

**MEASURE B AND MEASURE BB
Annual Program Compliance Report
Reporting Fiscal Year 2018-2019**

AGENCY CONTACT INFORMATION

Agency Name: City of Union City

Date: 7/30/2020

Primary Point of Contact

Name: Farooq Azim

Title: City Engineer

Phone: (510) 675-5368

Email: FarooqA@UnionCity.Org

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 2018-2019

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	\$ 420,534	\$ 901,540	\$ -	\$ -	\$ 1,322,074
Revenue	\$ 256,709	\$ 791,773	\$ 529,395	\$ 389,976	\$ 1,967,853
Interest	\$ 13,951	\$ 28,413	\$ -	\$ -	\$ 42,364
Expenditures <small>Expenditures Matches Table 27</small>	\$ 112,993 <small>TRUE</small>	\$ 805,808 <small>TRUE</small>	\$ 529,395 <small>TRUE</small>	\$ 389,976 <small>TRUE</small>	\$ 1,838,172
End of Year Fund Balance	\$ 578,201	\$ 915,918	\$ -	\$ -	\$ 1,494,118
Notes					

B. 2014 MEASURE BB Direct Local Distribution Programs

	Bicycle / Pedestrian	Local Streets and Roads	Mass Transit	Paratransit	Total
Beginning of Year Fund Balance	\$ 556,208	\$ 506,177	\$ -	\$ -	\$ 1,062,385
Revenue	\$ 209,078	\$ 709,264	\$ 396,294	\$ 243,326	\$ 1,557,961
Interest	\$ 15,218	\$ 18,029	\$ -	\$ -	\$ 33,247
Expenditures <small>Expenditures Matches Table 27</small>	\$ 431,040 <small>TRUE</small>	\$ 699,558 <small>TRUE</small>	\$ 396,294 <small>TRUE</small>	\$ 243,326 <small>TRUE</small>	\$ 1,770,217
End of Year Fund Balance	\$ 349,463	\$ 533,912	\$ -	\$ -	\$ 883,375
Notes					

**Bicycle and Pedestrian Direct Local Distribution Program
Reporting Period - Fiscal Year 2018-19**

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 Dec 2019- 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	\$ 578,201	\$ 342,837
MBB Balance	\$ 349,463	\$ 313,535
Total	\$ 927,664	\$ 656,372

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

Shortage and internal changes of staff during budget planning

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 19-20 Sidewalk and C&G		\$ 200,000	Planned
FY 19-20 Citywide Trail System		\$ 157,292	Planned
Rehab Bicycle & Pedestrian Master Plan Update		\$ 150,000	Underway
UCB Bike Lane Improvement Proj.	New bike lanes from bridge at south City Limits with Fremont to Alvarado Blvd.	\$ 271,292	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 2018-19

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)	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 18-19	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
1	Bike/Ped	Construction	Bike Paths and Lanes	Capital	City-Wide Trail System Rehabilitation (91012)	Prevent Runoff Onto Bike Path	3	Other	Asphalt product for 3 locations	\$ 567	\$ -
2	Bike/Ped	Construction	Bike Paths and Lanes	Capital	2017-18 Overlay Project (91701)	Upgrade to ADA compliance wheelchair ramps, Sidewalk	19	Other	Installed 19 ramps to meet current ADA standards & Misc. Conc. Work	\$ 109,408	\$ -
3	Bicycle	Planning/Scoping	Education and Promotion	Administrative	Annual Wheelchair Ramps Upgrade (91703)	East Bay Bicycle Coalition Promo	1	Other	Promotional contribution to EBBC	\$ 2,500	\$ -
4	Pedestrian	Project Closeout	Sidewalks and Ramps	Capital	2017-18 Sidewalk and C&G Repair (91733)	Repair and replace uplifted or damaged sidewalks, C&G at various locations.	3,670	Square Feet	Repl. 3,370 sf s/w & 830 sf C&G	\$ 517	\$ -
5	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	Installed Misc. striping	\$ -	\$ 431,040
6										\$ -	\$ -
7										\$ -	\$ -
8										\$ -	\$ -
9										\$ -	\$ -
10										\$ -	\$ -
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22										\$ -	\$ -
23										\$ -	\$ -
24										\$ -	\$ -
25										\$ -	\$ -
Total Percentage of Capital vs Administrative Costs				100%						TOTAL	\$ 112,993 \$ 431,040
a. Total Capital				\$ 541,532						Match to Table 1?	TRUE TRUE
b. Total Administrative				\$ 2,500							

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 2018-19**

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.

