

**HAYWARD
GEOLOGIC HAZARD ABATEMENT
DISTRICT (GHAD)
BOARD AND
CITY COUNCIL MEETING**

MAY 25, 2021

PRESENTATIONS

GHAD PUBLIC HEARING

ITEM #2

PH 21-048

**GHAD BUDGET
FY2021 & 2022**

Hayward Geologic Hazard Abatement District

Geologic Hazard Abatement District
(GHAD) Budget for the 2021-2022
Fiscal Year

Date: May 25, 2021

Presented by: Haley Ralston, GHAD
Manager, ENGEO Representative



Overview – The Reserve

- Funded through supplemental real property tax assessments approved by the GHAD Board in 2016 for The Reserve development and adjusted annually for inflation
- For FY 2020/21, all 179 residences in The Reserve development were subject to the levy of the approved assessment and will be in FY 2021/22
- FY 2020/21 assessment is \$1,693.90 per residential unit in The Reserve development
- Engineer's Report provides the basis for the budget
- Revenue stream is divided into operations and reserve accumulation
- Budget provides short- and long-term costs

Overview – Ersted

- Funded through supplemental real property tax assessments approved by the GHAD Board in 2019 for the Ersted development, and adjusted annually for inflation
- In FY 2021/22, 42 of the total 59 residences within the Ersted development are anticipated to be subject to the levy of the approved assessment.
- Currently in developer-supported period for GHAD Plan of Control responsibilities for 3 years from issuance of first building permit (December 10, 2020)

Action Being Considered

- Accept the Hayward Geologic Hazard Abatement District (GHAD) Budget for the 2021-2022 Fiscal Year

Budget Summary

The proposed program budget for fiscal year 2021/22 is **\$147,560**.
The budget expenses break down into the following amounts.

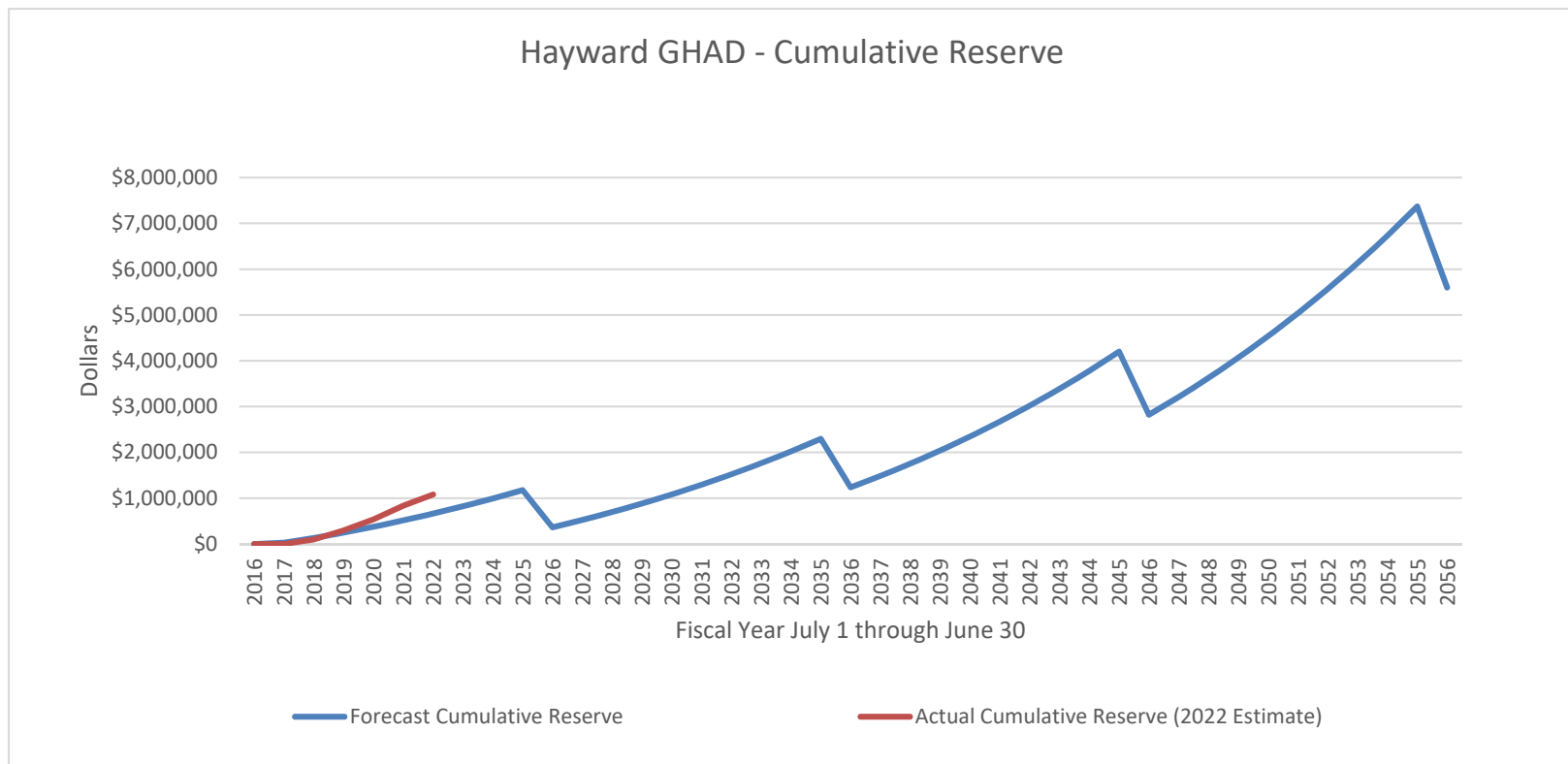
Major Repair	\$ 0
Preventive Maintenance and Operations	\$ 102,000
Special Projects	\$ 0
Administration and Accounting	\$ 22,700
Additional - Outside Professional Services	\$ 22,860

Reserve Summary

The proposed budget for the fiscal year 2021/22 anticipates revenue of **\$391,589** with an estimated contribution of **\$244,029** to the reserve fund.

