

**MEASURE B AND MEASURE BB
Annual Program Compliance Report
Reporting Fiscal Year 2019-2020**

AGENCY CONTACT INFORMATION

Agency Name: **City of Union City**

Date: 12/30/2020

Primary Point of Contact

Name: Farooq Azim

Title: City Engineer

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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 Fiscal Year 2019-2020

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	\$ 578,845	\$ 920,143	\$ -	\$ -	\$ 1,498,988
Revenue	\$ 243,466	\$ 767,240	\$ 491,865	\$ 366,281	\$ 1,868,852
Interest	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditures <small>Expenditures Matches Table 27</small>	\$ 18,466 <small>TRUE</small>	\$ 85,246 <small>TRUE</small>	\$ 491,865 <small>TRUE</small>	\$ 366,281 <small>TRUE</small>	\$ 961,858
End of Year Fund Balance	\$ 803,845	\$ 1,602,137	\$ (0)	\$ 0	\$ 2,405,981
Notes					

B. 2014 MEASURE BB Direct Local Distribution Programs

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
Beginning of Year Fund Balance	\$ 352,134	\$ 538,247	\$ -	\$ -	\$ 890,381
Revenue	\$ 198,220	\$ 687,039	\$ 368,067	\$ 226,191	\$ 1,479,517
Interest	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditures <small>Expenditures Matches Table 27</small>	\$ 59,598 <small>TRUE</small>	\$ 30,802 <small>TRUE</small>	\$ 368,067 <small>TRUE</small>	\$ 226,191 <small>TRUE</small>	\$ 684,658
End of Year Fund Balance	\$ 490,756	\$ 1,194,485	\$ (0)	\$ (0)	\$ 1,685,241
Notes					

**Bicycle and Pedestrian Direct Local Distribution Program
Reporting Period - Fiscal Year 2019-20**

GENERAL COMPLIANCE REPORTING

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

Bicycle Master Plan
Pedestrian Master Plan
Bike/Ped Master Plan

Adoption Year

Jan-12

If the plans are over five-years past the last adoption year, specify when your agency's will perform its next update.

Indicate N/A, if not applicable.

City Project 17-30 Bicycle and Pedestrian Master Plan Update currently underway. Study schedule December 20-19 - March 2021 (15 months)

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	\$ 803,845	\$ 587,192
MBB Balance	\$ 490,756	\$ 255,001
Total	\$ 1,294,601	\$ 842,193

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

Staff turnover, Cyber Outage EOC and Covid-19 EOC consequences. All projects were delayed.

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
FY 2021-22 Sidewalk and C&G Replacement (91821)	Repair, remove and replace uplifted or damaged sidewalks, curb & gutter, residential	\$ 200,000	Planned
FY 2021-22 Retrofit Audible & Push Button Ped Signl (90237)	Install audible & push button pedestrian signals on existing signalized intersections	\$ 25,000	Planned
FY 2021-22 Trail Rehabilitation (91012)	Crack seal, minor digouts and overlay or slurry seal, repave the asphalt trail pathways	\$ 25,000	Planned
UCB Class II Bike Lanes (91729)	Construction of bicycle lanes on Union City Boulevard	\$ 300,000	Planned
Dyer St. Paving Project (91820)	Supplement funds to complete grant funded project	\$ 100,000	Planned
B&P Master Plan Update (91730)	Supplement funds to complete grant funded project	\$ 125,000	Planned
		\$ -	
		\$ -	

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	

Bicycle and Pedestrian Direct Local Distribution Program

Reporting Period - Fiscal Year 2019-20

TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year.
- Expenditure total must correspond to your Audited Financial Statements, and Table 1 values.

	Project Category <small>(Drop-down Menu)</small>	Project Phase <small>(Drop-down Menu)</small>	Project Type <small>(Drop-down Menu)</small>	Primarily Capital or Administrative Expenditure?			Quantity Completed in FY 19-20	Units for Quantity <small>(Drop-down Menu)</small>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures	
No.					Project Name	Project Description/Benefits						
1	Bike/Ped	Other	Staffing	Administrative	PW Administration (33001)	Administrative cost	1	Other	Administrative cost	\$ 5,000	\$ -	
2	Bike/Ped	Construction	Bike Paths and Lanes	Capital	2017-18 Overlay Project (91701)	Upgrade to ADA compliance wheelchair ramps, pavements, striping, signals.	51,672	Linear Feet	Install Misc. stripping	\$ 4,817	\$ 18,979	
3	Bike/Ped	Planning/Scoping	Master Plan	Administrative	Bicycle & Pedestrian Master Plan Update (91730)	Master Plan Project Update	1	Other	Consulting services	\$ 8,648	\$ 40,619	
4										\$ -	\$ -	
5										\$ -	\$ -	
6										\$ -	\$ -	
7										\$ -	\$ -	
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18										\$ -	\$ -	
19										\$ -	\$ -	
20										\$ -	\$ -	
21										\$ -	\$ -	
22										\$ -	\$ -	
23										\$ -	\$ -	
24										\$ -	\$ -	
25										\$ -	\$ -	
Total Percentage of Capital vs Administrative Costs				30%						TOTAL	\$ 18,466	\$ 59,598
a. Total Capital				\$ 23,796						Match to Table 1?	TRUE	TRUE
b. Total Administrative				\$ 54,267								

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.

The Bicycle & Pedestrian Master Plan Update project is a planning document that involves consultanting costs rather than administrative costs. Although the total percentage of capital vs administrative costs shows 30% on paper, the actual percentage is greater than 50% to reflect consultanting costs for that project.