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	\$ 915,918	\$ 416,999
MBB Balance	\$ 533,912	\$ 565,410
Total	\$ 1,449,830	\$ 982,409

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

Shortage and internal changes of staff during budget planning

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 19-20 Overlay Project	Repair maintain upgrade ramps, pavements, striping, signals..	\$ 848,000	Planned
FY 18-19 Slurry Seal Project	Asphalt treatement to prolong pavement life on various city streets	\$ 500,000	Planned
UCB Bike Lane Improvement Proj.	New bike lanes from bridge at south City Limits with Fremont to Alvarado Blvd.	\$ 467,421	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 2018-19

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 18-19	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 pavemet (digouts)	4,458	Square Feet	Misc. pot-hole repairs, paving, etc.	\$ 53,496	\$ -
2	Other	Project Closeout	Signals	Administrative	HSIP 7 Traffic Signal Improvments (91611)	Safety Improvement	2	Signals	Upgraded 2 signals with new sig.	\$ 161	\$ -
3	Streets/Rds	Construction	Street Resurfacing/Maint	Capital	2017-18 Overlay Project (91701)	Pavement Overlay	32	Other	32 Sts =14kTon AC & 106kSY grind	\$ 750,434	\$ -
4	Streets/Rds	Project Closeout	Street Resurfacing/Maint	Administrative	2017-18 Slurry Seal Project (91702)	Slurry Seal Street	1,190,000	Square Feet	Pavement Repairs & Slurry Seal	\$ 1,717	\$ -
5	Streets/Rds	Construction	Street Resurfacing/Maint	Capital	2017-18 Overlay Project (91701)	Pavement Overlay	32	Other	32 Sts =14kTon AC & 106kSY grind	\$ -	\$ 699,558
6										\$ -	\$ -
7										\$ -	\$ -
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21										\$ -	\$ -
22										\$ -	\$ -
23										\$ -	\$ -
24										\$ -	\$ -
25										\$ -	\$ -
Percentage of Capital vs Administrative Costs				100%	TOTAL					\$ 805,808	\$ 699,558
a. Total Capital				\$ 1,503,488	Match to Table 1?					TRUE	TRUE
b. Total Administrative				\$ 1,878							

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?	\$ 279,970
Percent of Measure BB LSR funds expenditures on bike/pedestrian improvements:	40.0%
Meets minimum 15% threshold?	TRUE

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

**Transit Direct Local Distribution Program
Reporting Period - Fiscal Year 2018-19**

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
91	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	\$ -	\$ -
MBB Balance	\$ -	\$ -
Total	\$ -	\$ -

- 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 2018-19

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 18-19	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	264130	Number of People/Passengers	Unlinked Passenger Trips	\$ 529,395	\$ 396,294	\$ 3,122,095	\$ 4,047,784
2									\$ -	\$ -	\$ -	\$ -
3									\$ -	\$ -	\$ -	\$ -
4									\$ -	\$ -	\$ -	\$ -
5									\$ -	\$ -	\$ -	\$ -
6									\$ -	\$ -	\$ -	\$ -
7									\$ -	\$ -	\$ -	\$ -
8									\$ -	\$ -	\$ -	\$ -
9									\$ -	\$ -	\$ -	\$ -
10									\$ -	\$ -	\$ -	\$ -
11									\$ -	\$ -	\$ -	\$ -
12									\$ -	\$ -	\$ -	\$ -
13									\$ -	\$ -	\$ -	\$ -
14									\$ -	\$ -	\$ -	\$ -
15									\$ -	\$ -	\$ -	\$ -
16									\$ -	\$ -	\$ -	\$ -
TOTAL									\$ 529,395	\$ 396,294	\$ 3,122,095	\$ 4,047,784
Match to Table 1?									TRUE	TRUE		

**Paratransit Direct Local Distribution Program
Reporting Period - Fiscal Year 2018-19**

GENERAL COMPLIANCE REPORTING

1a. How much of the balance identified here is encumbered into active contracts and projects?