Estimated Reserve on June 30, 2021	\$836,671
Estimated Assessment Revenue	\$358,035
Estimated Investment Income	\$ 33,554
Estimated Expenses FY 2021-22	<u>(\$147,560)</u>
Estimated Reserve on June 30, 2022	\$1,080,700

Account Balance – Target Reserve



GHAD Outlook

- Ersted development currently in developer-supported period for GHAD Plan of Control responsibilities for 3 years from issuance of first building permit (December 10, 2020)
- Potential neighboring development annexations to the Hayward GHAD
- Potential HARD parcel annexations to the Hayward GHAD

Recommendations

- Approve the Hayward Geologic Hazard Abatement District (GHAD) Budget for the 2021-2022 Fiscal Year

WORK SESSION

ITEM #7

WS #21-026

**I-880/WHIPPLE ROAD
AND
I-880/INDUSTRIAL PARKWAY
INTERCHANGE**

I-880 INTERCHANGE IMPROVEMENTS PROJECT

Whipple Road/Industrial Parkway Southwest Interchange
and

Industrial Parkway West Interchange

Hayward Council Work Session

May 25, 2021

Project Team

City Staff:

- Director Ameri, Director of Public Works
- Kathy Garcia, Deputy Director of Public Works
- Jorge Simbaqueba, Senior Transportation Engineer
- Shabnam Yari, Associate Transportation Engineer

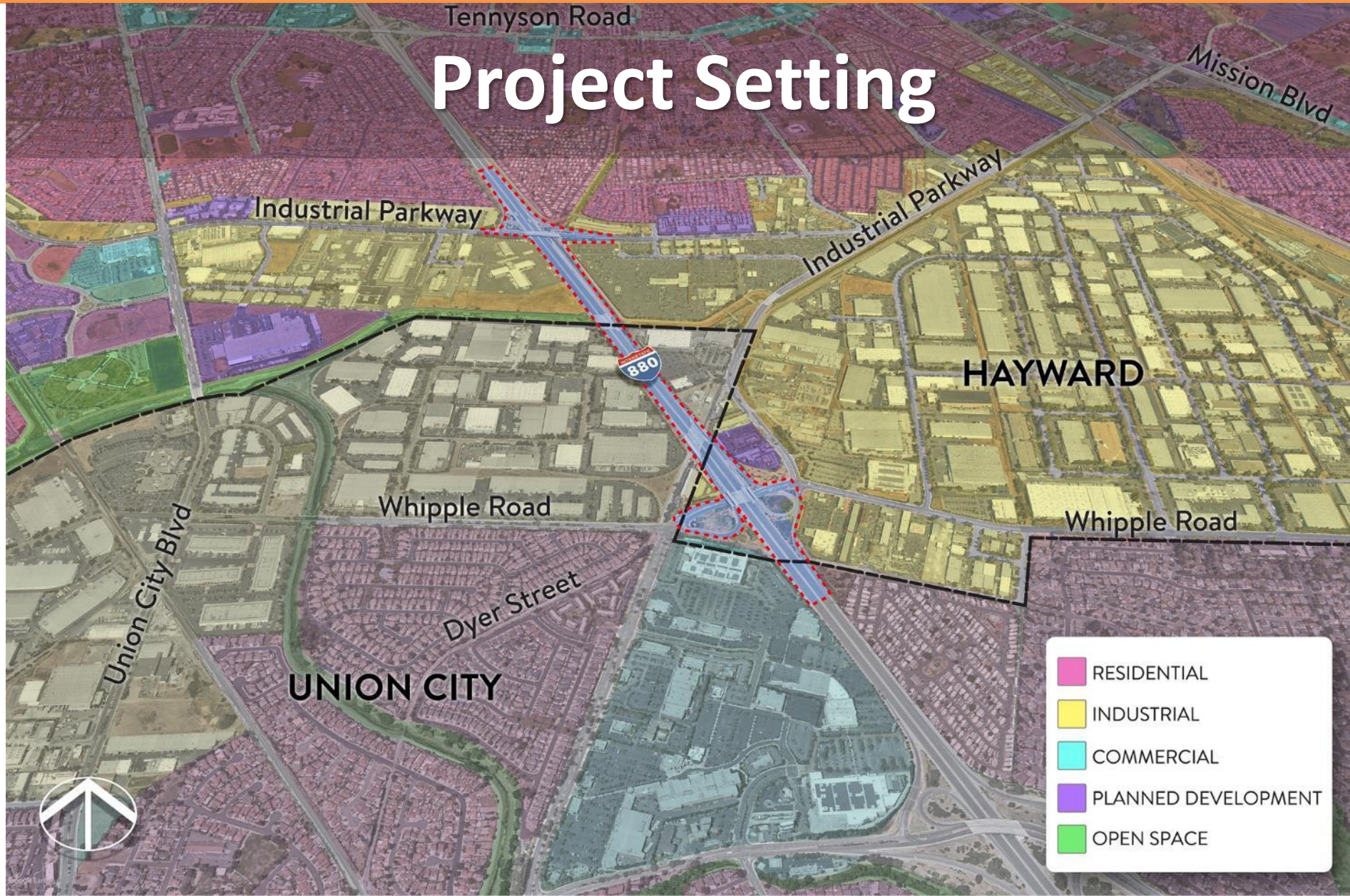
Alameda CTC Staff:

- Joy Sharma, Director of Project Delivery
- Gary Sidhu, Project Manager

Mark Thomas Staff:

- Sasha Dansky, Project Manager
- James Pangburn, Project Engineer

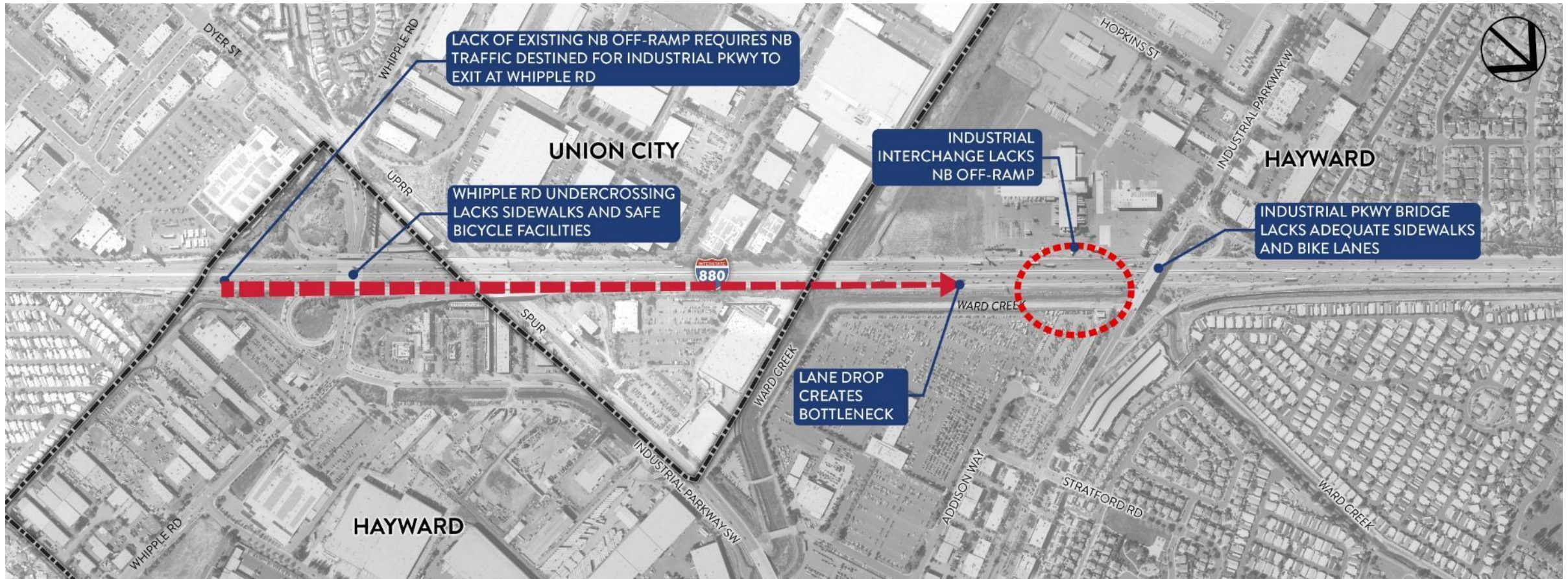
I-880 INTERCHANGE IMPROVEMENTS (WHIPPLE ROAD AND INDUSTRIAL PARKWAY)