**Local Streets and Roads (LSR) Direct Local Distribution Program
Reporting Period - Fiscal Year 2019-20**

GENERAL COMPLIANCE REPORTING

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

PCI = 80

Use PCI from the most recent MTC's VitalSigns linked here:

<http://www.vitalsigns.mtc.ca.gov/street-pavement-condition>

If your PCI falls below a score of 60 (fair condition), specify what actions are being implemented to increase the PCI.

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	\$ 1,602,137	\$ 775,957
MBB Balance	\$ 1,194,485	\$ 764,330
Total	\$ 2,796,621	\$ 1,540,287

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

Staff turnover, Cyber Outage EOC and Covid-19 EOC consequences. All projects were delayed.

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
FY 2021-22 Overlay (91901)	City wide pavement repairs, grinding (mill), striping, wheelchair ramp upgrades, etc	\$ 710,000	Planned
FY 2021-22 Slurry Seal (91902)	Slurry seal treatment to prevent water intrusion and rejuvenates the oils in asphalt pavement to	\$ 300,000	Planned
UCB Class II Bike Lanes (91729)	Construction of bicycle lanes on Union City Boulevard	\$ 300,000	Planned
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	

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 2019-20

TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year.
- Expenditure total must correspond to your Audited Financial Statements and Table 1 values

No.	Project Category <small>(Drop-down Menu)</small>	Project Phase <small>(Drop-down Menu)</small>	Project Type <small>(Drop-down Menu)</small>	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 19-20	Units for Quantity <small>(Drop-down Menu)</small>	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures
1	Streets/Rds	Construction	Street Resurfacing/Maint	Capital	Streets Paving Maintenance (33012)	Repair pavement (digouts)	3,200	Square Feet	Misc. pot-hole repairs, paving, etc.	\$ 39,534	\$ -
2	Streets/Rds	Construction	Street Resurfacing/Maint	Capital	2017-18 Overlay Project (91701)	Pavement Overlay	32	Other	32 Sts=14kTon AC & 106kSY grind	\$ 35,609	\$ -
3	Streets/Rds	Planning/Scoping	Street Resurfacing/Maint	Capital	2018-19 Slurry Seal Project (91802)	Slurry Seal Street	1	Other	Project Planning	\$ 352	\$ -
4	Streets/Rds	Planning/Scoping	Streetscape / Complete	Capital	Quarry Lake Parkway (91804)	Project Planning	1	Other	Professional/consulting	\$ 9,753	\$ -
5	Streets/Rds	Construction	Street Resurfacing/Maint	Capital	2017-18 Overlay Project (91701)	Pavement Overlay	32	Other	32 Sts=14kTon AC & 106kSY grind	\$ -	\$ 30,802
6										\$ -	\$ -
7										\$ -	\$ -
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22										\$ -	\$ -
23										\$ -	\$ -
24										\$ -	\$ -
25										\$ -	\$ -
Percentage of Capital vs Administrative Costs				100%	TOTAL					\$ 85,246	\$ 30,802
a. Total Capital				\$ 116,048	Match to Table 1?					TRUE	TRUE
b. Total Administrative				\$ -							

If your agency did not expend greater than 50% of total costs on Capital Investments, explain how capital investments will increase in the future over Program Administration (outreach, staffing, administrative support). Indicate N/A if not applicable.

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

In this fiscal year, how much of Measure BB LSR funds were expended on bike/pedestrian improvements?	\$ 5,000
Percent of Measure BB LSR funds expenditures on bike/pedestrian improvements:	16.2%
Meets minimum 15% threshold?	TRUE

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

Existing ramps met current standards & there was minimal opportunity to spend additional funds on B&P.

**Transit Direct Local Distribution Program
Reporting Period - Fiscal Year 2019-20**

GENERAL COMPLIANCE REPORTING

1. What is the agency's average on-time performance goal/target?
2. What is the agency's average on-time performance for the year?

90	Percent
92	Percent

3. If your agency's actual average on-time performance for the year is less than the agency's on-time performance goal/target explain what actions are being taken to improve performance?

- 4a. 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	\$ (0)	\$ -
MBB Balance	\$ (0)	\$ -
Total	\$ (0)	\$ -

- 4b. Why is there a fund balance? *Indicate N/A, if not applicable.*

- 4c. 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
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	

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

6. 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	

Transit Direct Local Distribution Program
Reporting Period - Fiscal Year 2019-20

TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year.
- Expenditure total must correspond to your Audited Financial Statements and Table 1 values.

No.	Project Category (Drop-down Menu)	Project Phase (Drop-down Menu)	Project Type (Drop-down Menu)	Project Name	Project Description/Benefits	Quantity Completed in FY 19-20	Units for Quantity (Drop-down Menu)	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures	Other Fund Expenditures	Total Cost
1	Bus	Operations	Operations	Union City Transit	Operations and Maintenance	228089	Number of People/Passengers	Unlinked Passenger Trips	\$ 491,865	\$ 368,067	\$ 3,301,468	\$ 4,161,400
2									\$ -	\$ -	\$ -	\$ -
3									\$ -	\$ -	\$ -	\$ -
4									\$ -	\$ -	\$ -	\$ -
5									\$ -	\$ -	\$ -	\$ -
6									\$ -	\$ -	\$ -	\$ -
7									\$ -	\$ -	\$ -	\$ -
8									\$ -	\$ -	\$ -	\$ -
9									\$ -	\$ -	\$ -	\$ -
10									\$ -	\$ -	\$ -	\$ -
11									\$ -	\$ -	\$ -	\$ -
12									\$ -	\$ -	\$ -	\$ -
13									\$ -	\$ -	\$ -	\$ -
14									\$ -	\$ -	\$ -	\$ -
15									\$ -	\$ -	\$ -	\$ -
16									\$ -	\$ -	\$ -	\$ -
TOTAL									\$ 491,865	\$ 368,067	\$ 3,301,468	\$ 4,161,400
Match to Table 1?									TRUE	TRUE		