Encumbered value should be less than or equal to the available balance.

		\$ Encumbered
MB Balance	\$ -	\$ -
MBB Balance	\$ -	\$ -
Total	\$ -	\$ -

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

N/A

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).

Yes

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 2018-19

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 18-19	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	15382	Number of People/Passengers	Unlinked Passenger Trips	\$ 344,765	\$ 243,326	\$ 367,632	\$ 955,723
2	Senior and Disabled Services	Operations	Same Day/Taxi Program	Tri-City Taxi Voucher Program	Operations and Maintenance	2078	Number of People/Passengers	Unlinked Passenger Trips	\$ 45,211	\$ -	\$ -	\$ 45,211
3									\$ -	\$ -	\$ -	\$ -
4									\$ -	\$ -	\$ -	\$ -
5									\$ -	\$ -	\$ -	\$ -
6									\$ -	\$ -	\$ -	\$ -
7									\$ -	\$ -	\$ -	\$ -
8									\$ -	\$ -	\$ -	\$ -
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14									\$ -	\$ -	\$ -	\$ -
15									\$ -	\$ -	\$ -	\$ -
16									\$ -	\$ -	\$ -	\$ -
17									\$ -	\$ -	\$ -	\$ -
18									\$ -	\$ -	\$ -	\$ -
19									\$ -	\$ -	\$ -	\$ -
20									\$ -	\$ -	\$ -	\$ -
TOTAL									\$ 389,976	\$ 243,326	\$ 367,632	\$ 1,000,934
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 2018-19 Measure B funded Bike and Pedestrian \(B&P\) Projects](#)
- [Newsletter - FY 2018-19 Measure B funded Local Streets and Roads \(LS&R\) Projects](#)
- [Newsletter - FY 2018-19 Measure BB funded \(B&P\) and \(LS&R\) Projects](#)
- [Newsletter - FY 2018-19 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

Alameda CTC Grants

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 major projects funded with the FY 2018-19 Measure B/Measure BB LS&R funds included:

- 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

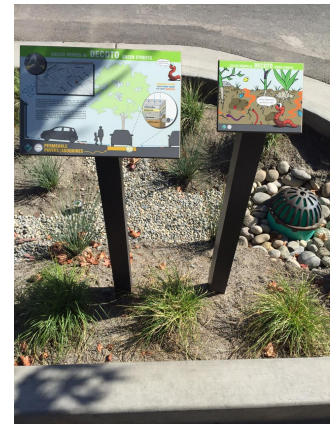
Alameda County Transportation Commission (Alameda CTC) administers the voter-approved Alameda County Vehicle Registration Fee (VRF) known as Measure F, which collects \$10 during vehicle registration process and proportionally distributes the funds to the various agencies.

The majority of the Measure F funds in FY 18-19 were used to pay for the following projects:

- Pavement overlay of various streets.
- H Street Decoto Green Streets Project.
- Safety upgrade to existing traffic signals.

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

- 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 were completed in FY 2018-19 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 spent 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.

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 just beginning reconstruction 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 & 2020, 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 almost 75% of the \$8.8 million 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.](#)

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. This phase is expected to be completed in late 2016.

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 Conservation 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.

Attachment A: Bicycle and Pedestrian Projects

Newsletter – FY 2018-19 Measure B funded *Bike & Pedestrian* Projects

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

In FY 2018-19, the City of Union City undertook several important projects that utilized Measure B funds.

A significant portion of Measure B funds are 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.

A sizeable portion of these funds were also used to repair trails at various parks throughout the City and for upgrading the wheelchair ramps and replacing striping and bike lanes impacted by the paving project.