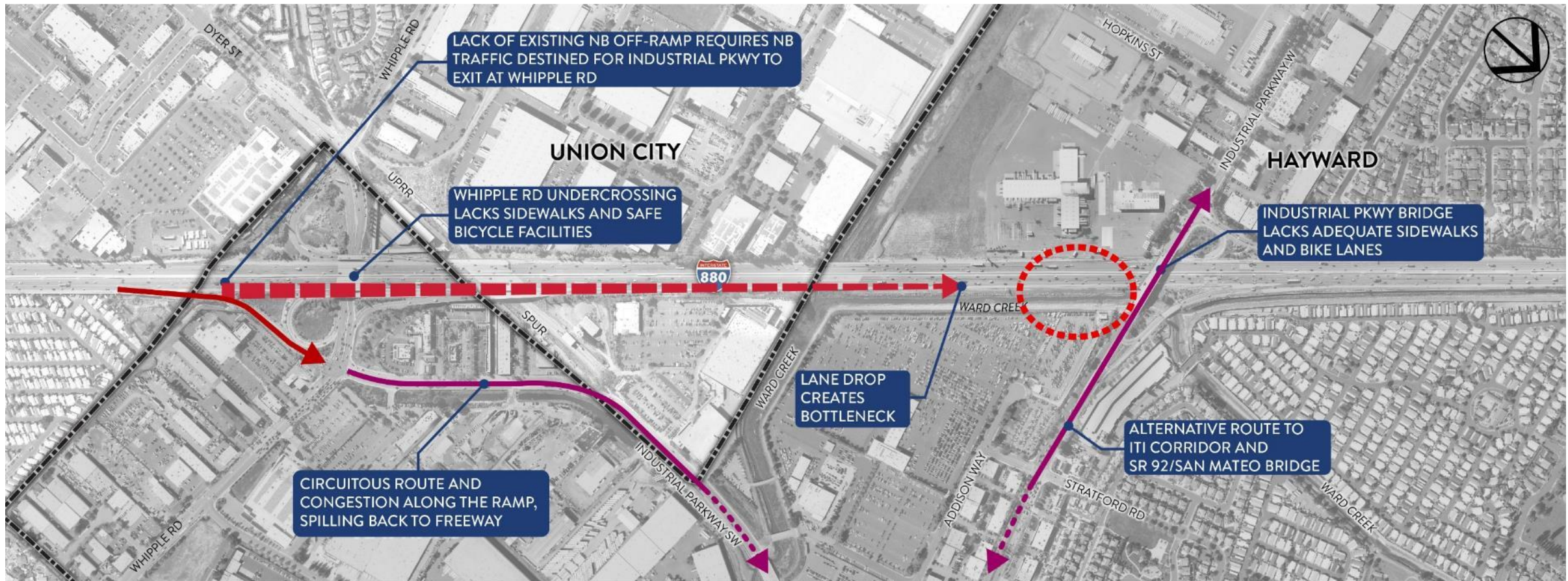
Project Challenges/ Existing Deficiencies



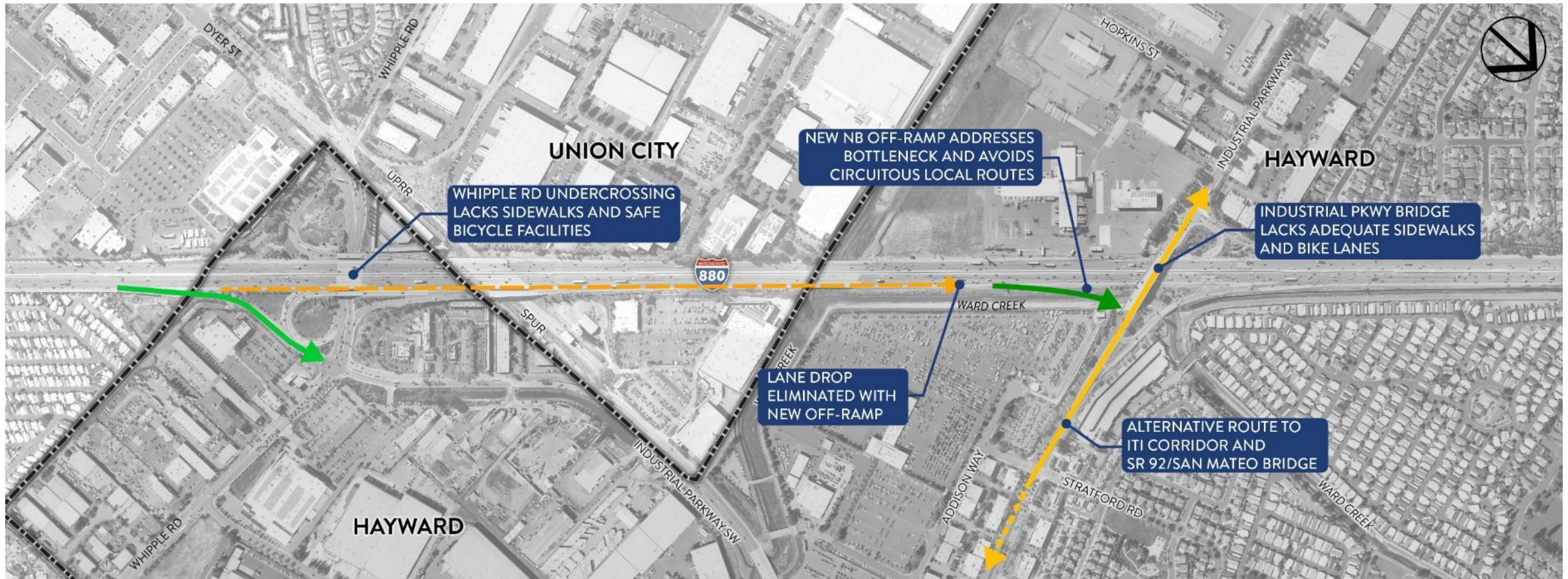
Project Challenges/ Existing Deficiencies