**Paratransit Direct Local Distribution Program
Reporting Period - Fiscal Year 2019-20**

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	\$ 0	\$ -
MBB Balance	\$ (0)	\$ -
Total	\$ 0	\$ -

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

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
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	

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

5. 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 2019-20

TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS

Provide a detailed summary of Measure B and BB Expenditures for the reporting fiscal year.
- Expenditure total must correspond to your Audited Financial Statements and Table 1 values.

No.	Project Category (Drop-down Menu)	Project Phase (Drop-down Menu)	Project Type (Drop-down Menu)	Project Name	Project Description/Benefits	Quantity Completed in FY 19-20	Units for Quantity (Drop-down Menu)	Additional description on units or expanded detail on expenditures, performance, accomplishments	Measure B DLD Expenditures	Measure BB DLD Expenditures	Other Fund Expenditures	Total Cost
1	Disabled Services	Operations	ADA-mandated Services	Union City Paratransit	Operations and Maintenance	14638	Number of People/Passengers	Unlinked Passenger Trips	\$ 331,708	\$ 226,191	\$ 404,852	\$ 962,751
2	Senior and Disabled Services	Operations	Same Day/Taxi Program	Ride-On Tri-City!	Operations and Maintenance	1712	Number of People/Passengers	Unlinked Passenger Trips	\$ 34,573	\$ -	\$ -	\$ 34,573
3									\$ -	\$ -	\$ -	\$ -
4									\$ -	\$ -	\$ -	\$ -
5									\$ -	\$ -	\$ -	\$ -
6									\$ -	\$ -	\$ -	\$ -
7									\$ -	\$ -	\$ -	\$ -
8									\$ -	\$ -	\$ -	\$ -
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16									\$ -	\$ -	\$ -	\$ -
17									\$ -	\$ -	\$ -	\$ -
18									\$ -	\$ -	\$ -	\$ -
19									\$ -	\$ -	\$ -	\$ -
20									\$ -	\$ -	\$ -	\$ -
TOTAL									\$ 366,281	\$ 226,191	\$ 404,852	\$ 997,324
Match to Table 1?									TRUE	TRUE		

Alameda CTC Projects & Programs

The City of Union City and The Alameda County Transportation Commission (Alameda CTC) are working together on a variety of transportation improvement projects and programs.



The original Measure B is set to expire in 2022, following the latest 20-year extension of the measure that goes back to 1986.

In November 2010, voters approved Measure F, the Alameda County Vehicle Registration Fee (VRF). This measure, which collects \$10 per year as part of vehicle registration, began in May 2011 with the goal to strengthen the County's transportation network and reduce traffic congestion and pollution.

In 2014, voters approved Measure BB to augment and extend the existing sales tax measure. The collection of Measure BB funds began in April 2015.

Alameda CTC collects and administers the funds and provides the City of Union City with funding to help maintain our local streets and roads and implement bike and pedestrian improvements projects. All Measure B, Measure BB and Measure F funds come with specific program and financial compliance requirements.

- [Newsletter - FY 2019-20 Measure B & BB funded Bike and Pedestrian \(B&P\) Projects](#)
- [Newsletter – FY 2019-20 Measure B & BB funded Local Streets & Road \(LS&R\) Projects](#)
- [Newsletter - FY 2019-20 Measure F \(VRF\) Local Streets and Roads Projects](#)
- [Alameda CTC Grant Funded Projects and Plans](#)
- [Union City Boulevard Bike Lanes Fact Sheet](#)

For more information on the Alameda County Transportation Commission's Measure B, Measure BB and Measure F programs, please go to www.AlamedaCTC.org

Union City Measure B, Measure BB, Measure F funded and other significant projects

Local Streets & Roads

Bicycle & Pedestrian

BART Station

Transit Oriented Development

Measure B/Measure BB Local Streets & Roads Projects

Measure B/Measure BB Local Streets and Roads funds are used to help pay for several types of street and roadway projects in order to maintain and improve upon the existing transportation infrastructure in the City of Union City.

The following types of major projects are funded with Measure B/Measure BB LS&R funds during most years:



- Slurry seal program to rehabilitate various City streets.
- Pavement overlay of various streets as part of annual pavement rehabilitation program.
- Street Paving Maintenance (spot pavement repairs, pot holes, etc.)
- Safety upgrade to City's Traffic Signal system.

Visit the [Alameda County Transportation Commission's website](#) for more information on the Measure BB Program.

Measure F (VRF) Local Streets & Roads Projects

Alameda County Transportation Commission (Alameda CTC) administers the voter-approved Alameda County Vehicle Registration Fee (VRF) known as Measure F, which collects \$10 during vehicle registration process and proportionally distributes the funds to the various agencies.

The following types of major projects are funded by Measure F funds in a typical year:

- Pavement overlay of various streets.
- Slurry Seal Project on various streets.
- Safety upgrade to existing traffic signals.

