

Council Infrastructure Committee Meeting

10/26/2022

Presentations

**Item 5: Review of the FY23 Pavement Improvement
Project**

COUNCIL INFRASTRUCTURE COMMITTEE



FY23 PAVEMENT IMPROVEMENT PROJECT

October 26, 2022



FY23 Pavement Improvement Project

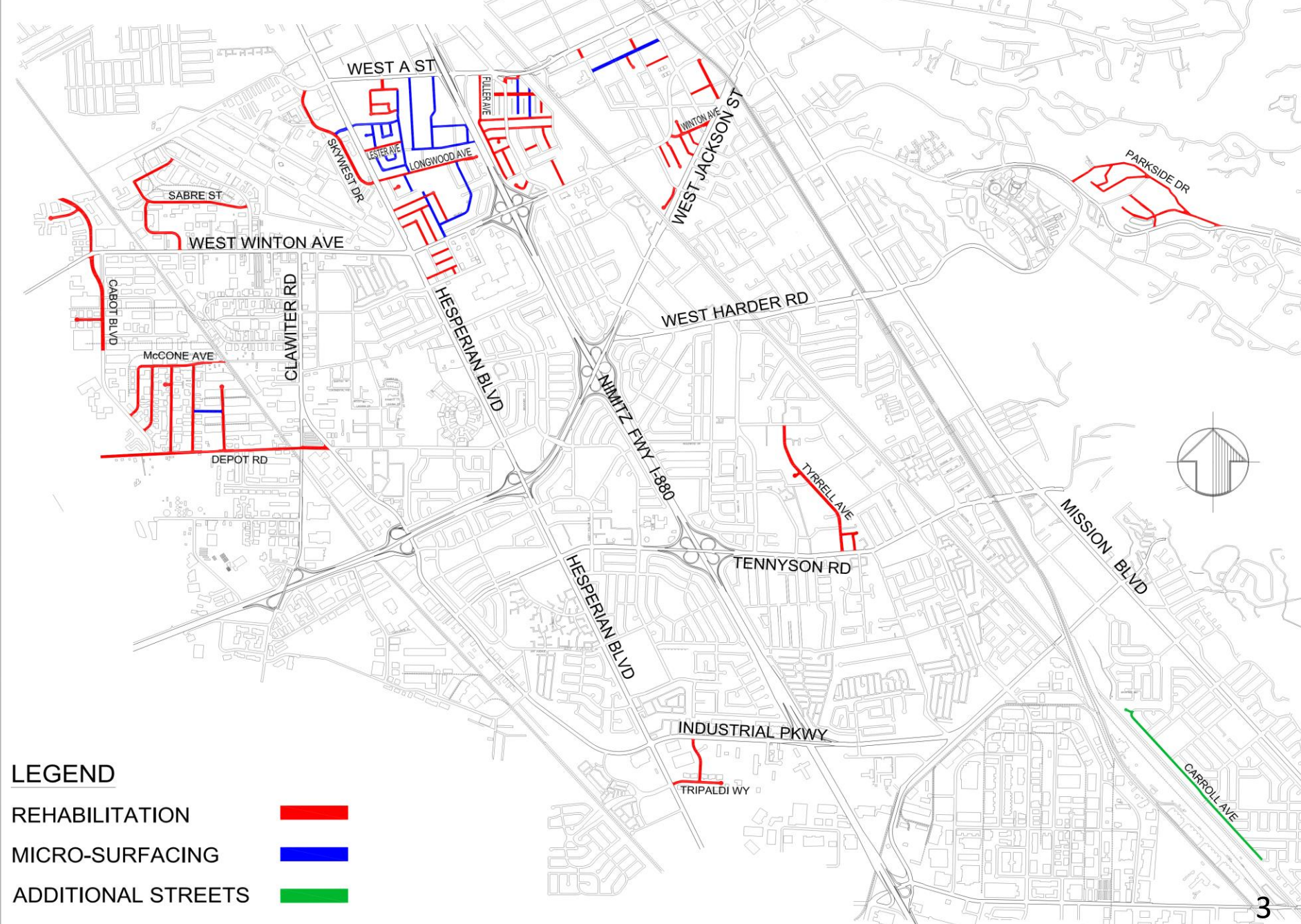
Project Overview:

- The project is currently under design and staff is seeking Committee's feedback on the street selection list
- 87 street segments for rehabilitation treatment
 - Overlay with spot repairs
 - Grind & overlay with spot repairs
- 26 street segments for preventive maintenance treatment
 - Crack sealing, micro-surfacing with spot repairs

STREET SELECTION CRITERIA

- **Funding Availability** – Aim to pave as many streets with available funding
- **Geographic Location** - Selecting streets in close vicinity to help lower construction bids
- **Internal Reports** – Requests from City’s Maintenance staff
- **Public Input** - Requests from the public/Council members
- **Equity** – Equity in distribution of City services and whether a particular area of the City has received its fair and equitable share in the past

FY23 PAVEMENT IMPROVEMENT PROJECT



LEGEND

- REHABILITATION █
- MICRO-SURFACING █
- ADDITIONAL STREETS █

FISCAL IMPACT

210 - Gas Tax	\$50,000
211 – RRAA (SB1)	\$3,350,000
212 - Measure BB – Local Transportation	\$3,350,000
215 - Measure B – Local Transportation	\$600,000
218 – Vehicle Registration Fee	\$1,025,000
Street Impact Fee (WMAC)	\$500,000
<u>Accumulated Direct Local Distribution</u>	<u>\$5,075,000</u>
<i>Project Total:</i>	<i>\$15,000,000</i>

PROJECT SCHEDULE

February 2023:	Submit approval of plans, specifications and call for bids for Council's approval
March 2023:	Bid Opening
April 2023:	Award of Contract
May 2023:	Start of Construction
October 2023:	End of Construction

Questions?



OHHA PAVING SCHEDULE

2021: Tribune Ave & Cotati St

2022: Grandview Ave, Campus View Way, & New Dobbel Ave

2023: Chronicle Ave, Call Ave, Hillcrest Ave, Home Ave, Parkside Dr

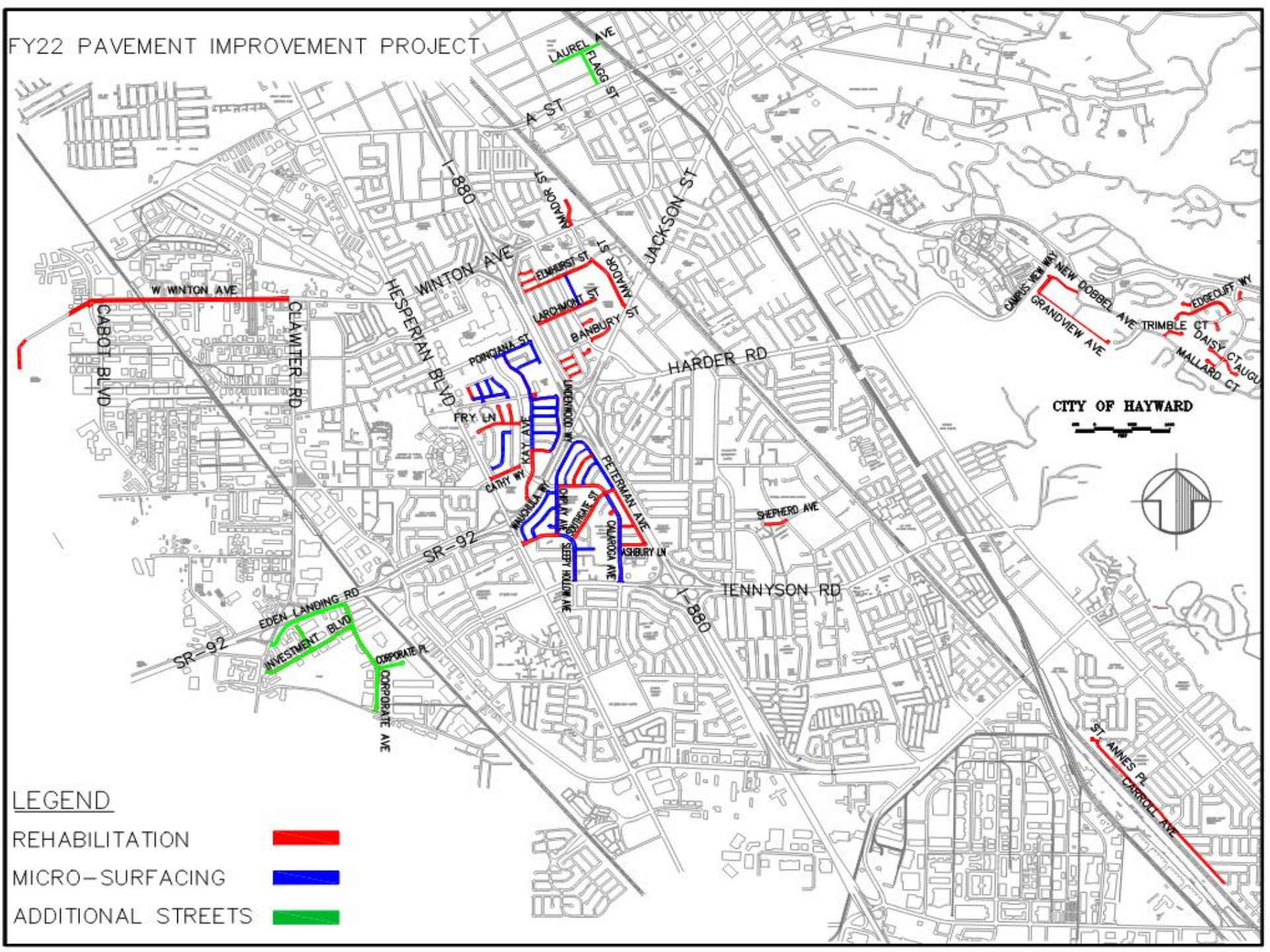
MAINTENANCE HISTORY

Street	Last Treatment
MARIN AV	1/1/1986
PARK ST	1/1/1989
CABOT	1/1/1989
EICHLER	1/1/1992
STEARMAN AV	1/1/1993
SABRE ST	1/1/1995
PARDEE	1/1/1995
BERYL	1/1/1995
HALDANE	1/1/1995
HAPPYLAND AV	1/1/1999
TEHAMA AVE	1/1/1999
FILBERT	1/1/1999
BARNES	1/1/2000
TYRRELL	1/1/2000
TYRRELL	1/1/2000
CALL AVE	03/29/1967
CALL AVE	03/29/1967
CHRONICLE AVE	03/29/1967
EDLOE DR	08/01/1986
SUTRO ST	08/01/1989

Street	Last Treatment
PARKSIDE	8/1/1989
HILLCREST AV	08/01/1989
HOME AV	08/01/1989
STONEWALL AV	05/01/1995
STONEWALL AV	05/01/1995
STONEWALL AV	05/01/1995
SUEIRRO ST	04/30/1996
JEAN WAY	07/01/1998
CLAIRE ST	06/27/1999
BARKER AVE	06/28/1999
LONGWOOD AV	06/28/1999
LONGWOOD AV	06/28/1999
LONGWOOD CT	06/28/1999
MEMORIAL WAY	06/28/1999
ROYAL AV	06/28/1999
CHENAULT WY	06/29/1999
IRVIN CT	06/29/1999
LEONARDO WAY	06/29/1999
LESTER AV	06/29/1999