Project Challenges/ Existing Deficiencies



Project Challenges/ Existing Deficiencies



Project Purpose and Need

Purpose:

- Modernize interchanges and improve current and expected traffic operations by improving accessibility and enhancing mobility to the City of Hayward Industrial Technology and Innovation (ITI) Corridor.
- Complete the partial interchange at I-880/Industrial Parkway West to provide access to northbound I-880 traffic.
- Improve bicycle and pedestrian access through the I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges.

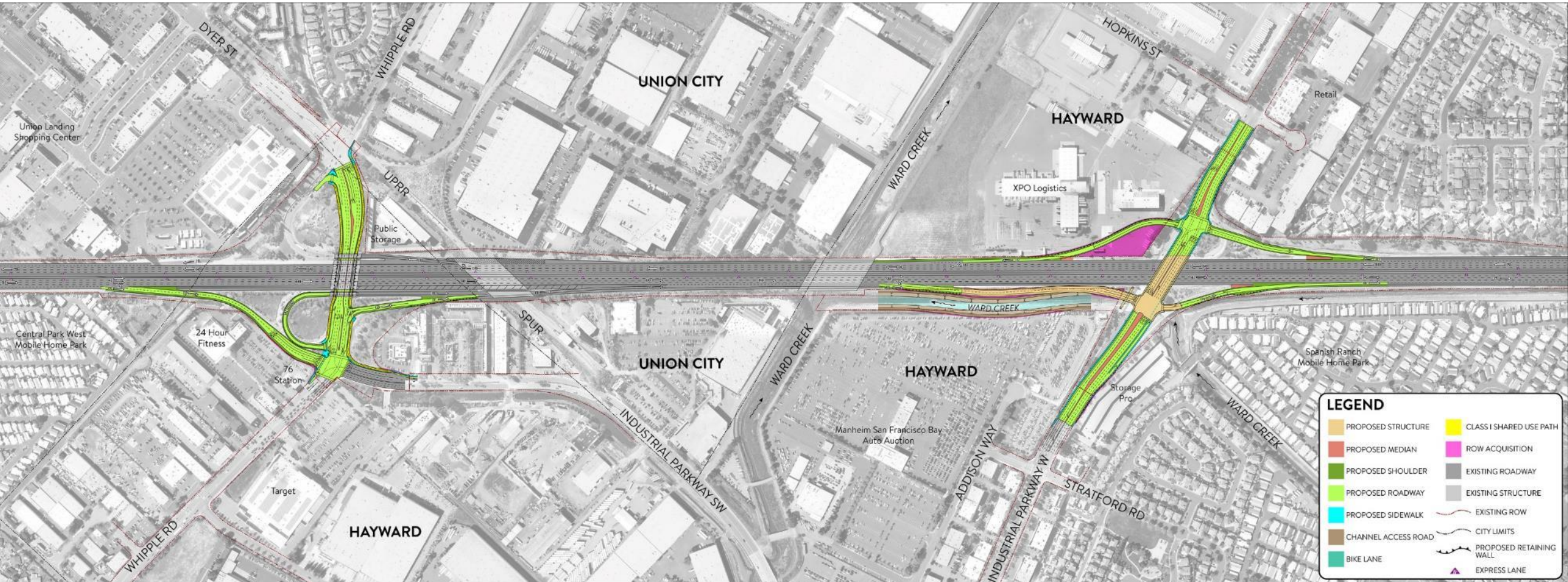


Project Alternatives

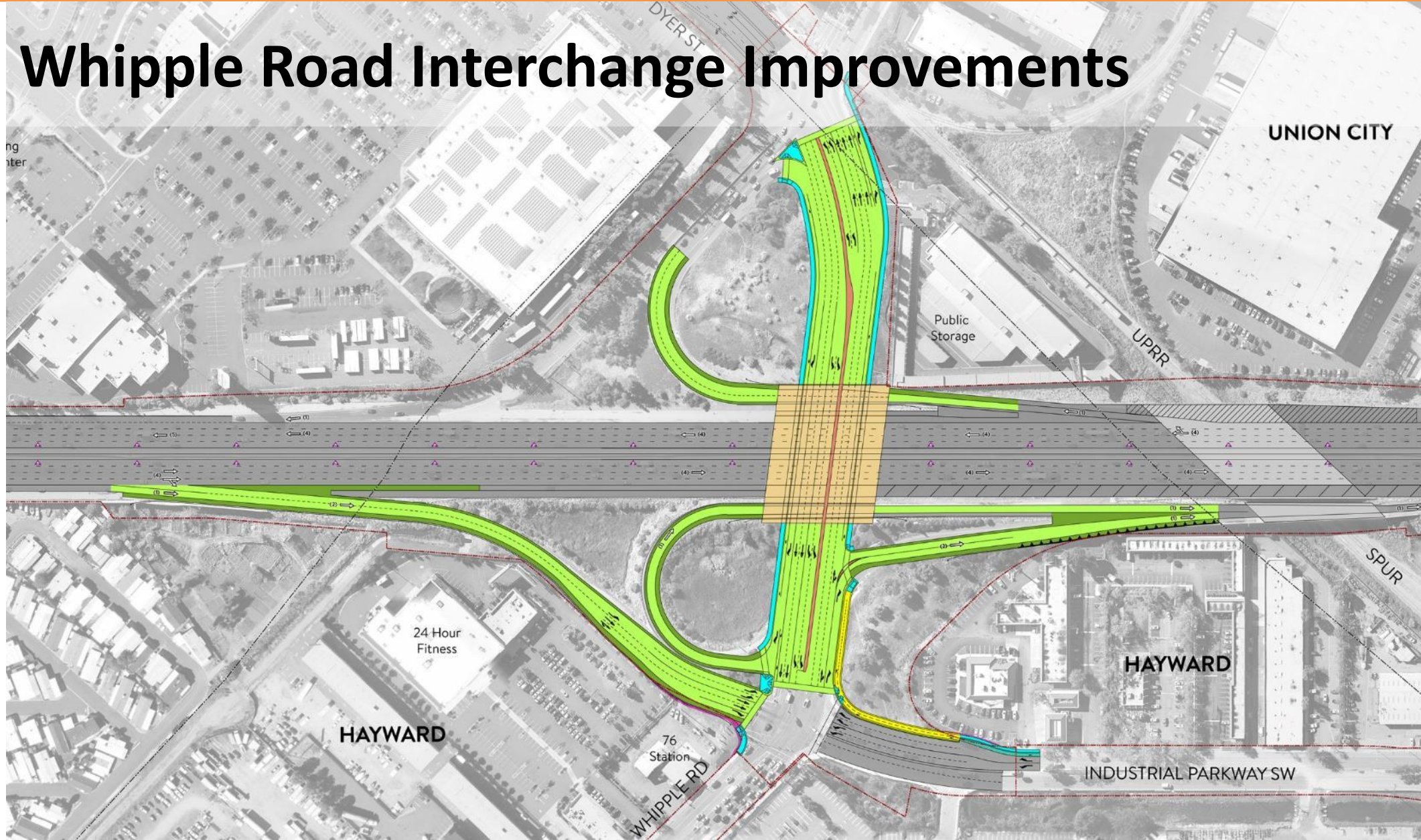
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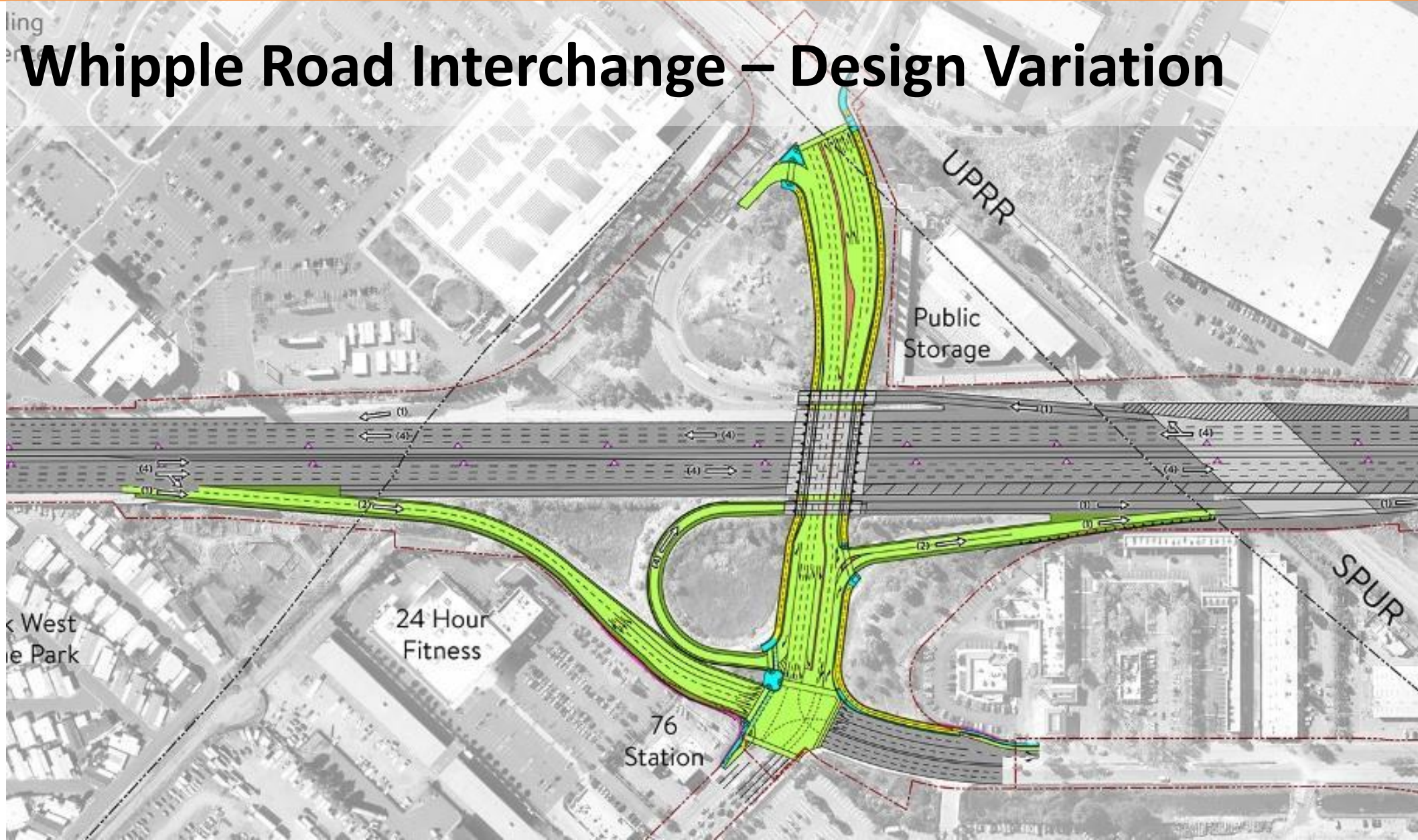
I-880 Whipple Road and Industrial Parkway Interchange Improvements