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 2018-19 Measure B funded Local Streets & Roads Projects

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

In FY 2018-19, the City of Union City undertook several significant projects that utilized Measure B 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 pavement striping, impacted traffic loops and adjustment of utility appurtenances to new grade.

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 2018-19, 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 2018-19 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.

Measure F funds were also used to help pay for the construction of the H Street Green Street Project, which is City's third green streets project. The project was primarily funded by Proposition 84 Stormwater Grant Program which is administered by the State Water Quality Control Board. The project was completed in December 2018.

In FY 2018-19, a significant portion of the Measure F funds were also used to pay for the design costs associated with the HSIP Cycle 6 Traffic Signal Improvements Project. The project will improve safety by removing signal poles from the medians and do other traffic signal related improvements.

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](#).

Attachment D: Bike & Ped (B&P) and Local Streets and Roads (LS&R) Program

Newsletter – FY 2018-19 Measure BB funded *Bike & Pedestrian* and *Local Streets & Roads* Projects

[Alameda County Transportation Commission \(Alameda CTC\)](#) administers the voter-approved Measure BB (MBB) funds and proportionally distributes the funds to the various agencies. In 2014, voters approved Measure BB to augment and extend the existing sales tax measure. The collections for this funding source started in April 2015.

Measure BB Sales Tax Revenue will allocate approximately 65% of the proceeds to the various agencies based upon their population (non-discretionary funds- Direct Local Distribution (DLD)) and the remainder for specific Capital projects distributed on a competitive basis (discretionary funds).

In FY 2018-19, Measure BB provided significant amount of funds to complete the Overlay and Slurry Seal projects in the City.

It is expected that these funds will continue to serve as an essential source 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](#).







Union City Transit – Website Article

<https://www.unioncity.org/DocumentCenter/View/3283/Wilson-3?bidId=>

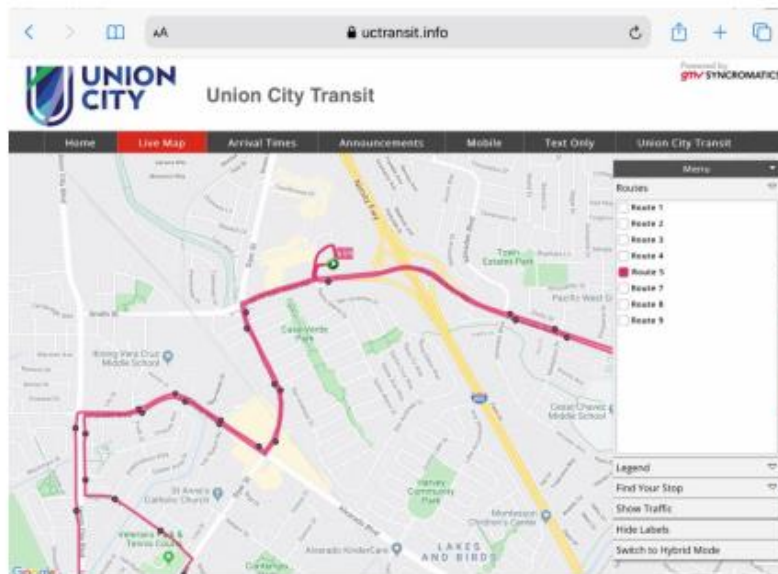


Where is my bus?

Union City Transit has implemented a GPS/AVL (Global Positioning System and Automatic Vehicle Location) technology to track its vehicles. This will allow for better operations management for dispatching purposes and provides real-time arrival data for passengers via their mobile phones or computers. Select bus stops will be eventually be outfitted with electronic bus arrival monitors as well. To see where your bus is, go to www.uctransit.info

GPS/AVL can also be used alongside transit vehicle priority technology on congested travel corridors. For example, it can work with traffic signal pre-emption equipment to give transit vehicles extended green light time.


Union City Transit service is partially funded by Measures B and BB transportation sales taxes. Measure B and BB, your tax dollars at work!