Measure F funds will continue to be essential in addressing transportation-related needs within the City including:

- Trail rehabilitation
- Annual wheelchair ramp upgrades
- Pavement overlay (Restriping of bike lanes, ramp upgrades, etc.)



Measure B/Measure BB Bicycle and Pedestrian Projects

Union City uses Measure B/Measure BB funds to accomplish a variety of Bicycle and Pedestrian related projects.

Union City continues its goal of making bicycling and walking an integral mode of transportation, as indicated by the development of the Intermodal Station District near the existing Union City BART station, which is designed to be a pedestrian and transit oriented development.

Several significant projects are completed each year utilizing these funds.

It should be noted that a large portion of Measure B/Measure BB funds are used for the sidewalk repair project in order to eliminate tripping hazards and reduce liability for adjacent property owners. Both State and City law make it the adjacent property owners' responsibility to keep the sidewalks in a safe condition. By joining in the City's sidewalk project, the residents not only avoid the permitting fees but also

benefit from the economies of scale due to the large amount of work undertaken by the City's contractor. As a way to split the cost with the resident, the City also pays for the cost to replace any curb and gutters associated with the damaged sidewalk.

The City also spends the Measure B/Measure BB funds to rehabilitate various class I trails damaged due to tree roots.

For more information, please contact Farooq Azim at 510.675.5368.

Visit the [Alameda County Transportation Commission's website](#) for more information on the Measure BB Program.



Union City BART Station Improvements

In mid 2007, the City and BART began construction of the Intermodal Station Phase I project with the goal to modify the Union City BART Station to allow eventual integration of a future commuter rail station, reconfigure the existing BART parking lot to improve access for all modes of transportation such as pedestrians, bicyclists, transit and automobiles and to better adapt the existing 14-acre BART site for future Transit Orient Development (TOD). The Phase I project is complete and the ribbon cutting ceremony to celebrate this fact was held on Dec. 2, 2010 which was attended by over 150 guests including dignitaries, elected officials, private developers and funding agencies, etc.



Highlights of the Phase I project included:

- Modifying the BART Station building for better circulation and integrating to a future “free pass-through” to eventually link the BART Station to a future commuter rail station to be located adjacent to and on the east side of the BART Station.
- Creating a new compact 16-bus bay transit facility by moving buses closer to the front door of BART that includes a transit canopy shelter structure, a driver's facility and new bike facilities.
- Improving the existing BART parking lot for better circulation and access for pedestrians, bikes, vehicles and transit with more entries/exits on Union Square as well as constructing Station Way, a new connection linking the BART station to Decoto Road.
- Installing bicycle lanes on both sides of Union Square to better serve BART commuters. Union Square is the main public street that serves BART Station.
- Installing a new traffic signal at Union Square at its intersection with the new entrance to BART Station, including bicycle loops and pedestrian signals, etc.

Phase II of the Intermodal Station Project will consist of making further improvements within the station building and on its east side in anticipation of future expansions of the BART Station and to establish a pedestrian connection with the City's TOD development. Phase 2A was completed a few years ago and phase 2B is expected to be completed in late 2021.

This regional transportation project is funded by Alameda CTC's Measure B Program, the Governors' Traffic Congestion Relief Program (TCRP), the State Transportation Improvement Program (STIP), the State - Transportation Enhancement (TE) Program, MTC's Transit for Livable Communities (TLC) Program, an AC-Transit FTA Grant, the federal SAFETEA-LU Program and the City's Redevelopment Agency.

Visit the [Alameda County Transportation Commission's website](#) for more information on the Measure B Program.

Access to Intermodal Station District

The availability of approximately 90 acres of underutilized and environmentally constrained soils at walking distance from BART Station was seen as an opportunity by City's Redevelopment Agency who cleaned up the site and installed infrastructure for City's only Transit Oriented Development (TOD). Single family homes and town homes were built on the former steel mill site. The remaining 30 acre parcel has since been subdivided and fitted with Public Infrastructure to facilitate housing, retail and job centers. The various completed infrastructure projects include:

Eleventh Street Project: This roadway, located just south of Decoto Road near the BART Station and extending from Decoto Road, through the former PG&E pipe storage yard and the former Pacific State Steel Corporation (PSSC) site, serves as the backbone for the entire TOD area and was completed in late 2005.

Eleventh Street Enhancement Project: The completion of this project in late 2007 added amenities to the Eleventh Street such as bike lanes, wide sidewalks, pedestrian and street lighting and landscaping, etc. The construction of this project was funded by Measure B Bicycle and Pedestrian Countywide Discretionary Program, Measure B Bicycle and Pedestrian Safety funds, TDA Article 3 funds and City's Redevelopment Agency Funds.



Line M Box Culvert Project: The presence of an open storm drainage channel, essentially bisecting the TOD area, was not only hazardous and unsightly; it would have also presented design and flood control challenges on future developers. City worked with the Alameda County Flood Control & Water Conversation District to arrive at an agreement to allow replacing the open channel with a closed Box Culvert in exchange for paying mitigation fees to the District to daylight a culvert along another creek in its system to restore it back to a more natural form. This project was funded by a grant from United States Department of Commerce's Economic Development Administration and the Redevelopment Agency of the City and was completed in January 2008.

Station Way Project: This new roadway is an essential element of the BART Phase I project which reconfigured the BART parking lot to provide another access point for buses, pedestrians and bicyclists. Amenities along Station Way consist of 11 ft. wide architectural grade (colored concrete, saw cut and sandblasted) sidewalk, tree wells, landscaping and lighting. A new traffic signal was also installed in April 2009 at Station Way/Decoto Road intersection to allow safe movement of pedestrians, transit buses and other vehicles. Funding for a portion of the traffic signal was paid by Measure B Funds.

