

**VEHICLE REGISTRATION FEE
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.

Program Compliance Report Structure

This Reporting Form is broken into the following sections for the Vehicle Registration Fee 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**

VEHICLE REGISTRATION FEE
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 VRF Audited Financial Statements, for the applicable DLD programs for your agency. Values must match financial statements and total reported expenditures on Table 2.

A.VRF Direct Local Distribution Programs

	Local Streets and Roads	Total
Beginning of Year Fund Balance	\$ 845,403	\$ 845,403
Revenue	\$ 323,478	\$ 323,478
Interest	\$ 22,905	\$ 22,905
Expenditures	\$ 663,286	\$ 663,286
<small>Expenditures Matches Table 2?</small>	TRUE	
End of Year Fund Balance	\$ 528,499	\$ 528,499

Notes

**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 =

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 balance identified here is encumbered into active contracts and projects?

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

		\$ Encumbered
VRF Balance	<input type="text" value="\$ 528,499"/>	<input type="text" value="\$ 568,875"/>

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

N/A

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
N/A - No fund balance anticipated		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	

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

4. Confirm the completion of the publicity requirements in the table below (Yes/No).

Yes/No?	Copy of Article, website, signage Attached?	If applicable, briefly explain why the publicity requirement wasn't completed.
Article	Yes	
Website	Yes	
Signage	Yes	

Local Streets and Roads Direct Local Distribution Program

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TABLE 2: DETAILED SUMMARY OF EXPENDITURES AND ACCOMPLISHMENTS

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

No.	Project Category <i>(Drop-down Menu)</i>	Project Phase <i>(Drop-down Menu)</i>	Project Type <i>(Drop-down Menu)</i>	Primarily Capital or Administrative Expenditure?	Project Name	Project Description/Benefits	Quantity Completed in FY 18-19	Units for Quantity <i>(Drop-down Menu)</i>	Additional description on units or expanded detail on expenditures, performance, accomplishments	VRF DLD Expenditures
1	Streets/Rds	Project Closeout	Signals	Administrative	HSIP Cycle 6 Traffic Signal Improvement (91404)	Improve safety by applying new design standards to existing Traffic Signals	6	Other	Project closeout for 6 signals	\$ 234
2	Streets/Rds	Construction	Pedestrian Improver	Capital	H Street Green Street Improvements (91415)	Green Infrastructure, incorporating bio-retention areas ped. Crossings, ramps, street scape/ complete streets & traffic calming				\$ 11,217
3	Streets/Rds	Construction	Street Resurfacing/Mair	Capital	2017-18 Overlay Project (91701)	Repave streets to extend service life	32	Other	32 Sts =14kTon AC & 106kSY grind	\$ 651,835
4										\$ -
5										\$ -
6										\$ -
7										\$ -
8										\$ -
9										\$ -
10										\$ -
11										\$ -
12										\$ -
13										\$ -
14										\$ -
15										\$ -
16										\$ -
17										\$ -
18										\$ -
19										\$ -
20										\$ -
21										\$ -
22										\$ -
23										\$ -
24										\$ -
25										\$ -
Percentage of Capital vs Administrative Costs					100%					
a. Total Capital					\$ 663,052					
b. Total Administrative					\$ 234					
									TOTAL	\$ 663,286
									Match to Table 1?	TRUE

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.

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.



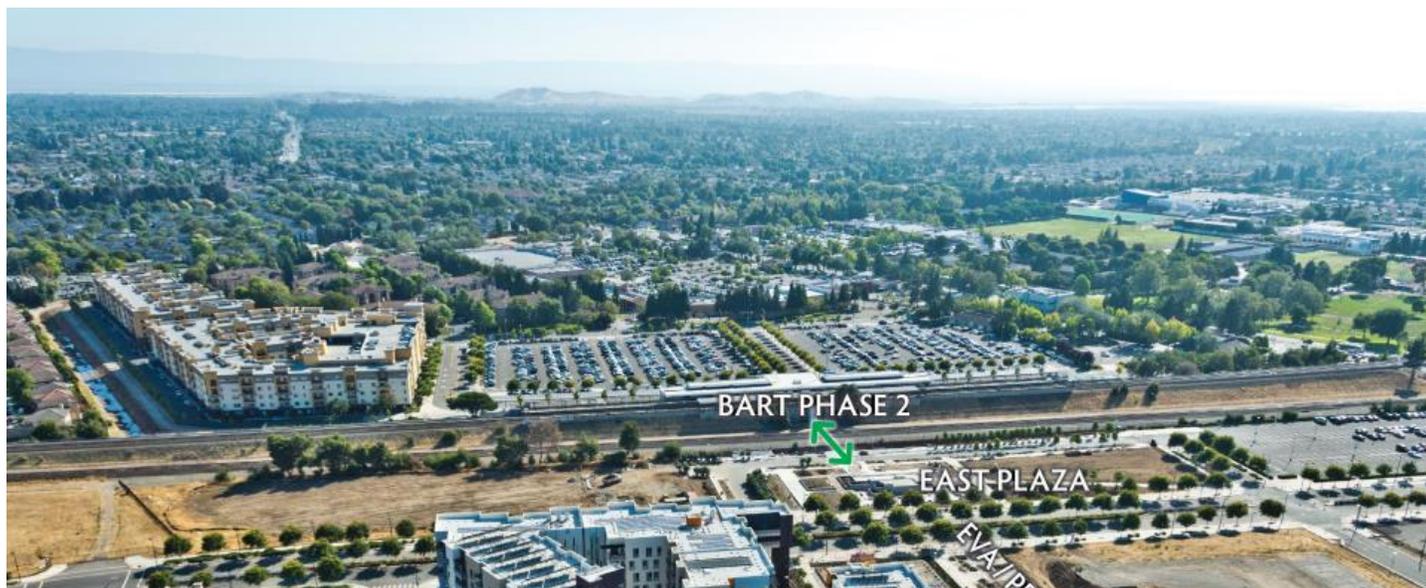
The project comprises of two main components:

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](#).

