of nutritionally balanced, ready-to-eat or microwavable meals to homebound seniors.	81639	Other	Number of Meals Delivered Unduplicated Clients: 499	1. Direct (in EPC)	\$ -	\$ 100,000	\$ -	\$ 168,055
8	Operations	Same Day/Taxi Program	HOP TNC Rides (Eden I&R)	Third-party call center and ride coordination services for enrolled riders utilizing transportation network companies.	18811	Number of One-Way Unduplicated Trips	Unduplicated Clients: 944	1. Direct (in EPC)	\$ -	\$ 530,765	\$ -	\$ 100,000
9	Operations	City-based Door-to-Door	HOP WAV and Companion Rides Pilot (Onward Health, Inc.)	Four-month pilot providing on-demand wheelchair-accessible and assisted transportation services for eligible riders requiring limited physical support.	197	Number of One-Way Unduplicated Trips	Unduplicated Clients: 36 WAV Rides: 110 Companion Rides: 48 TNC Rides: 39	1. Direct (in EPC)	\$ -	\$ 175,142	\$ -	\$ 530,765
10	Operations	Mobility Management/Travel Training	HOP Mobility Management (Community Resources for Independent Living - CRIL; Glad Tidings COGIC)	Mobility management services focused on outreach, rider education, and application assistance, including support with eligibility documentation, delivered in partnership with community-based organizations.	99	Number of People/Passengers	Clients Enrolled	1. Direct (in EPC)	\$ -	\$ 54,761	\$ -	\$ 175,142
TOTAL									\$ 88,648	\$ 2,534,806	\$ -	\$ 2,851,046
Match to Table 1?									TRUE	TRUE		