TOD Infrastructure Improvement Project: This project was completed in late 2010 and consisted of building Berger Way, Cheeves Way and Galliano Way to enable future private developments in the individual lots. Mid-Peninsula Housing is the first developer who built 157 residential units and 8,500 square feet of retail space on Lot 4 which was completed in mid-2012.

East Plaza (Public Plaza) & Transit Loop Road (Duncan Way): Construction of these projects commenced in late 2011 and was completed in late 2013. The public plaza is located at Lot 7, directly across the future pedestrian connection to the rear side of the BART station and is encircled by Transit Loop Road (Duncan Way) to serve future transit needs. The Plaza has amenities such as water fountains, sculptures, benches, walkways, lighting and landscaping. The north half of the Plaza lot will serve as a lawn area until a public building is constructed there in the future. This project is funded by MTC's Transportation for Livable Communities funds, Housing and Community Development's TOD grant, Federal Transit Administration (FTA) funds and City's Redevelopment Agency funds.

Promenade & Playground Project: The construction of this project also commenced in late 2011 and was completed in early 2013. The Promenade & Playground project is located at Lot 3, directly across the Public Plaza project on the west side of 11th Street. The project consisted of installing a pedestrian promenade connecting 11th Street with Cheeves Way and providing access to a future connection to the business park to the east. The project includes walkways, lighting, landscaping and children's play equipment.

Traffic Signals at 11th Street and Transit Loop Road/(Duncan Way) Intersections: In 2013, the combined East Plaza (Public Plaza) and Transit Loop Road/(Duncan Way) project was completed. The City and BART are currently constructing Phase 2 of the BART Station Improvements project whose scope includes providing direct pedestrian and bicycle access from BART to the Public Plaza by providing a new opening and installing a pedestrian crossing at the railroad tracks. Once this new pass-through is completed, Duncan Way will be utilized by transit vehicles.

11th Street is a four-lane arterial which will eventually connect Decoto Road and the East-West Connector and will carry a significant amount of traffic. In anticipation of this, the two intersections of 11th Street and Duncan Way needed to be signalized in order to provide safe access to and from the new access point into the BART Station. The construction of the two signals was completed in mid-2016 which are currently operational.

FTA grant funds were used for the construction of the traffic signal at these two intersections.

VRF Grant - Union City BART (Phase 2) Station Improvements

In 2013, the Alameda County Transportation Commission awarded \$5,730,000 in Vehicle Registration Fee (VRF) Grant Funds to the City of Union City for Phase 2 of the City's Intermodal BART Station Improvements.

These funds, combined with \$17 million in funds from other sources such as Federal Transit Administration, California Department of Finance's Proposition 1C and One Bay Area Grant, are essential to transforming the Union City BART station into a two-sided multimodal station serving light rail, buses and planned heavy passenger rails.



The project comprises of two main components:

Segment A (Phase 2) has been completed and consisted of reconfiguring the interior concourse to allow for a new east entry with unrestricted passage through the station. This will allow BART patrons to exit the BART Station and walk to new housing and job centers in Union City's Station District once Segment B is completed.

Segment A (Phase 2A) is nearing completion and will include two new escalators and one new staircase, as well as an expanded north-bound platform.

Segment B, the Railroad Pedestrian Crossing Component, will construct the pedestrian at-grade crossing at the Union Pacific Railroad (UPRR) tracks for a new easterly access between the BART station, transit facilities and TOD housing. City has collaborated with UPRR, CPUC and Federal Railroad Administration (FRA) and has received concurrence from UPRR for the new at-grade crossing. This project is nearing final design.

Together, the two Segment A and Segment B improvement elements, when completed in 2021 & 2022, respectively, will improve transit access and mobility for residents and commuters in Union City.



2000 Measure B Grant – Bicycle & Pedestrian Master Plan Update

In 2017, the Alameda County Transportation Commission (Alameda CTC) awarded \$150,000 from the 2000 Measure B Disc. – B&P funds to help update the City's Bicycle & Pedestrian Master Plan. The update to the B&P Master Plan, which was last undertaken in 2006, will consider the latest design and safety advancements in bike lane design, such as bike lane buffers, as well as include in the Plan all the citywide improvements implemented since the last update.

The City Of Union City's update to the Bicycle & Pedestrian Master Plan will provide a more current vision for the bicycle and pedestrian network that ensures consistency with the local needs of residents while also considering countywide initiatives in this Planning document.

The grant fund amount represents a substantial contribution to the update effort, being 50% of the total cost of the Plan update, which will be supplemented by other local funds.


2014 Measure BB Grant – Union City Blvd. Class II Bike Lanes Project

In 2017, the Alameda County Transportation Commission (Alameda CTC) awarded just over \$6.5 million from the 2014 Measure BB TEP- 44 funds to design and build this project.

These grant funds will be used to construct approximately two miles of Class II buffered bicycle lanes in each direction on Union City Blvd. from a point 600 ft. south of Alvarado Blvd. to the southerly City limits at the Ardenwood Bridge. The new bike lanes will incorporate a raised protective buffer between the travel lanes and the bike lanes and eliminate the last remaining two mile long bike-lane gap along Union City Blvd. The project will also implement other associated improvements such as reconfigured lanes, traffic signal modifications and the addition of an approximately 1,500 linear feet long right-turn pocket in the south-bound direction at Rocklin Dr.