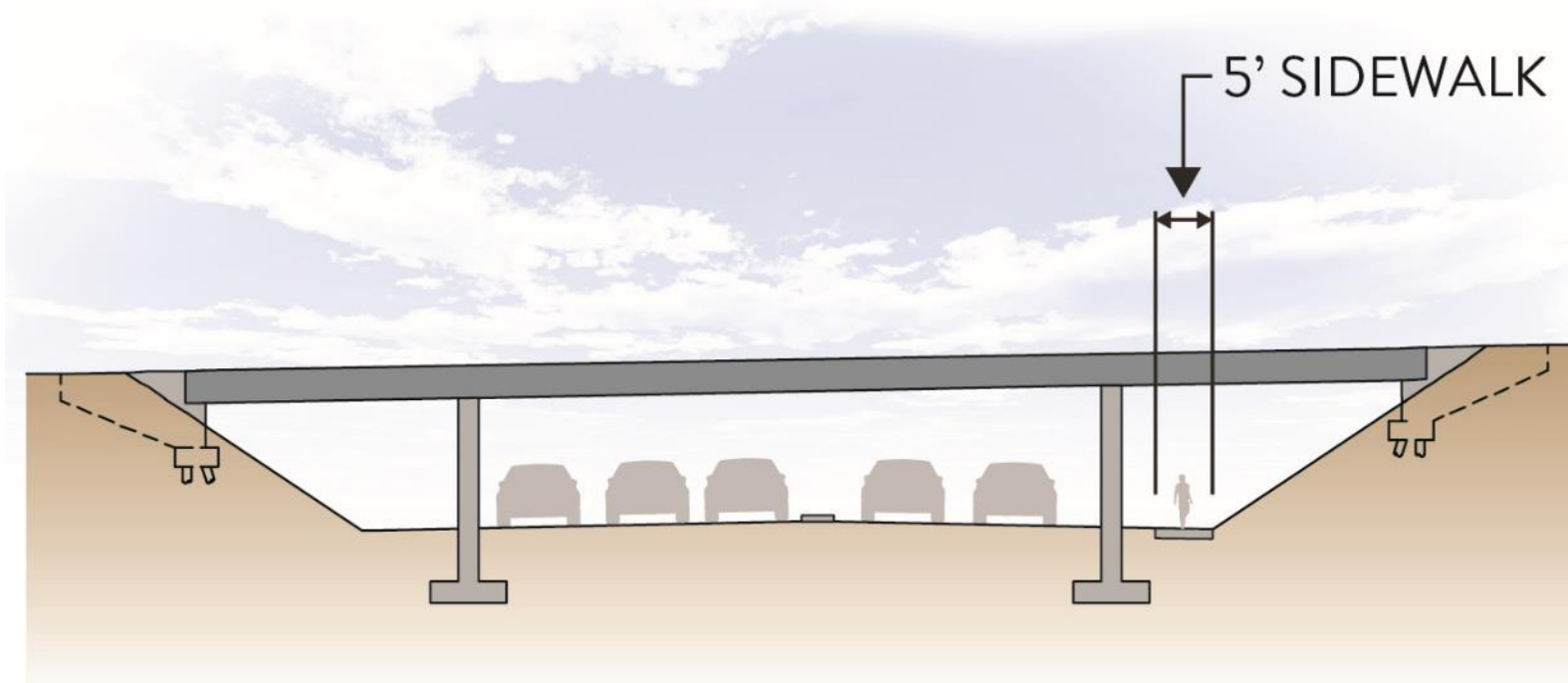
Whipple Road Interchange Improvements



Whipple Road Interchange – Design Variation

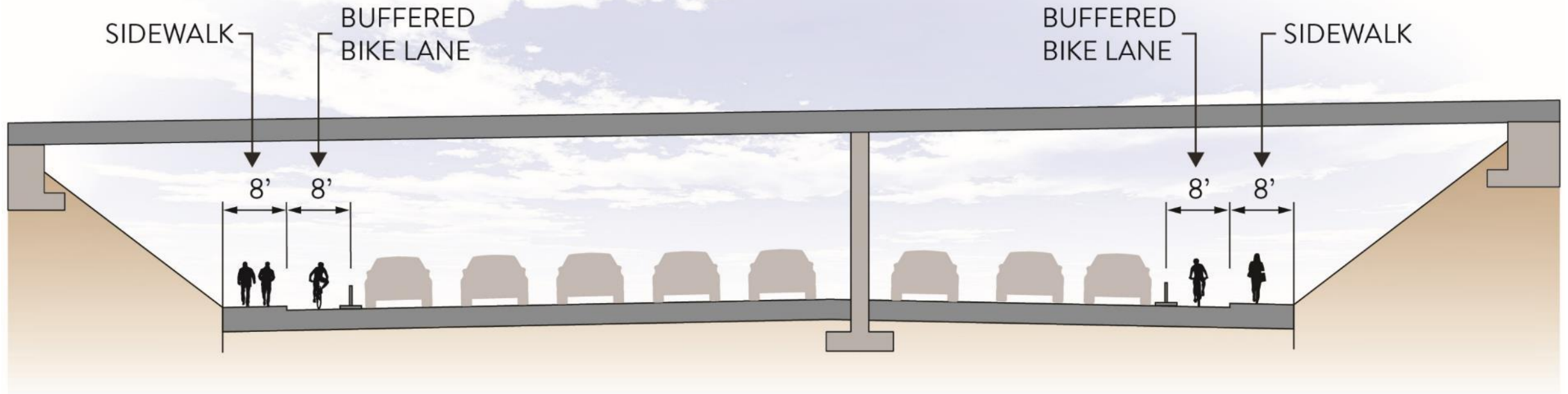


Whipple Road Bike and Pedestrian Accommodation - Existing



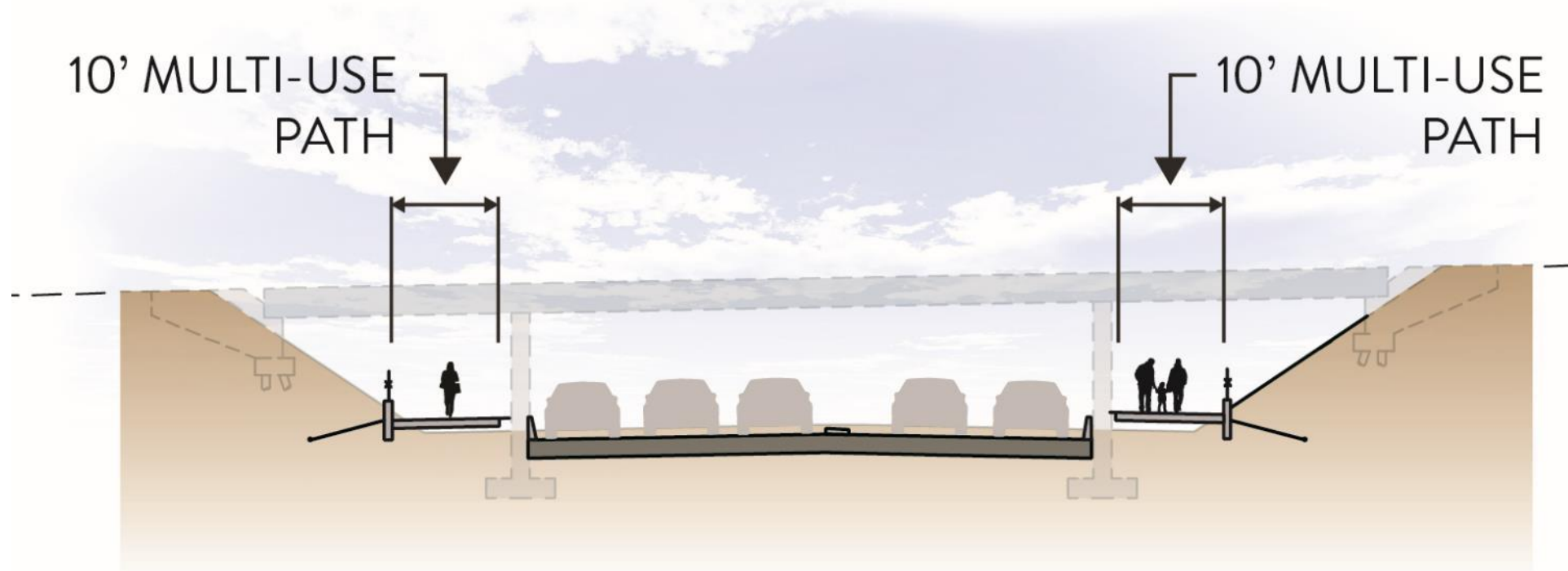
WHIPPLE ROAD UNDERCROSSING