Street	Last Treatment
MARVIN WAY	06/29/1999
ODOM DR	06/29/1999
PHILLIPS WAY	06/29/1999
REED WAY	06/29/1999
WESTPARK ST	06/29/1999
WRIGHT DR	06/29/1999
RONALD LN	09/27/2000
FULLER AV	10/03/2000
HOLLY CT	10/03/2000
HOLLY LN	10/03/2000
LYNN ST	10/03/2000
MONO ST	10/03/2000
SANTA CLARA WY	10/03/2000
WAIT ST	10/03/2000
ANNETTE LN	10/05/2000
ELMWOOD LN	10/05/2000
EL DORADO AV	10/06/2000
REDBUD LN	10/06/2000
MAGNA AV	10/06/2000
CRAVEN CT	10/15/2000
FULLER AV	10/17/2000
ALICE ST	10/24/2000
CLARENDALE ST	10/25/2000

FY22 PAVEMENT IMPROVEMENT PROJECT



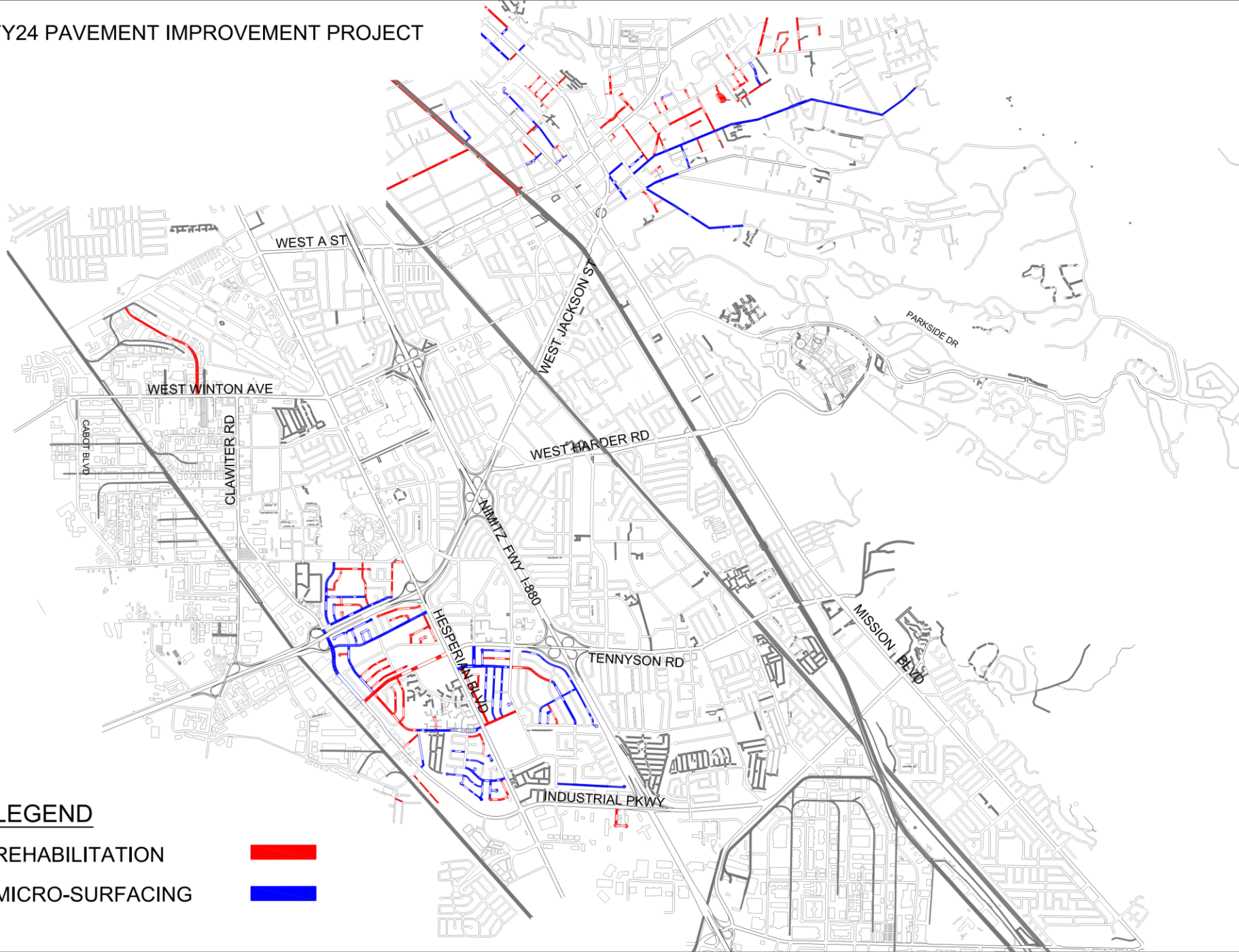
CITY OF HAYWARD



LEGEND

- REHABILITATION
- MICRO-SURFACING
- ADDITIONAL STREETS

FY24 PAVEMENT IMPROVEMENT PROJECT



LEGEND

REHABILITATION



MICRO-SURFACING



**Item 6. East Bay Greenway Multimodal Corridor Project
Update**



East Bay Greenway Multimodal Project Update



Hayward Infrastructure Committee

October 26, 2022

Who is Alameda CTC

- One of 26 Self-Help Counties
- 7th largest county in the state with 1.67 million people
- Home to a major port and airport serving all of Northern California
- Alameda CTC serves as both the transportation sales tax authority and Congestion Management Agency
 - Serves 14 cities; 6 unincorporated areas
 - 22-member Commission; 39 employees



Alameda CTC Priorities



SAFETY

Deliver **SAFE, INNOVATIVE, MODERN INFRASTRUCTURE** as promised to voters in Transportation Expenditure Plans and according to the priorities outlined in the adopted Countywide Transportation Plan



JOBS

Fund and Advocate for multimodal transportation improvements that create **QUALITY AND SUSTAINABLE** jobs in Alameda County



EQUITY & MOBILITY

Plan and Implement **ACCESSIBLE, AFFORDABLE & EQUITABLE** multimodal projects



SUSTAINABLE TRANSPORTATION

Advance projects, programs and policies that support sustainable transportation, reducing emissions and increasing mobility options



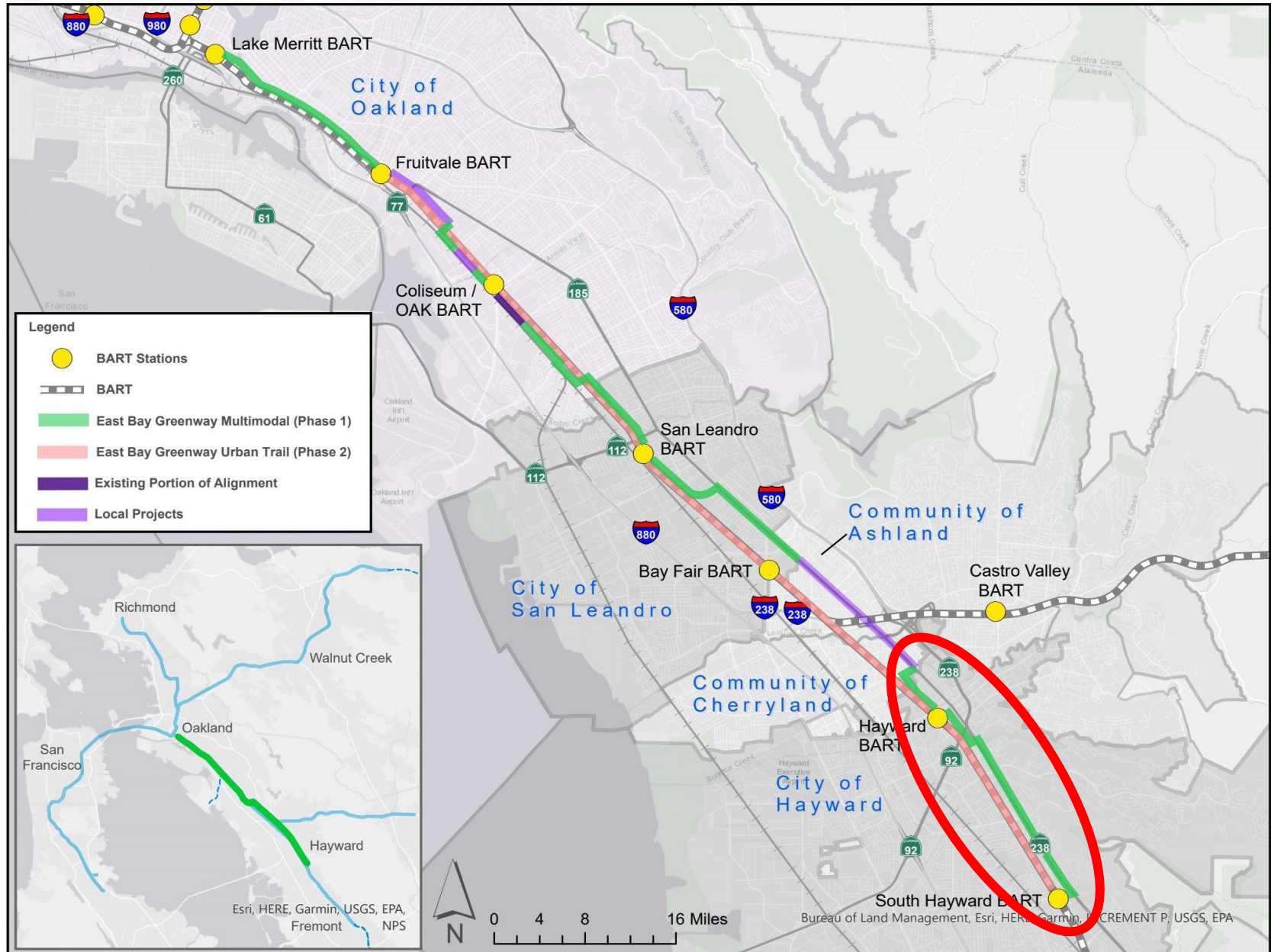
ACCOUNTABILITY

Ensure **FINANCIAL ACCOUNTABILITY AND STEWARDSHIP, AND ACHIEVE ORGANIZATIONAL EXCELLENCE** in all aspects of our work

Agenda

1. Project Overview
2. Conceptual Project Elements
3. Parking Analysis
4. Outreach Update
5. Next Steps

Meeting Purpose: Provide update on the EBGW Multimodal Project



Project Benefits



Multimodal
Connectivity Along
BART Line



Sustainable
Transportation
Options



Improved Safety
for Bicyclists
& Pedestrians



Access to Key
Destinations



Investment in
Equity Priority
Communities

Project Phasing

East Bay Greenway Multimodal (Phase 1)

- Provide all ages and abilities, interjurisdictional active transportation facility
- On-street facility, utilize parallel streets where needed
- Avoid UPRR ROW
- Deliver within 3-5 years (funding permitting)