The grant fund amount represents a major contribution to the project cost, being approximately 75% of the total cost of the project. The rest of the budget will be supplemented by CMA TIP, Transportation Fund for Clean Air (TFCA) and other local funds.

[Visit the fact sheet here.](#)

CONTACT US		ABOUT US	GOVERNMENT	ADMINISTRATION
	34009 Alvarado-Niles Road	<u>Who We Are</u>	<u>City Archives</u>	<u>Human Resources</u>
	Union City, CA 94587	<u>Follow UC</u>	<u>City Meetings & Video</u>	<u>Finance</u>
	Phone: 510-471-3232	<u>Calendar</u>		<u>Economic & Community Development</u>
	Fax: 510-475-7318	<u>News</u>	<u>City Clerk</u>	
	<u>City Hours and Phone Numbers</u>	<u>Terms of use</u>	<u>Commissions</u>	<u>Police</u>
	<u>Contact City Staff</u>		<u>Mayor & City Council</u>	<u>Fire</u>
	<u>Share Your Feedback</u>		<u>Oversight Board</u>	<u>Community & Recreation Services</u>
				<u>Public Works</u>
				<u>City Manager's Office</u>

Attachment A: Bicycle and Pedestrian Projects

Newsletter – FY 2019-20 Measure B & BB funded *Bike & Pedestrian Projects*

[Alameda County Transportation Commission \(Alameda CTC\)](#) administers the voter-approved half-cent sales taxes known as Measure B and Measure BB funds and dispenses the pass-through portion of the funds to the various agencies in proportion to their populations.

In FY 2019-20, the City of Union City undertook several important projects that utilized Measure B & BB funds.

A significant portion of Measure B & BB funds were used this fiscal year to upgrade or add missing wheelchair ramps as part of our annual street paving project. This effort helps the City meet compliance with the ADA requirements and is consistent with the City's approved ADA Transition Plan which documents City's existing infrastructure and shortcomings with the goal of gradually transitioning to a fully compliant ADA infrastructure. The plan shows that approximately 95% of the intersections in the City are fitted with wheelchair ramps. However, many of these ramps do not meet the current standard and City has been updating these gradually.

This fiscal year, we also used these Measure B & BB funds to update City's Bicycle & Pedestrian Master Plan, which is expected to be completed early next year.

In the last several years, these funds have also been used for the sidewalk repair project in order to eliminate tripping hazard and reduce liability for adjacent property owners. Both the State and the City law make it the adjacent property owners' responsibility to keep the sidewalks in a safe condition. By joining in the City's sidewalk project, the residents not only avoid the permitting fees but also benefit from the economies of scale due to the large amount of work undertaken by the City's contractor. As a way to split the cost with the resident, the City also pays for the cost to replace any curb and gutters associated with the damaged sidewalks.

Additional information on all Alameda County Transportation Commission (Alameda CTC) funded City projects is available on City's website at [Alameda CTC Funded Projects](#).

Attachment B: Local Streets and Roads Projects

Newsletter – FY 2019-20 Measure B & BB funded Local Streets & Roads Projects

[Alameda County Transportation Commission \(Alameda CTC\)](#) administers the voter-approved half-cent sales taxes known as Measure B and Measure BB funds and dispenses the pass-through portion of the funds to the various agencies in proportion to their population.

In FY 2019-20, the City of Union City undertook several significant projects that utilized Measure B and Measure BB Local Streets & Roads funds.

This funding period, substantial amounts of Measure B funds were again spent in doing pavement rehabilitation projects, such as our annual pavement overlay project, which are performed on roadways that have undergone significant degradation. Any failed pavement areas are repaired by first replacing the failed pavement (potholes) down to the sub-grade and then the entire roadway is overlaid with 1-1/2 to 2-inch-thick layer of asphalt concrete for a smooth riding surface. This is followed by replacement of impacted traffic loops and adjustment of utility appurtenances to new grade. The last step is the replacement of striping and pavement markings, including the installation of bicycle lanes, if feasible.

Slurry sealing is a 'minor' but a very cost-effective rehabilitation method and is designed to preserve pavement that is in generally good condition. Any localized failed areas are first repaired and the entire pavement surface is covered with slurry, which is a mixture of asphaltic oil, crushed rock and water. When cured in about 5 hours, this mixture hardens to form a protective layer that prevents the intrusion of water into the pavement and subgrade, thereby extending the pavement life for several years. On average, at least one million square feet of pavement surface is slurry sealed each year.

In addition, in Fiscal Year 2019-20, the City of Union City utilized these much-needed funds to address a variety of roadway related infrastructure needs such as pot-hole repairs and other interim maintenance needs.

Additional information on Alameda County Transportation Commission (Alameda CTC) funded City projects is available on City's website at [Alameda CTC Funded Projects](#).

Attachment C: Local Streets and Roads Program

Newsletter – FY 2019-20 Measure F (VRF) funded Local Streets & Roads Projects

[Alameda County Transportation Commission \(Alameda CTC\)](#) administers the voter-approved Alameda County Vehicle Registration Fee (VRF) known as Measure F which collects \$10 during vehicle registration process and proportionally distributes the funds to the various agencies.

In FY 2019-20, a significant portion of the Measure F funds were also used to pay for safety improvements associated with the HSIP Cycle 7 Traffic Signal Improvements. The HSIP Cycle 7 Traffic Signal Improvements Project upgraded existing signalized intersections with the installation of new poles/mast arms and the elimination of center-median signal poles at two (2) intersections including Decoto Road/Perry Road and Whipple Road/Central Avenue. Additionally, signal operations were modified at the intersection of Decoto Road/Perry Road to enhance pedestrian crossing safety.