June 27, 2019

Union City Transit - Website

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



UNION CITY
california



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


Union City Transit is the local, city-run bus system that serves our community. For rider convenience, we coordinate routes with BART train arrivals and departures at the Union City BART Station. Union City Transit also provides connections with AC Transit and the Dumbarton Express for unified access to other transportation options across the Bay Area. Services are partially funded by the Measure B & BB sales tax of Alameda County.

Union City Transit's main transfer points are located at the Union City BART Station and the Union Landing Transit Center.


For Union City Transit questions and general information please call 510.471.1411

Trip Planner

Visit 511.org to plan your trip in Union City or throughout the Bay Area.



transit system map



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](#)

Operating Hours

Monday-Friday
4:30am to 10:20pm

Saturday
6:45am to 7:30pm

Sunday
7:45am to 6:30pm

UC Transit will not operate on the following days:

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/3284/Vans?bidId=>



New Vans ... New Look!

In May 2019, Union City took delivery of its first new paratransit vans. The vans were purchased through a purchasing cooperative lead by CalACT (California Association for Coordinated Transportation) and MBTA (Morongo Basin Transit Authority). The Cooperative provided a Federal and California State compliant purchasing solution and offered a variety of ADA compliant vehicles from low floor minivans to large cutaway vehicles. These gasoline powered vehicles were selected to replace CNG (Compressed Natural Gas) vans that are past their useful lives. The vans were purchased with local funds and are expected to provide at least 7-10 years of service. The vans also sport a new look that maintains consistency with the City of Union City's current logo.

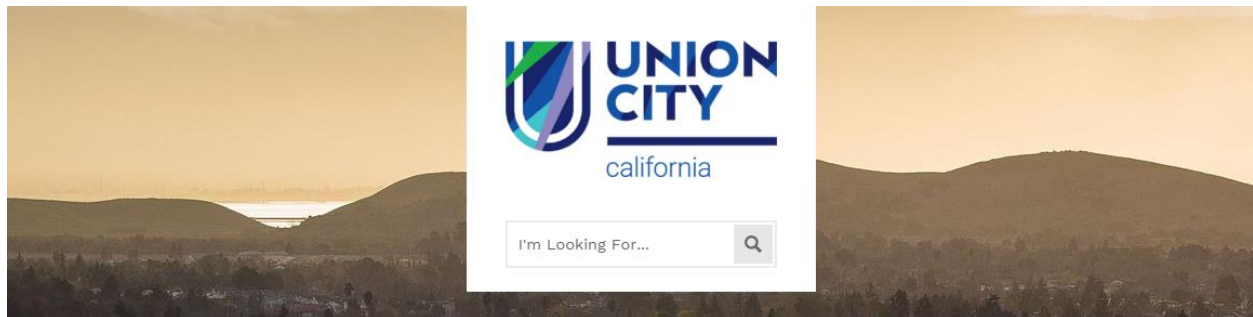
Measure B and BB provide over 50% of Union City Paratransit operating funds. It would not be possible to provide these valuable services if it were not for this important transportation sales tax. Measures B and BB, your tax dollars at work!




June 27, 2019

Union City Paratransit - Website

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



The top section of the website features a large banner image of a cityscape at sunset. In the center, there is a white box containing the Union City California logo, which consists of a stylized 'U' made of colorful geometric shapes. Below the logo is a search bar with the placeholder text 'I'm Looking For...' and a magnifying glass icon.



Below the banner image is a horizontal strip showing a close-up of a white bus with a 'Union City' logo on its side. The word 'PARATRANSIT' is written in white on a dark blue background on the left side of this strip.

UC Transit

Other Public Transportation

Paratransit

Parking

[Home](#) > [I'm Local](#) > [Getting Around](#) > [Paratransit](#)

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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:

Union City Paratransit
34009 Alvarado-Niles Road
Union City, California 94587

Purchasing Tickets

You can purchase ten-ride ticket books at City Hall, located at 34009 Alvarado-Niles Road, by

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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Union City Paratransit – Signage