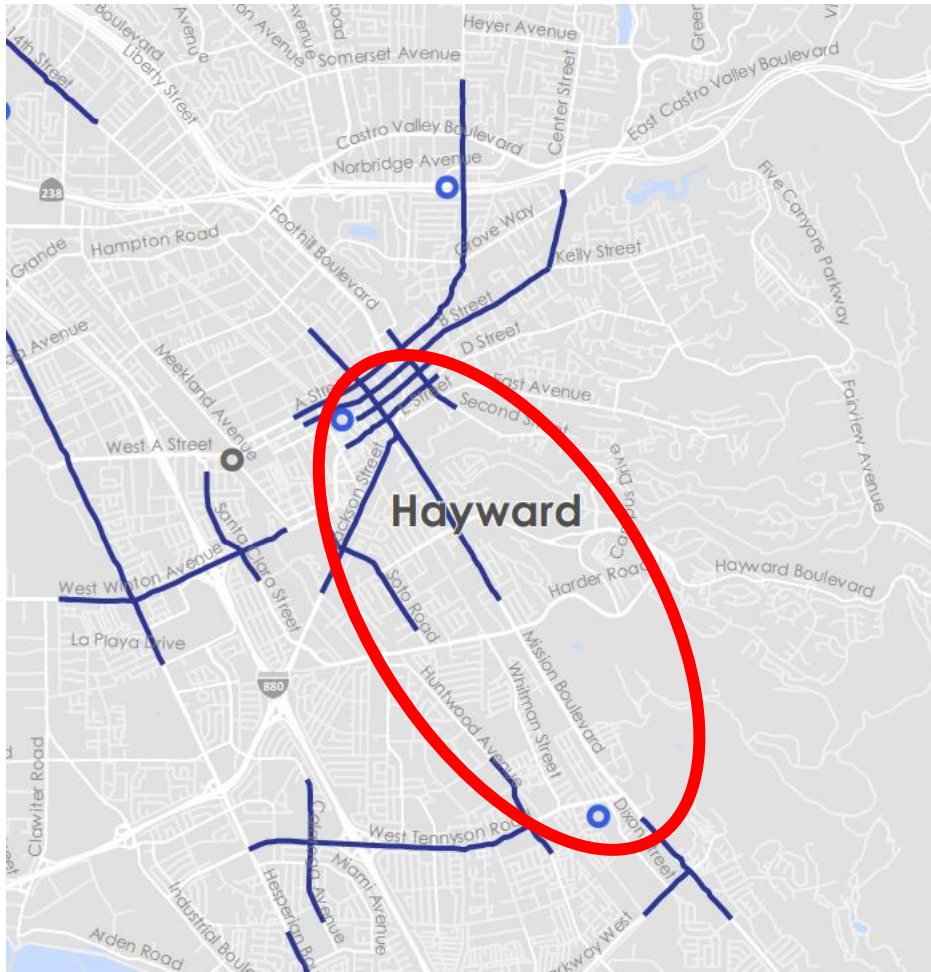
East Bay Greenway Urban Trail (Phase 2)

- Provide all ages and abilities, interjurisdictional active transportation facility
- Potential linear park enhancements
- Off-street facility in UPRR/BART corridor
- Environmentally cleared in 2018
- 10+ year timeline