This funding period, substantial amounts of Measure B funds were again spent in doing pavement rehabilitation projects, such as our annual pavement overlay project, which are performed on roadways that have undergone significant degradation. Any failed pavement areas are repaired by first replacing the failed pavement (potholes) down to the sub-grade and then the entire roadway is overlaid with 1-1/2 to 2-inch-thick layer of asphalt concrete for a smooth riding surface. This is followed by replacement of pavement striping, impacted traffic loops and adjustment of utility appurtenances to new grade

Measure F funds will continue to be essential in addressing transportation related needs within the City.

Additional information on Alameda County Transportation Commission (Alameda CTC) funded City projects is available on City's website at [Alameda CTC Funded Projects](#).









Thank you!

Union City Transit, and all San Francisco Bay Area transit operators, have been hit hard by the sudden impact of the COVID-19 pandemic on the way people travel, shop, work, and recreate. Like many operators, Union City Transit changed how it operated overnight by not enforcing fares, requiring customers to board through the rear doors, requiring facial coverings, and requiring customers to practice social distancing.

Union City Transit operated through the end of fiscal year 2020 (ending on June 30, 2020) without reducing service to its customers. This was done to provide a degree of normalcy and access to essential workers and customers that depend on Union City Transit for essential trips.

Union City Transit service is partially funded by Measures B and BB transportation sales taxes. These funding measures helped make it possible to continue providing the same amount of service that Union City customers expect. Measures B and BB, your tax dollars at work!

Thank you for supporting public transit and thank you for riding Union City Transit!

June 30, 2020

Union City Transit - Website

<https://www.unioncity.org/170/UC-Transit>

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I'm Looking For...

UNION CITY TRANSIT

How To Ride
Transit Monthly Pass
Paratransit
Other Public Transportation

[Home](#) > [I'm Local](#) > [Getting Around](#) > Union City Transit

Union City Transit

Rider Alerts **Coronavirus Updates**

Updated October 20, 2020

Riding Together: Bay Area Healthy Transit Plan

Union City Transit has joined forces with transit operators across the Bay Area to initiate research, study U.S. and international efforts, and review information from the American Public Transportation Association, to develop common commitments and expectations for employees and passengers in our Bay Area transit systems. These efforts have produced Riding Together—Bay Area Healthy Transit Plan. This plan was developed through a collaboration of all Bay Area transit operators as well as regional leaders, transit workers, paratransit providers, rider advocates, public health experts, and others. It is a cohesive health and safety plan to bring the region's public transportation providers together around transit-related health and safety standards and mitigations. Union City Transit and the Union City City Council have officially adopted Riding Together—Bay Area Healthy Transit Plan and are committed to its success.

Staff Contact

Stephen Adams
Transit Manager

Transit Info: 510.471.1411

Mail:
34009 Alvarado-Niles Road
Union City, CA 94587

Phone: 510.675.5446
Fax: 510.675.9885

[Email](#)

Union City Transit - Website (continued)

<https://www.unioncity.org/170/UC-Transit>

All Union City Transit buses are wheelchair accessible. It is recommended that wheelchairs have a working brake system.

As a courtesy to riders with mobility limitations, please yield the designated priority seating at the front of each bus to seniors and persons with disabilities.

Paratransit

Union City also provides Paratransit transportation services required under the Americans with Disabilities Act (ADA). Union City Paratransit offers ADA service within the city limits of Union City. Services are partially funded by the Measure B & BB sales tax of Alameda County.

Union City Paratransit also offers an additional service known as Paratransit Plus. Paratransit Plus offers limited service to southern Hayward, and northern Fremont and Newark.

[Learn more about Paratransit](#)

Funding

Union City Transit & Paratransit services are funded by a combination of passenger fares and support from federal, state, and local sources including:

[Alameda County Transportation Commission](#) (Measure B & BB Tax Dollars)

[Metropolitan Transportation Commission](#)

[Federal Transit Administration \(FTA\)](#)

[Caltrans](#)

[Bay Area Air Quality Management District](#)

[CalEMA](#)

Union City Transit – Signage



Union City Paratransit–Website Article

<https://www.unioncity.org/DocumentCenter/View/4499/Measure-B-and-BB-newsletter-Paratransit---2020>



Thank you!

Union City Paratransit, and all San Francisco Bay Area paratransit operators, have been hit hard by the sudden impact of the COVID-19 pandemic on the way people travel, shop, work, and recreate. Like many operators, Union City Paratransit changed how it operated overnight by suspending Paratransit Plus service, providing trips for only essential workers or services, not enforcing fares, requiring facial coverings, and requiring customers to practice social distancing.

Union City Paratransit operated through the end of fiscal year 2020 (ending on June 30, 2020) without reducing its core ADA service to its customers. This was done to provide a degree of normalcy and access to essential workers and customers that depend on Union City Paratransit for essential trips.