Whipple Road Bike and Pedestrian Accommodation – Build Alternative



WHIPPLE ROAD UNDERCROSSING

Whipple Road Bike and Pedestrian Accommodation – Design Variation

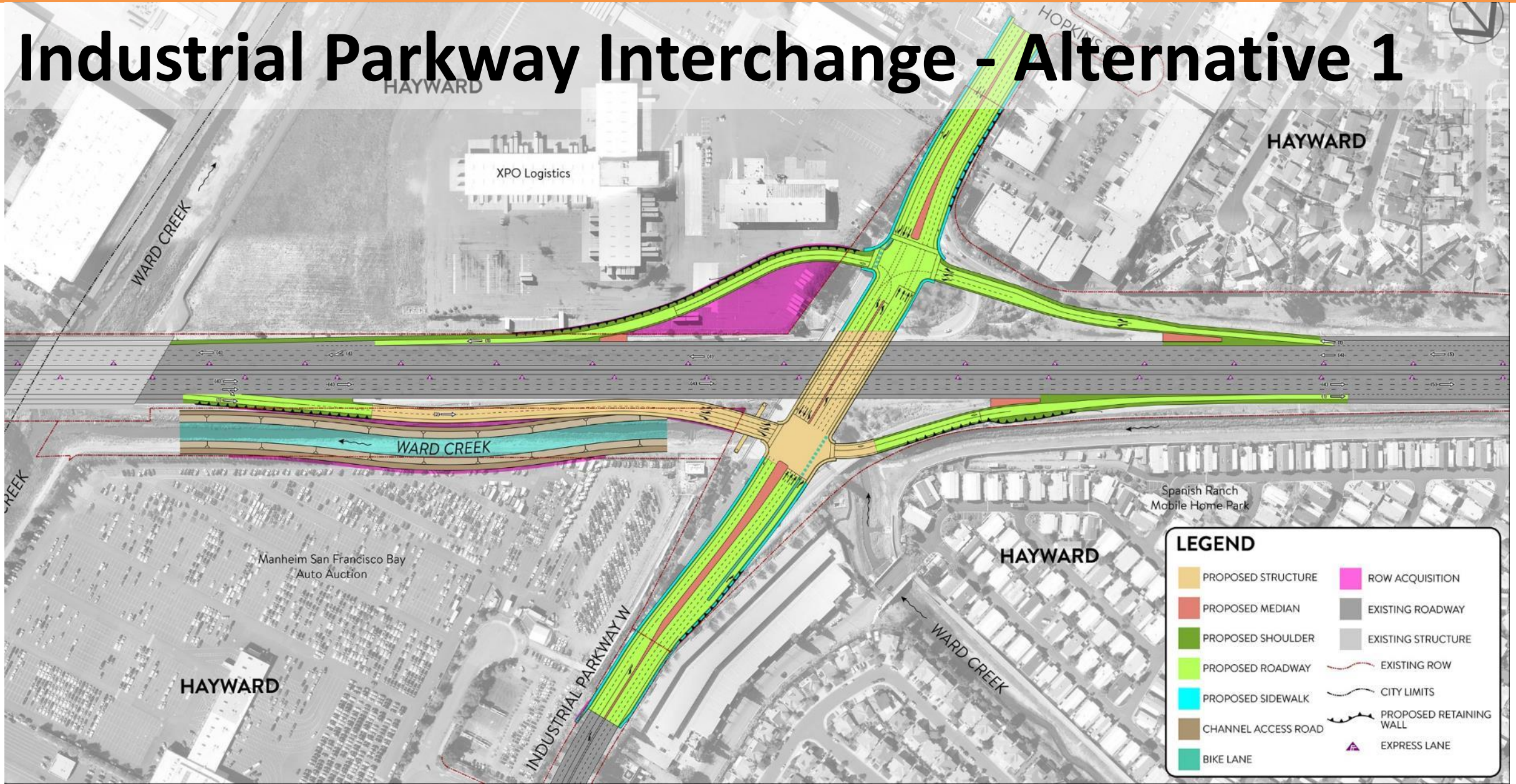


WHIPPLE ROAD UNDERCROSSING

I-880 INTERCHANGE IMPROVEMENTS
(WHIPPLE ROAD AND INDUSTRIAL PARKWAY)