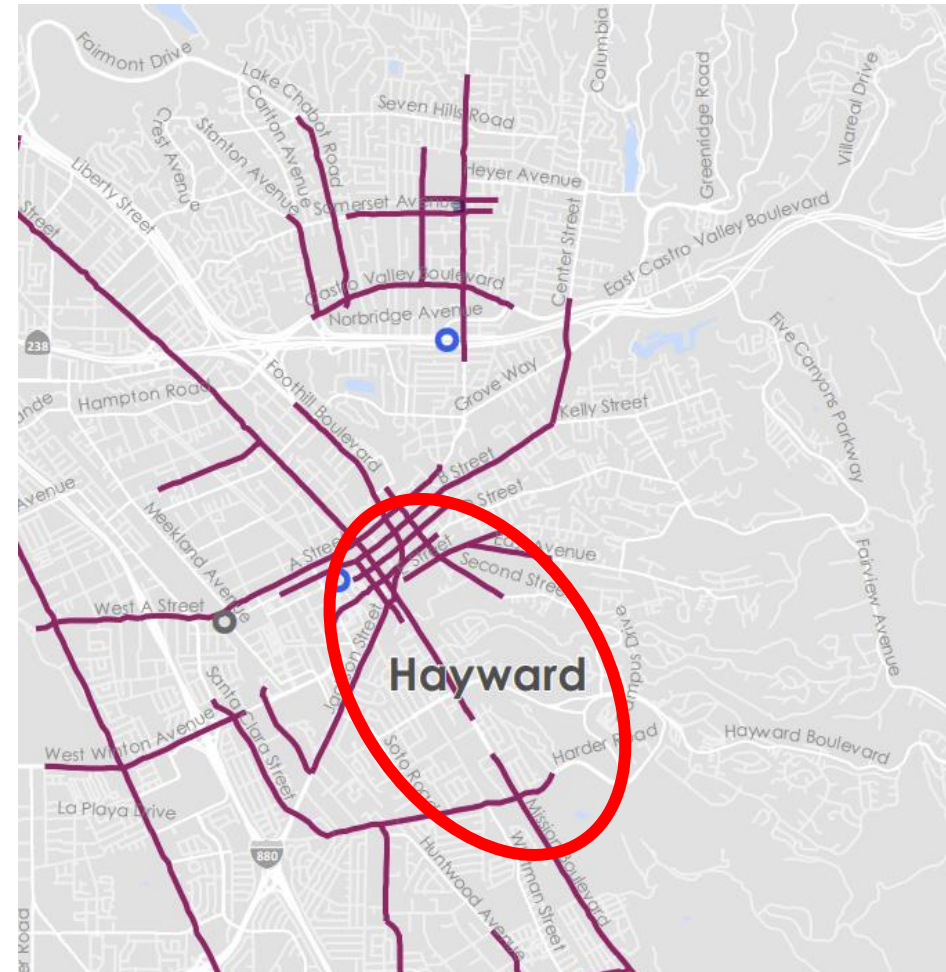


Project Need

Bicycle High Injury Network

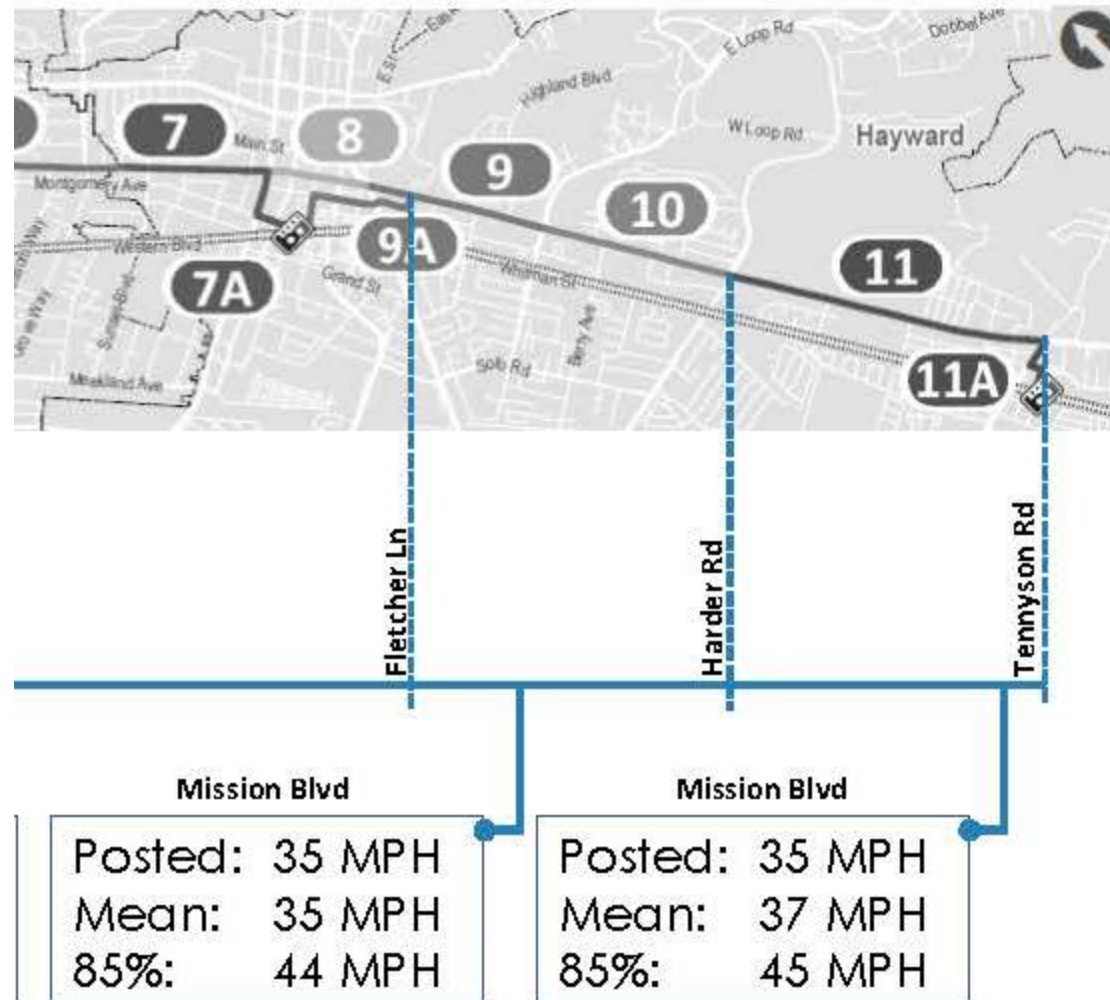


Pedestrian High Injury Network



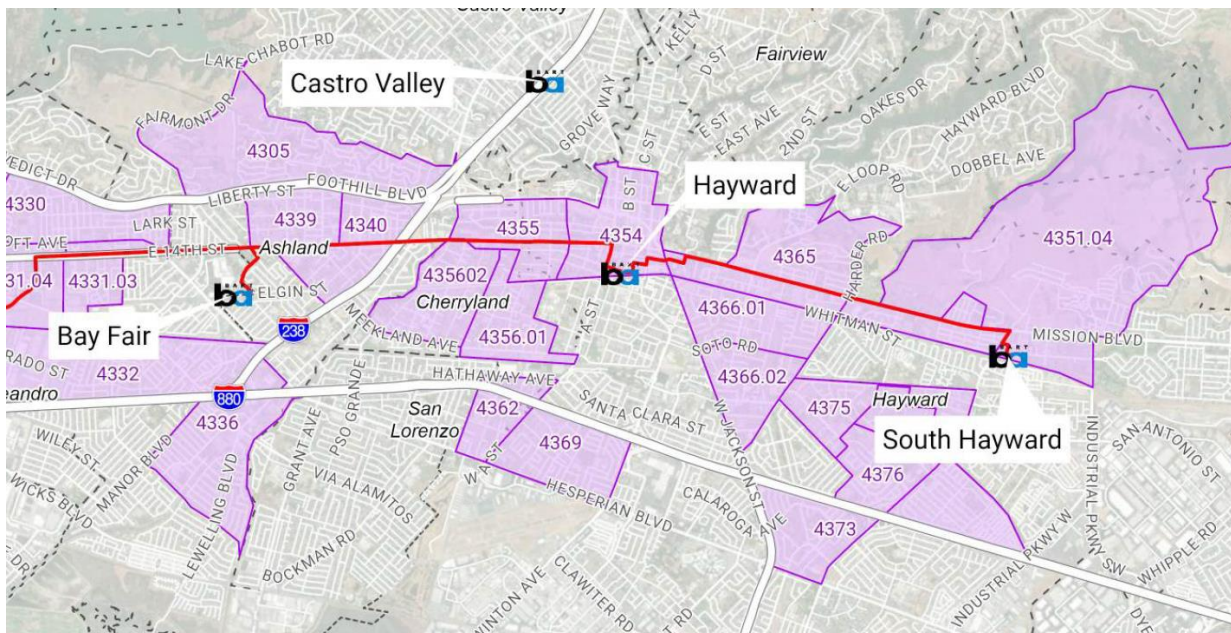
Project Need

Travel Speeds along Mission Boulevard

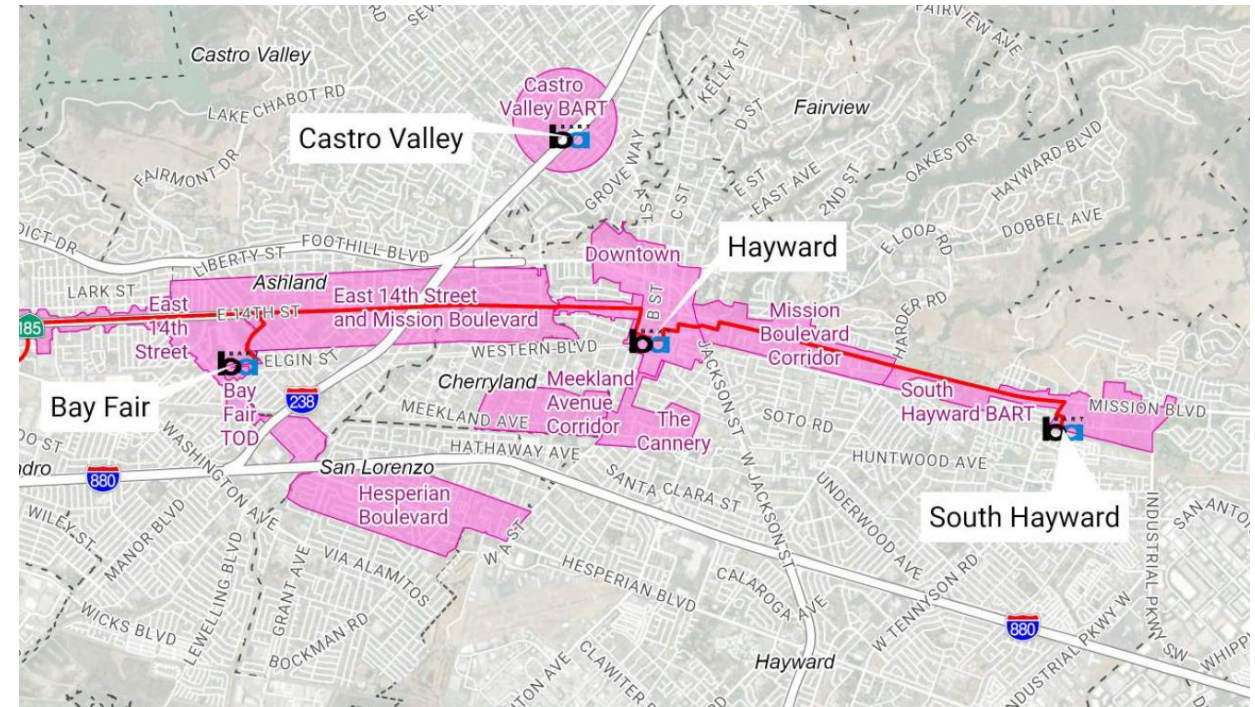


Project Need

Investments in Equity Priority Communities



Investments in Priority Development Areas

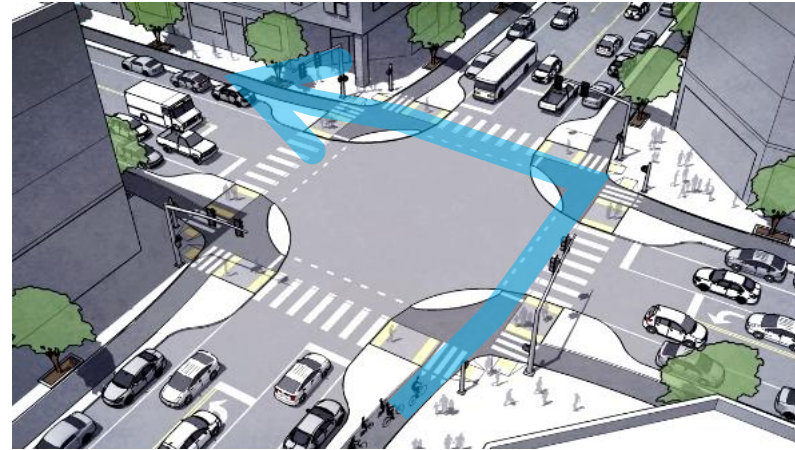


Multimodal Project Elements

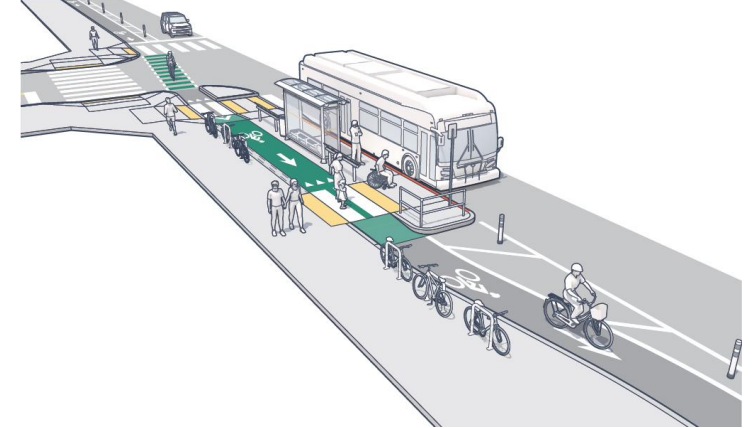
Protected Bikeways



Protected Intersections



People Boarding Islands



Source: AC Transit Multimodal Corridor Guidelines

Rectangular Flashing Beacons



Directional Curb Ramps

Source: Kittelson and Associates

Additional Project Features: Economic and Community Development

Physical Improvements

- Expansion and enhancement of spaces where people can gather
- Landscaping / street trees / green infrastructure
- Street furniture / bus stop amenities
- Pedestrian / accent lighting

Visual Identity

- District identity signage
- Wayfinding for all travel modes
- Public art
- Community-specific streetscape design elements

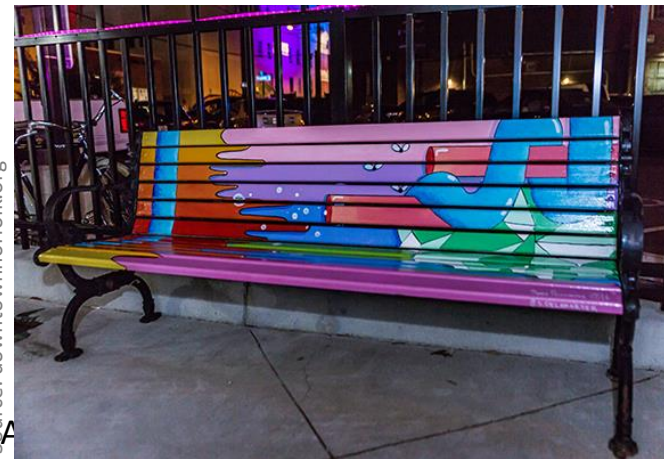


Source: oaktownart.com

Wayfinding mosaic in Oakland



Landscaped protected bikeway in Oakland



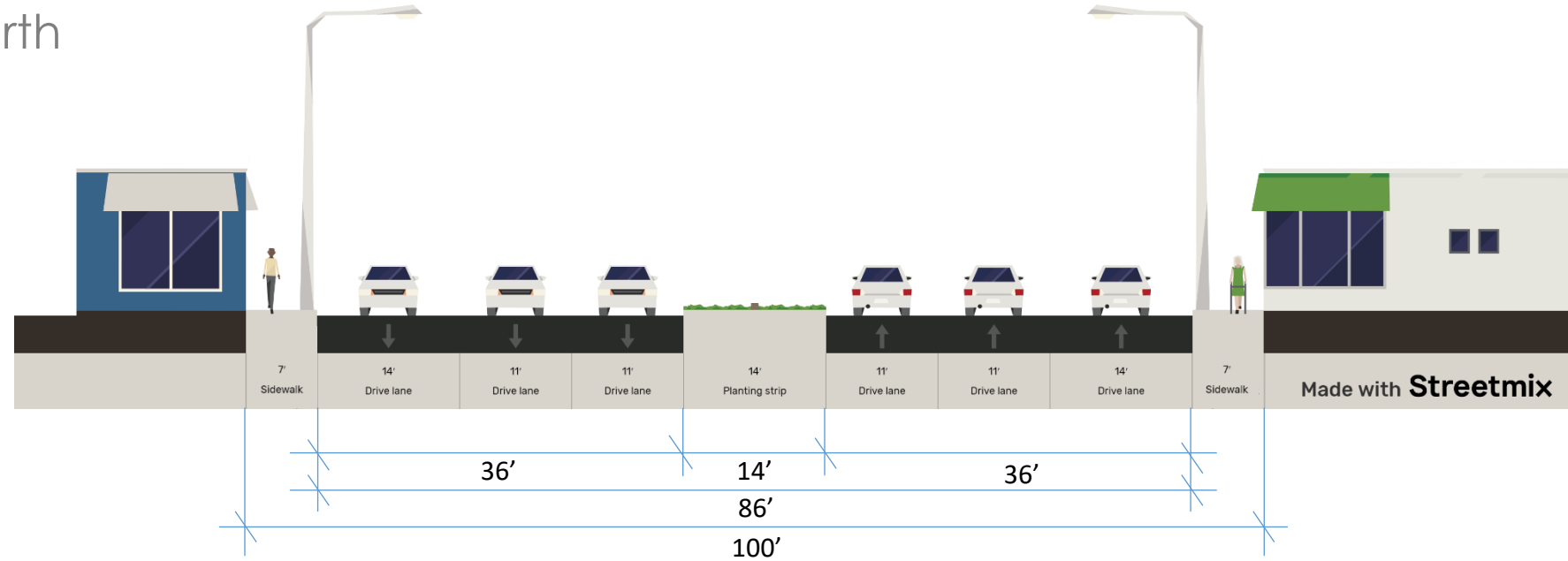
Source: downtownorfolk.org



Façade mural in Ashland

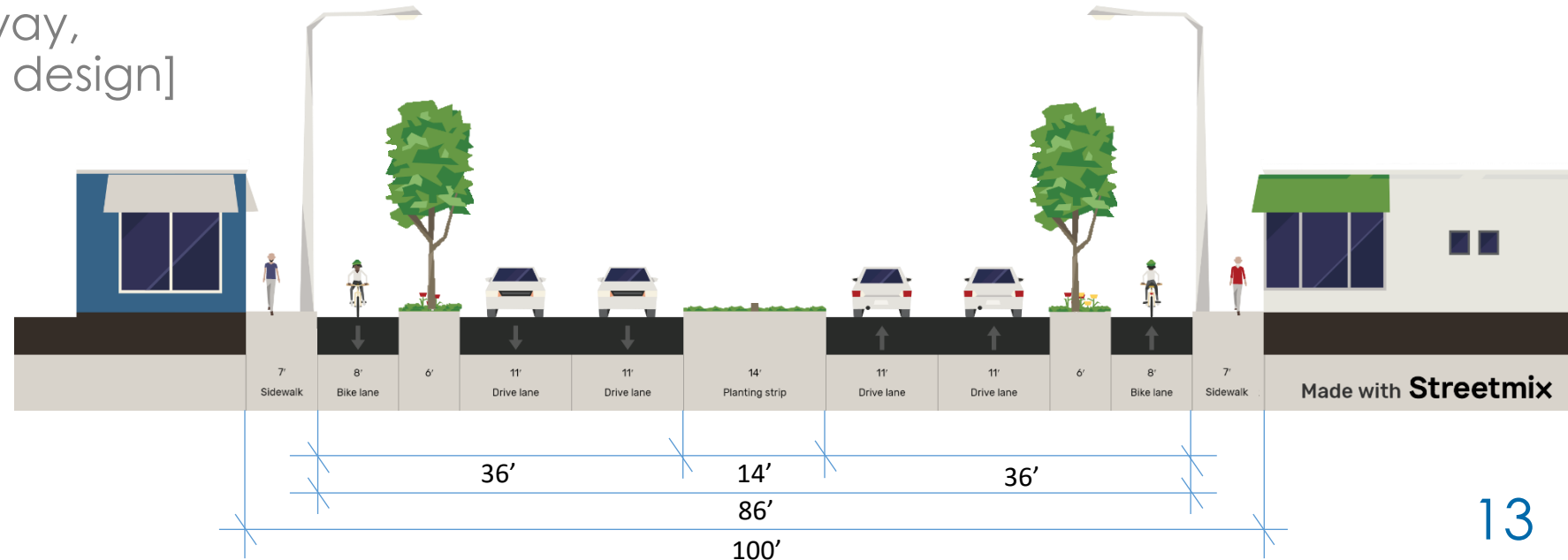
Mission Blvd from Fletcher Ln to Carlos Bee Blvd