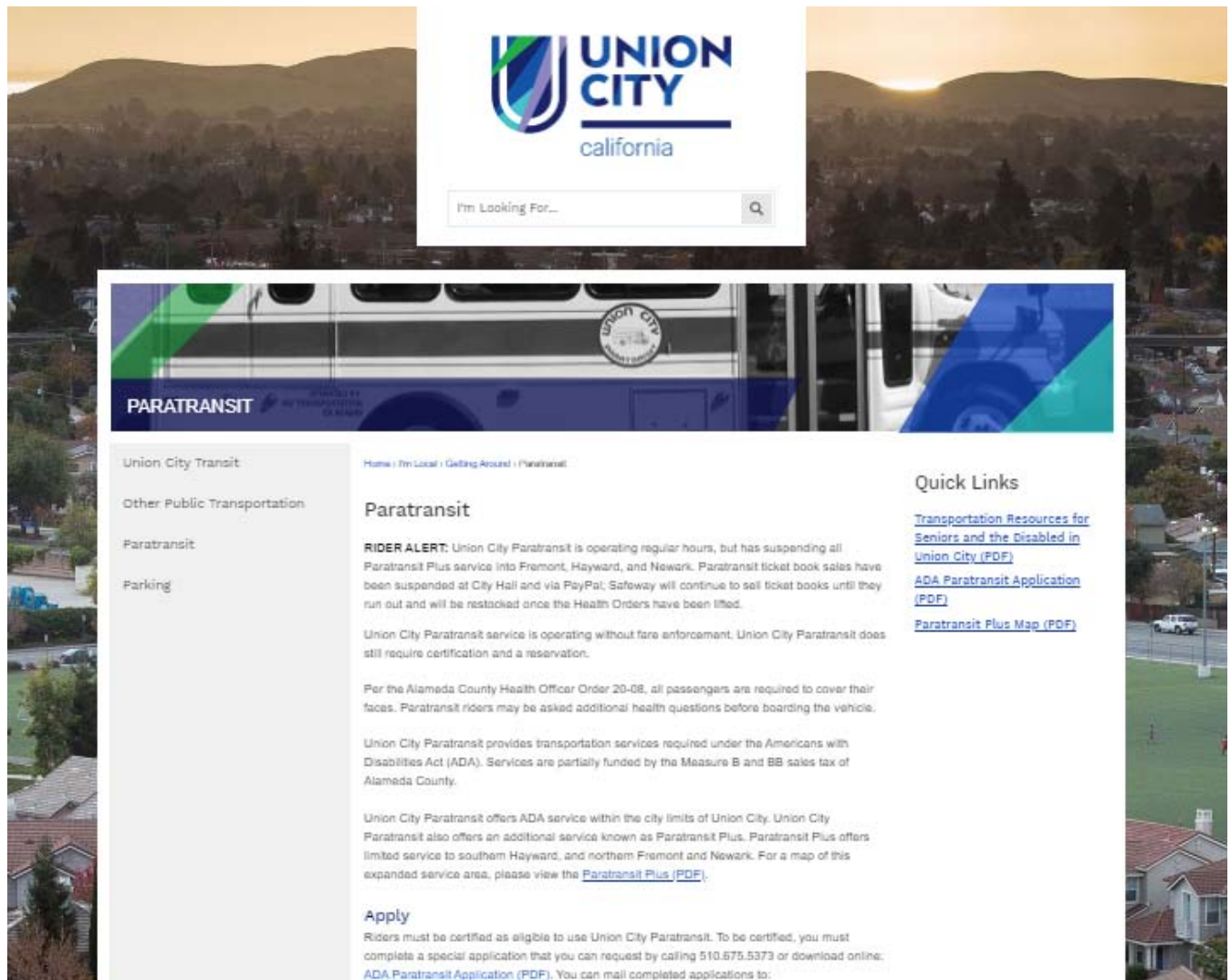
Union City Paratransit service is partially funded by Measures B and BB transportation sales taxes. These funding measures helped make it possible to continue providing the same amount of ADA service that Union City customers expect. Measures B and BB, your tax dollars at work!

Thank you for supporting public transit and thank you for riding Union City Paratransit!

June 30, 2020

Union City Paratransit - Website

<https://www.unioncity.org/172/Paratransit>



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PARATRANSIT

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Other Public Transportation

Paratransit

Parking

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Paratransit

RIDER ALERT: Union City Paratransit is operating regular hours, but has suspending all Paratransit Plus service into Fremont, Hayward, and Newark. Paratransit ticket book sales have been suspended at City Hall and via PayPal; Safeway will continue to sell ticket books until they run out and will be restocked once the Health Orders have been lifted.

Union City Paratransit service is operating without fare enforcement. Union City Paratransit does still require certification and a reservation.

Per the Alameda County Health Officer Order 20-08, all passengers are required to cover their faces. Paratransit riders may be asked additional health questions before boarding the vehicle.

Union City Paratransit provides transportation services required under the Americans with Disabilities Act (ADA). Services are partially funded by the Measure B and BB sales tax of Alameda County.

Union City Paratransit offers ADA service within the city limits of Union City. Union City Paratransit also offers an additional service known as Paratransit Plus. Paratransit Plus offers limited service to southern Hayward, and northern Fremont and Newark. For a map of this expanded service area, please view the [Paratransit Plus \(PDF\)](#).

Apply

Riders must be certified as eligible to use Union City Paratransit. To be certified, you must complete a special application that you can request by calling 510.675.5373 or download online: [ADA Paratransit Application \(PDF\)](#). You can mail completed applications to:

Quick Links

- [Transportation Resources for Seniors and the Disabled in Union City \(PDF\)](#)
- [ADA Paratransit Application \(PDF\)](#)
- [Paratransit Plus Map \(PDF\)](#)

Union City Paratransit - Website (continued)

<https://www.unioncity.org/170/UC-Transit>

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[CalEMA](#)

Union City Paratransit – Signage