Existing section, looking north



One-way protected bikeway, looking north [conceptual design]

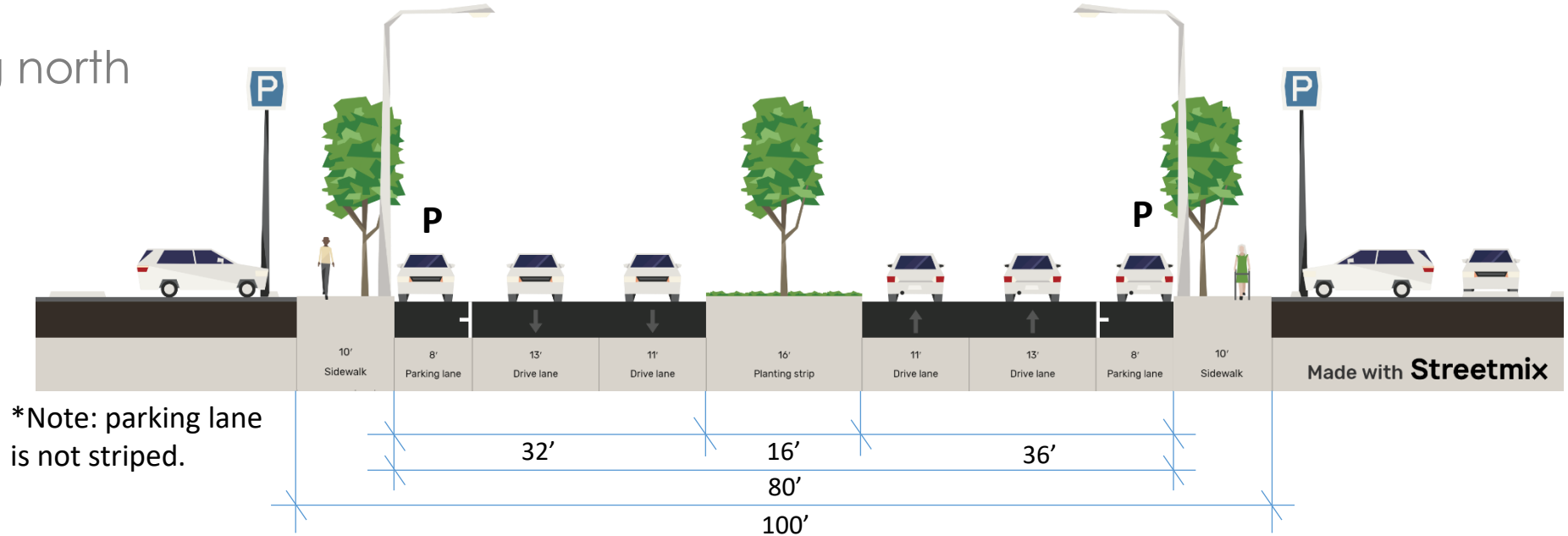
- Tradeoff between traffic capacity and safety for all road users
- Option requires the removal of a through lane in each direction



For illustrative purposes only.

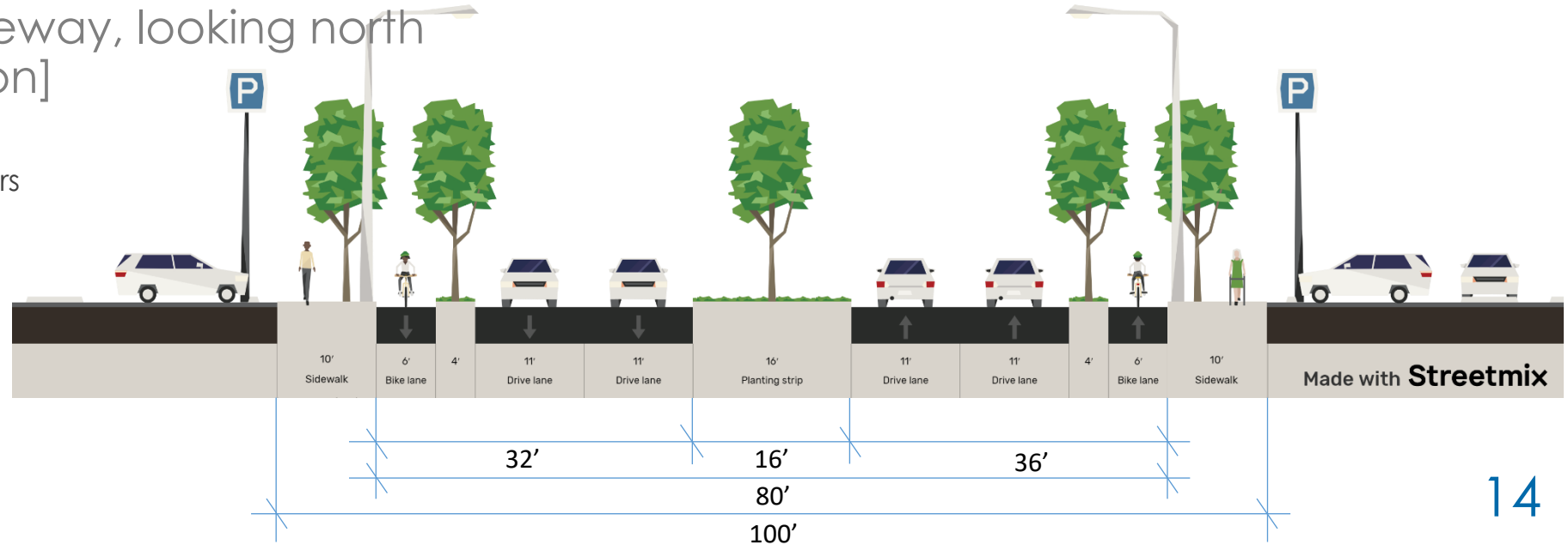
Mission Blvd from Carlos Bee Blvd to Tennyson Rd

Existing section, looking north



One-way protected bikeway, looking north
[conceptual cross section]

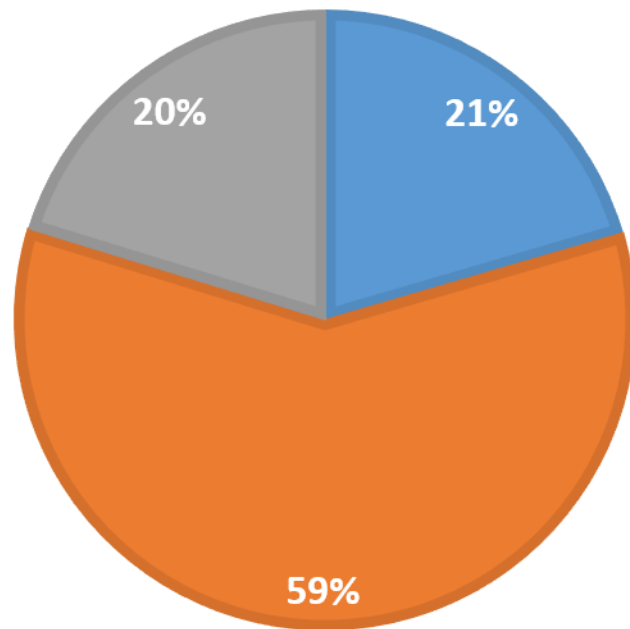
- Tradeoff between on street parking and safety for all road users
- Option requires the removal of on street parking on Mission Blvd



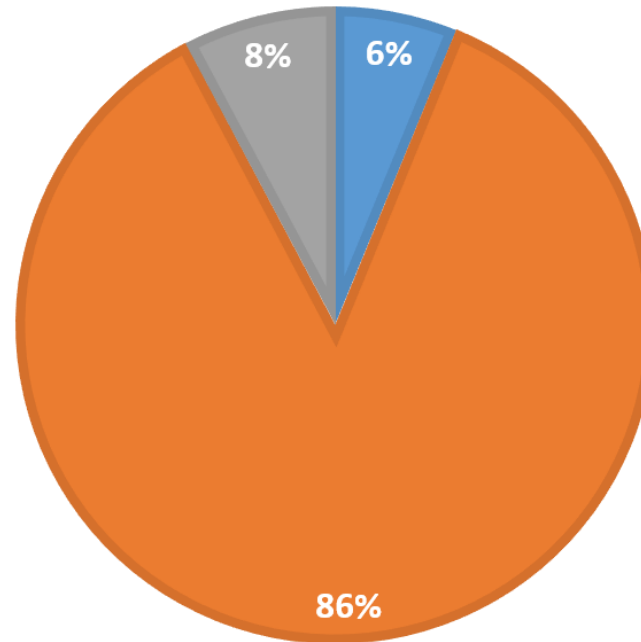
For illustrative purposes only.

Preliminary Parking Data and Occupancy

Mission Boulevard from Carlos Bee Boulevard to Harder Road



Mission Boulevard from Harder Road to Tennyson Road



Current on-street parking utilization is predominantly <25%

- On-street parking on project streets
- Off-street lots within 500' of project streets
- Side-street parking within 500' of project streets

Parking survey conducted in November, 2021 (avoided holidays)

City Staff and ACTC Staff

Working together to address City Staff Concerns:

Loss of Parking in Downtown and Along Mission Blvd.

- Residents and businesses are dependent upon current parking
- Loss of parking will cause hardship for residents and not meet needs of patrons to businesses

Elimination of Travel Lane on Mission Blvd.

- Mission Blvd. is major arterial in Hayward
- Elimination of travel lane would cause increased traffic congestion
- Increased traffic on Mission Blvd. would trigger more congestion on connection streets

City Staff and ACTC Staff

Working Together Exploring

- Lowering Levels of Impact
- Raised Sidewalks for
 - Pedestrians and Cycle Track for Bicyclists
 - Including Relocating Street Furniture, Streetlights, Traffic Signals, etc.
 - Address Drainage

Outreach Activities in Hayward



Community outreach – Completed August – September 2022

Pop-up events at Hayward Main Library, Hayward Farmers' Market, South Hayward BART, City Hall Plaza



Door-to-door Business Survey – Completed September 09, 2022



AC Transit Hayward ILC presentation – Completed September 16, 2022



Focus Group – September 28, 2022



Online residential Survey – Beginning October 2022



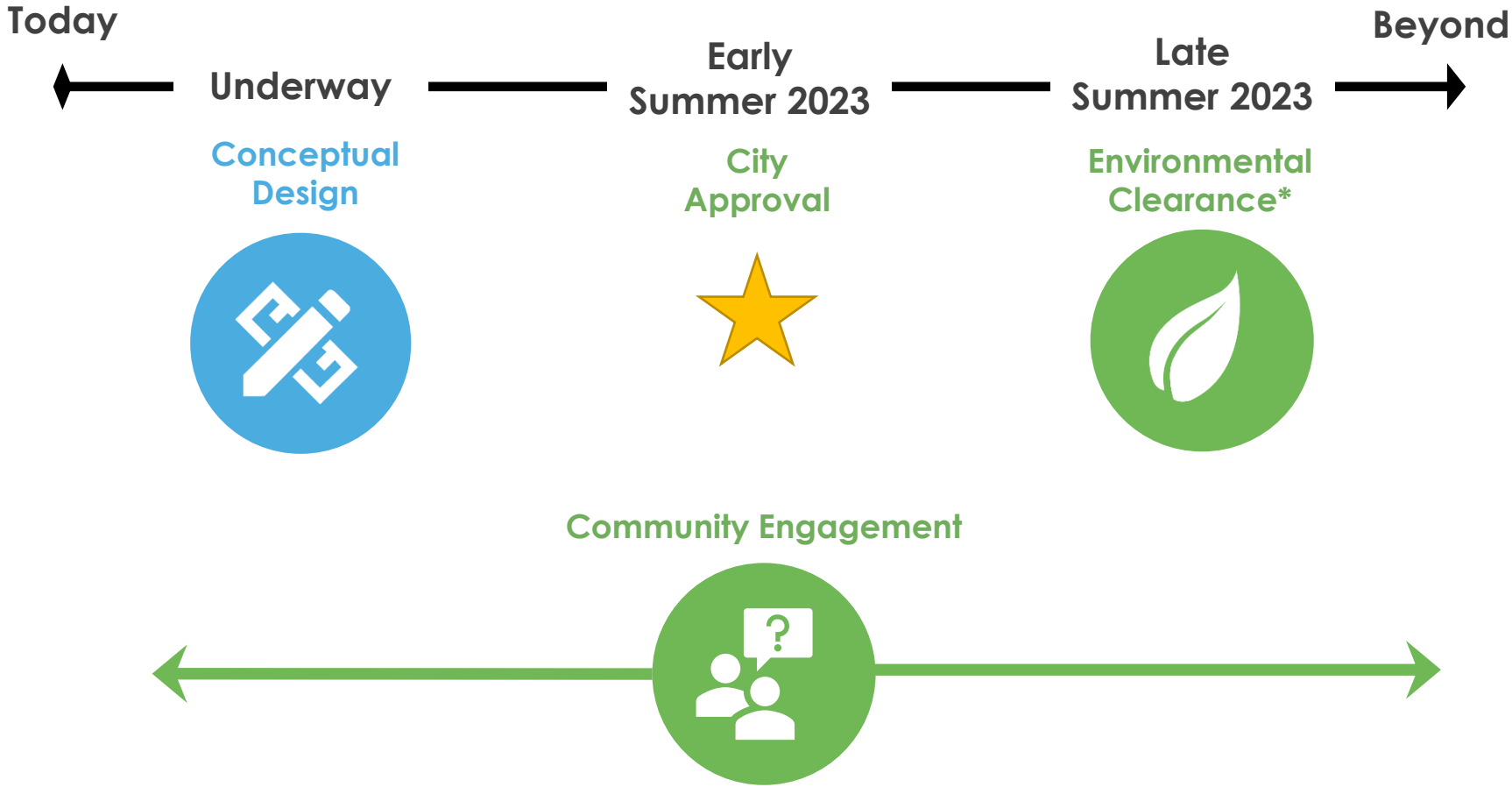
Visit:
<https://www.alameda.ctc.org/programs-projects/bicycle-and-pedestrian/eastbaygreenway/>

Outreach Summary

Preliminary Survey Results for Popup events and Business Survey

- *Driving on Mission Blvd. and A Street is too aggressive—a lot of collisions at Montgomery and A St.*
- *Some intersections need improvement*
- *Traffic congestion is a problem on Mission near Downtown*
- Residents and students welcome safer bike and pedestrian infrastructure
- Most businesses have parking on their properties
- Most business owners are skeptical of bike infrastructure on Mission as they believe it would endanger cyclists and cause more collisions.
- Numerous business owners mentioned the need for more enforcement to address speeding concerns.

Project Schedule



**Assumes a Categorical Exclusion (CE) under California Environmental Quality Act (CEQA)*

Questions?

**Item 7. Stack Center: Update on Phase I Construction
and Budget**

Stack Center Project Update

INFRASTRUCTURE COMMITTEE
October 3, 2022



Background



DESIGN/CONSTRUCTION

- **2015:** Governance Group formed
- **2018:** Selected RDC as architect
- **2020:** Completed design development
- **2022:** Selected Kitchell as construction management firm
- **Early 2023:** Break ground on Phase I

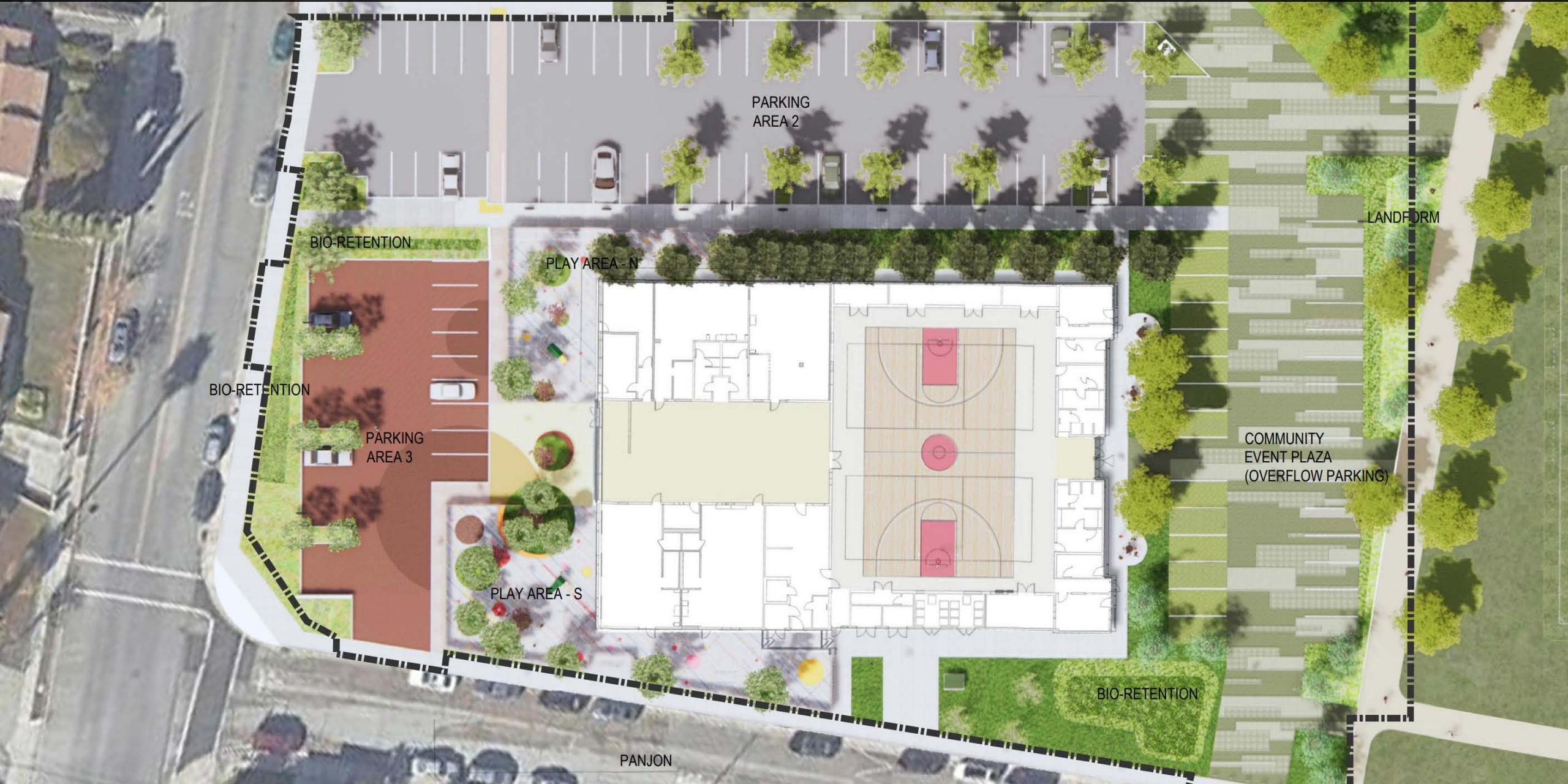
FUND DEVELOPMENT

- **2014:** County allocated \$9.6 M
- **2015:** County accepted \$5 M grant from Kaiser
- **2021 & 2022:** City accepted \$5.147 M in state & federal grants
- **2021:** City allocated \$2 M in ARPA funding
- **2022:** City hired fundraising consultant
- **2022:** City received \$8.558 M State Library grant

OPERATIONS

- **2017:** Selected La Familia and Eden Youth and Family Center as joint operators
- **2018:** Executed lease agreement
- **Dec 2021:** Lease agreement expired
- **2022:** In discussions to update operator agreement, including

Stack Center Phase I Construction: Early 2023 – Spring 2024



Phase I Budget

	Cost	Funding Source	Funding Amount
Community Events Plaza	2,341,000	Clean California grant	2,341,000
MJCC Upgrades	2,724,000	State general grant	1,000,000
		Federal general grant	1,500,000
		La Vista developer	224,000
Site Work/ Parking Lots	3,338,000	Clean California grant	306,000
		Hayward ARPA funds	2,000,000
		La Vista developer	1,032,000
Total	8,403,000		8,403,000



Phase II Scope



Phase II Fundraising

	Cost	Existing Funding	Funding Gap*
Demolition	1,200,000	1,200,000	-
Building	26,800,000	18,300,000	8,500,000
Site Work/ Plazas	6,000,000	-	6,000,000
Total	34,000,000	19,500,000	14,500,000



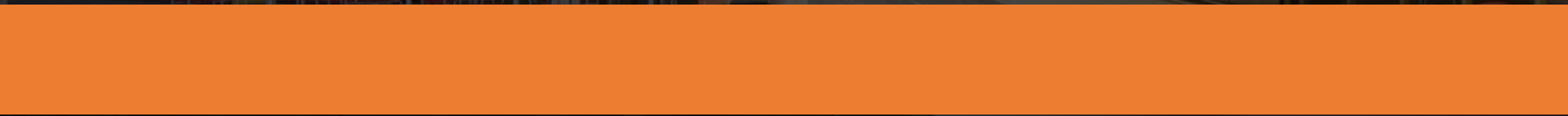
Sustainability Features

- Storm water control plan captures close to all runoff in onsite bioretention areas
- New building is all electric and zero net energy
- New parking configuration includes 15 charging stations





Questions?



**Item 9. Water Pollution Control Facility Improvements -
Phase II Project Update**

Water Pollution Control Facility (WPCF) Improvements - Phase II Project Update



Suzan England, Senior Utilities Engineer
David Donovan, WPCF Plant Manager

October 24, 2022



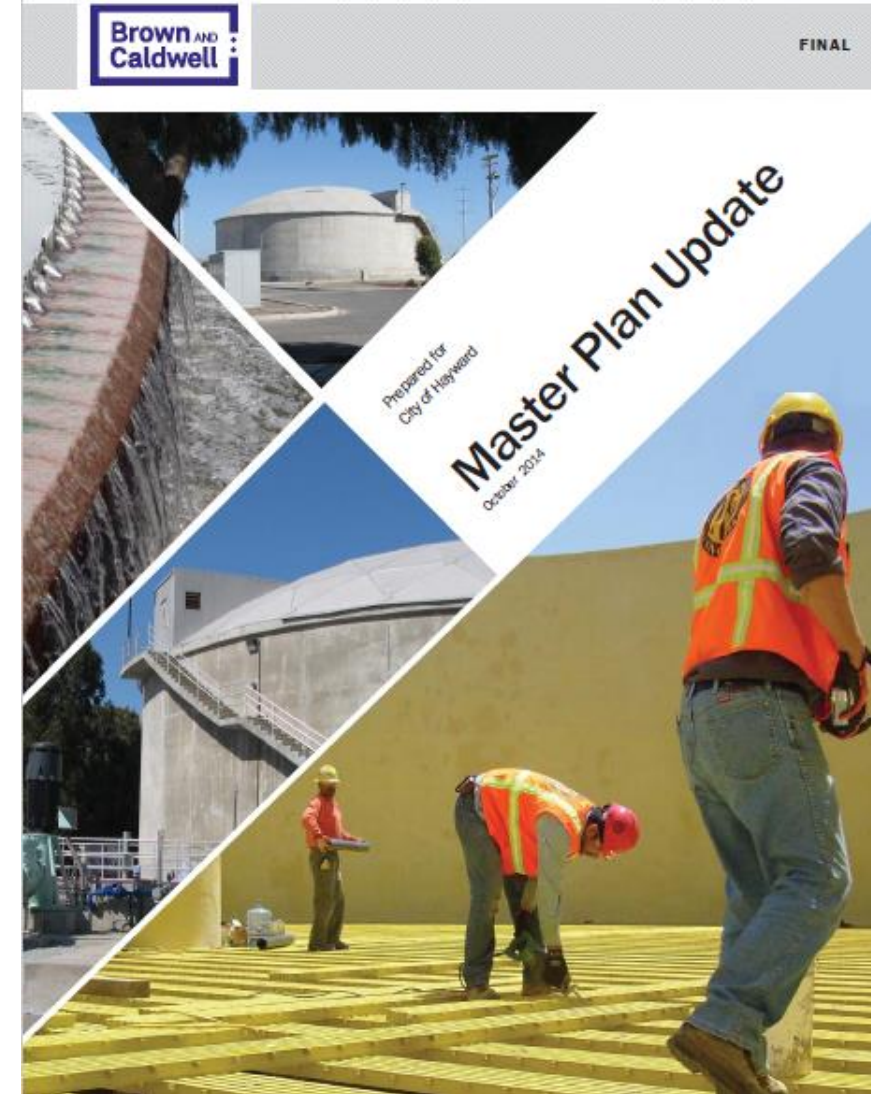
WPCF Improvement – Phase II Project Presentation Outline

- Background and Need for Project
 - 2014 Master Plan Update
 - Regulatory Changes – Nutrient Watershed Permit
 - 2019 Facilities Plan
- 2022 WPCF Improvements – Phase II Project
 - Administration Building and Laboratory
 - Primary Effluent Equalization Basin (EQ Basin) Relocation
 - Phase II Project
- Schedule & Budget

Background and Need for Project

WPCF Background

- 2009 Phase I Project Completed (TF-SCT Process)
- 2014 Master Plan Update
 - Upgrades to existing infrastructure to improve reliability
 - New SW Primary Clarifier - 2015
 - Whitesell Project – Piping Systems Upgrades - 2017
 - Digester Improvement Project - 2018
 - Headworks Bar Screen Project - 2022
- Upgrades identified rely on continued use of the trickling filter process



Regulatory Changes

Regional Water Quality Control Board Watershed Permit

1 st Nutrient Watershed Permit	2 nd Nutrient Watershed Permit	3 rd Nutrient Watershed Permit
2014	2019	2024
Effluent Limits No effluent limits yet for nutrients in wastewater discharges	Effluent Limits Establish basis for early actors Lays framework for establishing future load caps	Effluent Limits Establish load caps
Studies Study nutrient reduction options at WWTPs	Studies Evaluate reductions via recycling and nature-based solutions	Implementation Agencies to implement actions to reduce loads
Support and Fund Scientific Studies Funding supported by Bay Area Clean Water Agencies (BACWA)	Continue to Support and Fund Scientific Studies Increased funding from BACWA	Support Assessment framework and monitoring



2019 WPCF Phase II Facilities Plan

- Builds on 2014 Master Plan
 - West Tricking Filter (WTF) has reached the end of its useful life
 - WTF incapable of removing nitrogen
 - WPCF's discharge is expected to exceed the anticipated load cap by 2027
- Updates master plan to comply with new regulatory requirements
- Identified nutrient management strategy



Regulatory Changes

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2nd Nutrient Watershed Permit Order No. R2-2019-0017

Dischargers Taking Early Action

San Francisco Bay Nutrients Watershed Permit
Municipal Wastewater Dischargers

Order No. R2-2019-0017
NPDES No. CA0038873

Table F-6. Dischargers Taking Early Action

Discharger	Early Action Project	Expected Total Inorganic Nitrogen Results
City of Hayward	<p>Description: The Discharger is will replace one of its two existing trickling filters with a biological nutrient removal process by converting existing solids contact tanks into anoxic and oxic basins, which would treat 50 percent of the treatment plant flow.</p> <p>Schedule: Completion by 2025.</p>	Load reduction: >30% Concentration: <20 mg/L

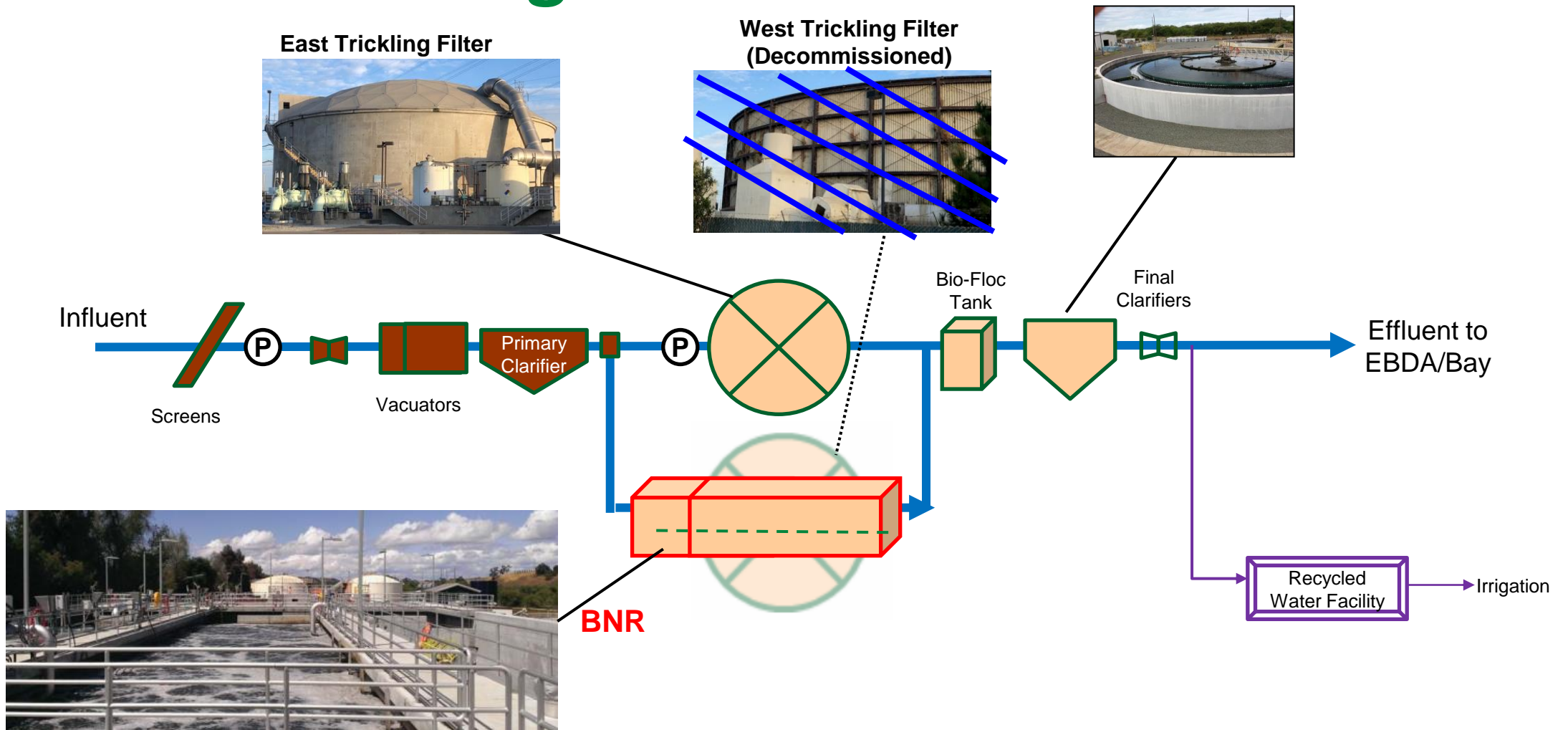
Regulatory Drivers - Nutrient Loads to SF Bay - 65% from Bay Area Wastewater Discharges



August 2022 - Fish Kills Lake Merritt –
First Event in Over 40 Years

Photo from Oaklandside.org

Nutrient Management Strategy - One TF with Integrated BNR Process



WPCF Improvements Phase II Project

- Project Scope Includes:
 - New Administration Building & Laboratory
 - Relocation of Equalization (EQ) Pond
 - Phase II Improvements Project

Engineering Scope of Services

July 5, 2022 Council authorized entering into a contract with Brown and Caldwell (B&C) for preliminary design services:

Initial Authorization

- Task 1: Pre-design PM
- Task 2: Funding and CEQA
- Task 3: Solids and Energy Master Plan
- Task 4: Evaluation of Final Clarifiers
- Task 5: Preliminary Design (Many Tasks)

Future Authorization(s)

- Task 1: Balance of PM
- Task 6: Final Design
- Task 7: Bid Period Services
- Task 8: Services During Construction
- Task 9: Operations & Maintenance Manual
- Task 10: Testing, Commissioning, Training
- Optional Services

Preliminary Design

5.1: Wastewater Characterization

5.2: Planning Horizon

5.3: Flows and Loads

5.4: Preliminary Treatment

5.5: CEPT Feasibility Study

5.6: Secondary Treatment

5.7: Permit Assistance

5.8: Hydraulic Modeling

5.9: Site Layout and Access Roads

5.10: Miscellaneous Upgrades

5.11: PE EQ Sizing/Location & Waste Flows

5.12: BAAQMD Permitting

5.13: Administration Building & Laboratory

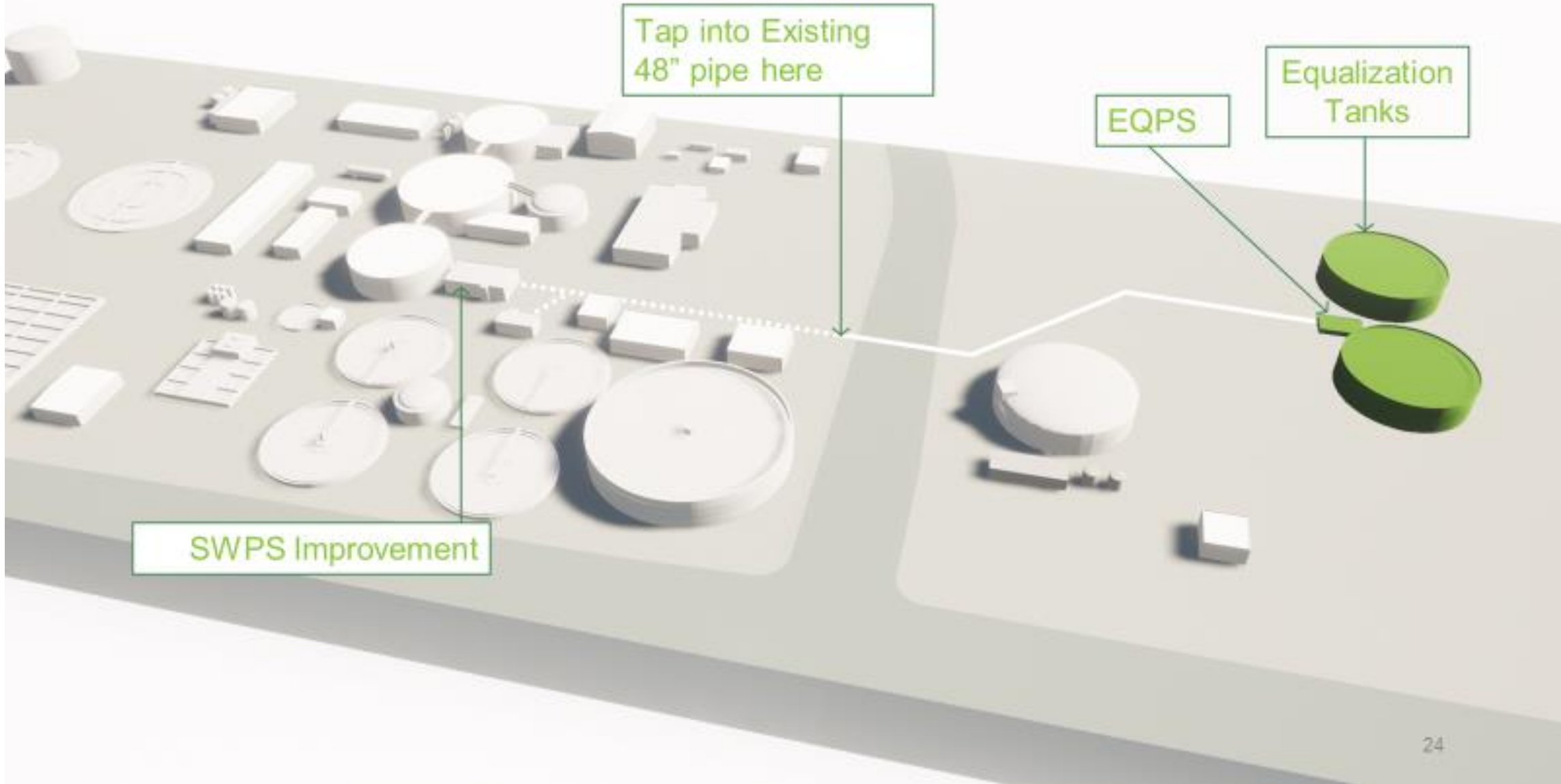
5.14: Electrical System

5.15: Instrumentation and Control Systems

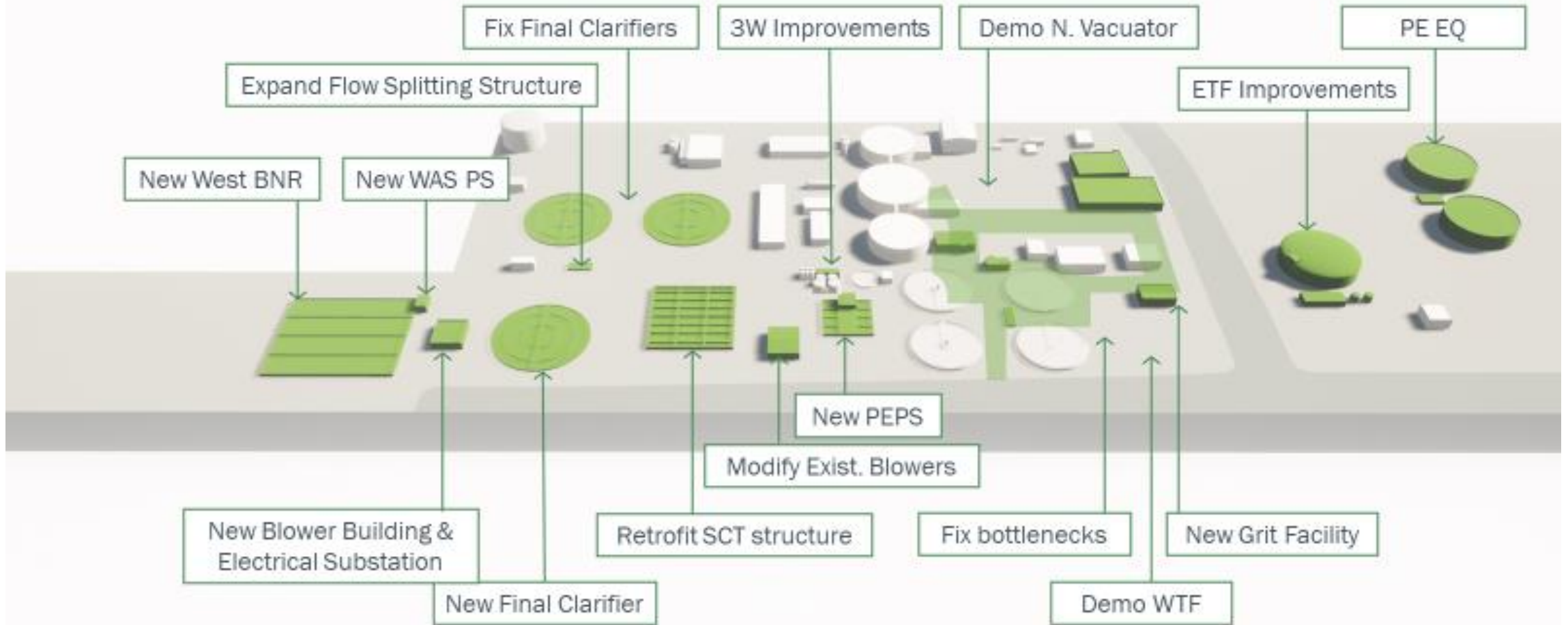
5.16: Nature-based Solutions Feasibility

5.17: Preliminary Design Report

Bid Package 2: EQ Basin Relocation Project



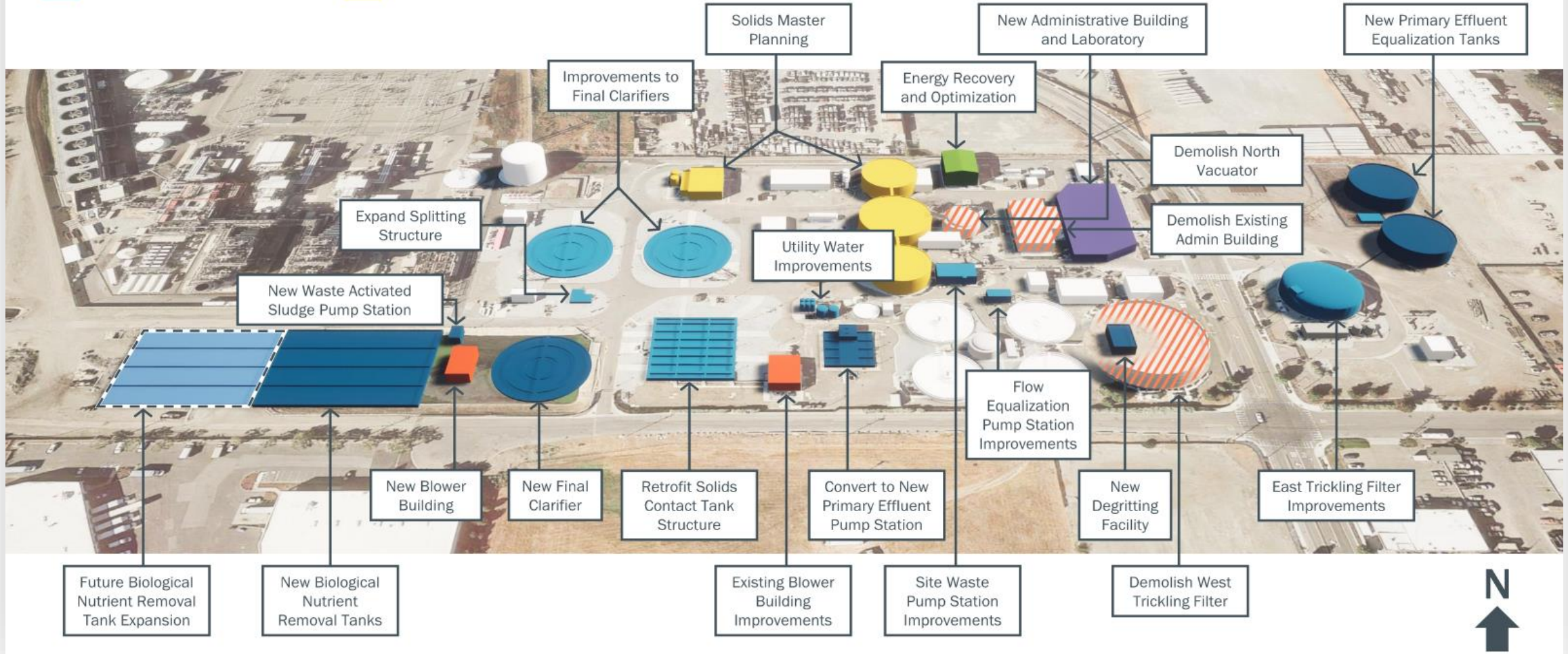
Bid Package 3 – WPCF Improvements – Phase II



WPCF Improvements - Phase II Project

Legend

- Demolition
- Modifications/Improvements
- Modifications/Improvements to Existing Wet Structure Facilities
- New Wet Structure Facilities
- Future Wet Structure Facilities
- New Administrative Building and Laboratory
- Energy Recovery and Optimization
- Solids Master Planning



Schedule

TASK	DATE
Award Professional Services Agreement (PSA) – Begin Preliminary Design	July 5, 2022
Award Final Design Services for the Administration and Laboratory Building and EQ Basin Relocation Projects	November 15, 2022
Award Final Design and Engineering Services During Construction for the Phase II Project	February 2023
Award PSA for Third Party Construction Management	June 2023
Complete Environmental Study – IS/MND or CEQA	December 2023
Secure WIFIA and SRF Loans	January 2024
Construct Administration Building and Laboratory	Jan 2024 – Dec 2025
Construct EQ Basin Relocation Project	July 2024 – June 2026
Construct Phase II Project	Feb 2025 – July 2028

Preliminary Estimated Construction Cost

PROJECT ELEMENT	CONSTRUCTION COST
Preliminary Treatment Improvements	
Demolish North Vacuator	\$150,000
New Grit Facility	\$4,030,000
Primary Treatment Improvements	
New EQ Basin	\$8,700,000
Secondary Treatment Improvements	
New Final Clarifier	\$12,650,000
Existing SCT Modifications	\$3,400,000
New BNR Facilities	\$28,550,000
Site Work	\$8,700,000
Final Clarifier Repairs	\$819,000
Non-Process Facilities Improvements	
New Administration Building and Laboratory	\$20,480,000
SWPS Improvements	\$900,000
Allowance for Implementation Constraints	\$3,000,000
Total Cost Phase II Project (2019 Dollars)	\$91,379,000
Range at Midpoint of Construction	\$125 - \$169 million

CIP Funds 611 & 612

	FY22	FY23	FY24	FY25
(07772) WPCF Final Clarifier No. 2 Wall Repairs	\$0	\$200,000	\$0	\$0
(07756) Coating of Final Clarifier No. 2 Sludge Collector (Tow-Bro)	\$0	\$300,000	\$0	\$0
(07649) WPCF Access Roads Rehabilitation	\$0	\$0	\$500,000	\$0
(07653) WPCF Site Waste Pump Station and Control Building Improvements	\$0	\$0	\$200,000	\$900,000
(07674) WPCF Cross Connection Prevention Project	\$0	\$0	\$300,000	\$0
07786) New Admin Building and Lab	\$0	\$0	\$20,000,000	\$0
(07760) Nutrient Management Design	\$5,400,000	\$2,600,000	\$0	\$0
(07767) WPCF Final Clarifier Dewatering System	\$463,000	\$0	\$0	\$0
(07770) WPCF Installation of new DCDA's on fire water piping	\$281,000	\$0	\$0	\$0
(07750) WPCF New Final Clarifier (WPCF Phase II)	\$0	\$1,500,000	\$14,900,000	\$0
(07712) WPCF Grit Removal System (WPCF Phase II)	\$0	\$500,000	\$4,900,000	\$0
(07534) WPCF Headworks Hydraulic Forcemain Improvement (WPCF Phase II)	\$0	\$0	\$1,100,000	\$0
(07749) WPCF Primary Effluent Flow Equalization	\$0	\$300,000	\$10,900,000	\$0
(#####) WPCF Nutrient Removal Process		\$70,000,000		
TOTAL	\$6,144,000	\$75,400,000	\$52,800,000	\$900,000

Next Steps

- Receive Committee Input
- Council Authorization for Final Design of Early Bid Packages – November 2022
- Council Authorization for Final Design Services for the Phase II Project – February 2023



QUESTIONS