Industrial Parkway Interchange - Alternative 1



Industrial Parkway Interchange – Alternative 2



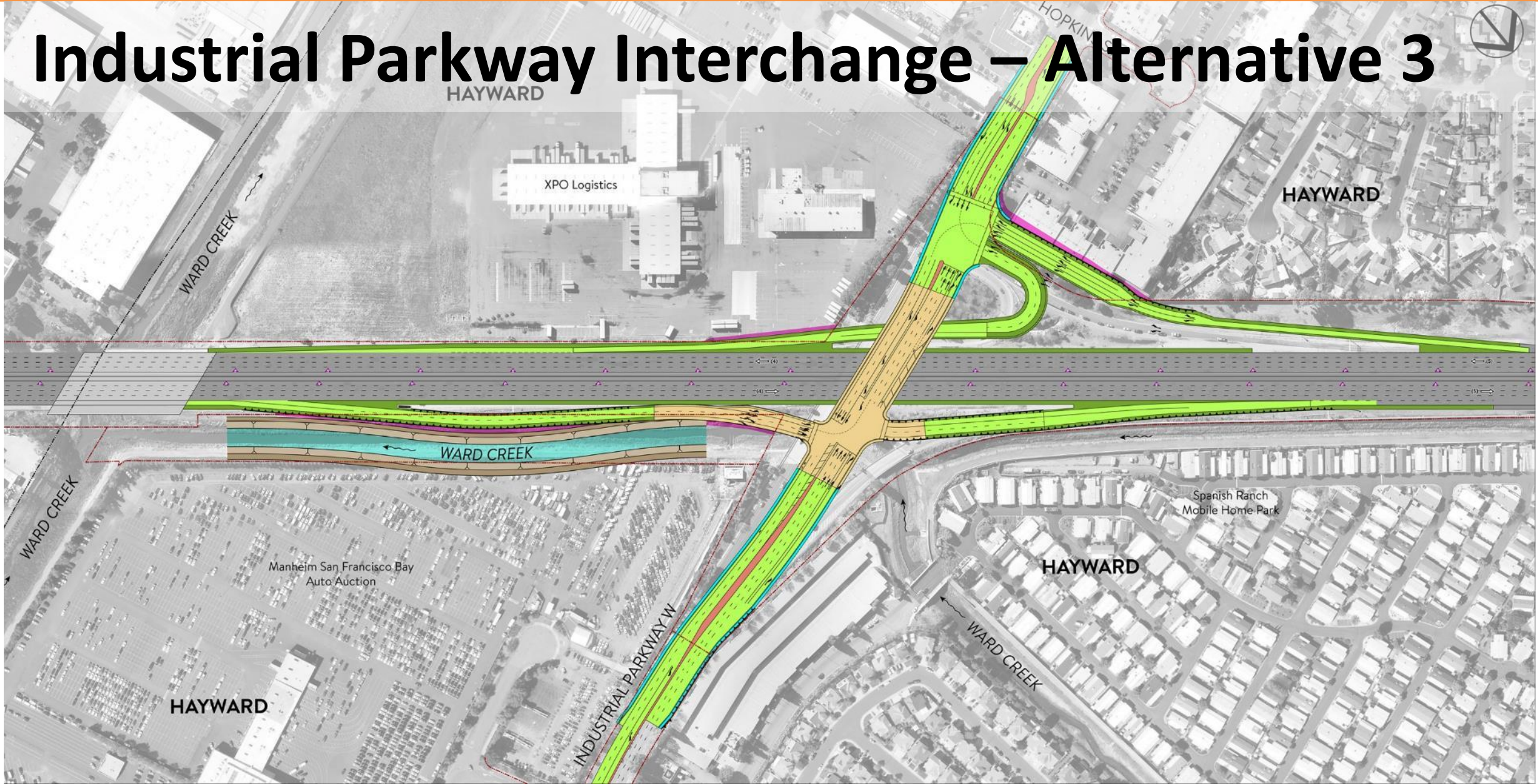
LEGEND

PROPOSED STRUCTURE	ROW ACQUISITION
PROPOSED MEDIAN	EXISTING ROADWAY
PROPOSED SHOULDER	EXISTING STRUCTURE
PROPOSED ROADWAY	EXISTING ROW
PROPOSED SIDEWALK	CITY LIMITS
CHANNEL ACCESS ROAD	PROPOSED RETAINING WALL
BIKE LANE	EXPRESS LANE

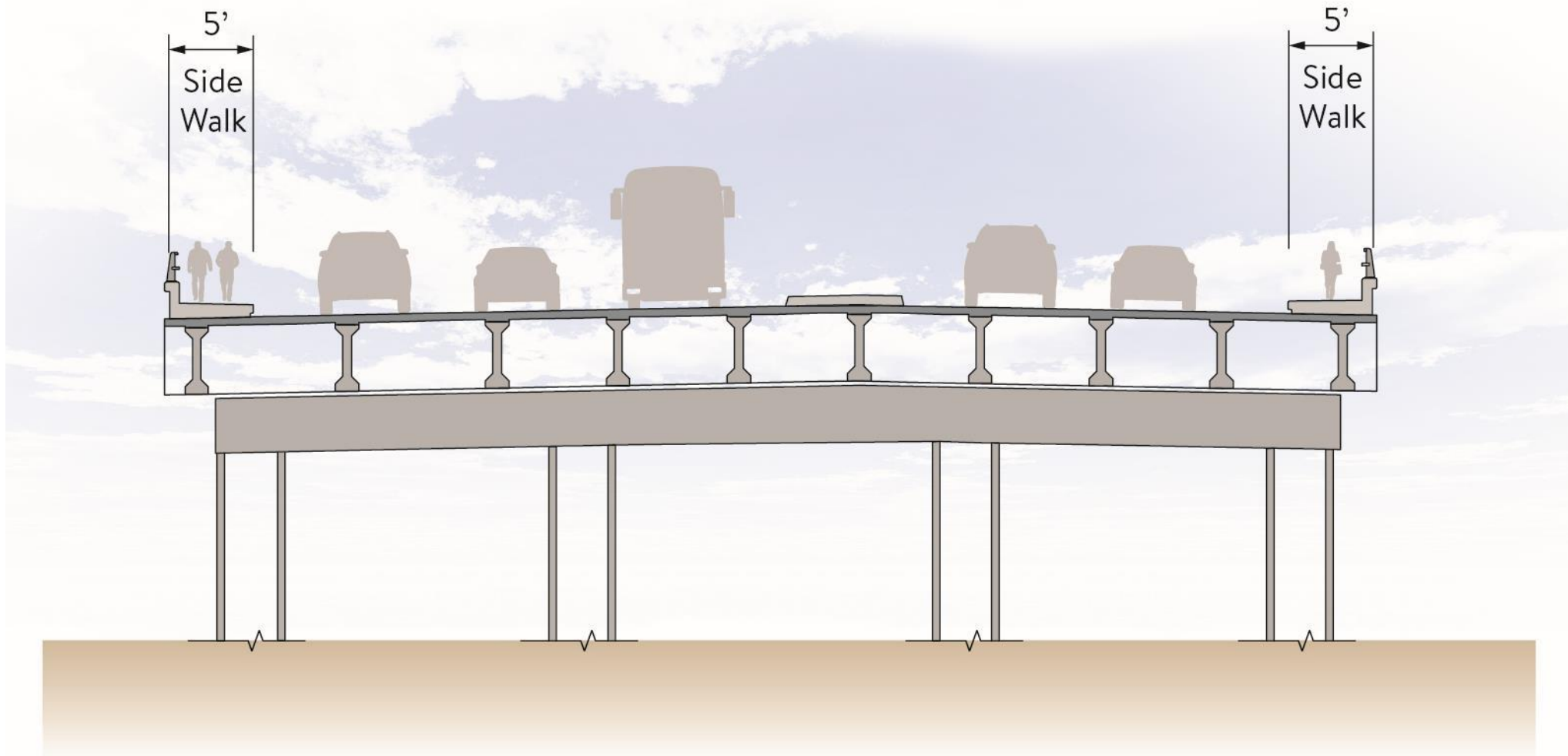
I-880 INTERCHANGE IMPROVEMENTS
(WHIPPLE ROAD AND INDUSTRIAL PARKWAY)



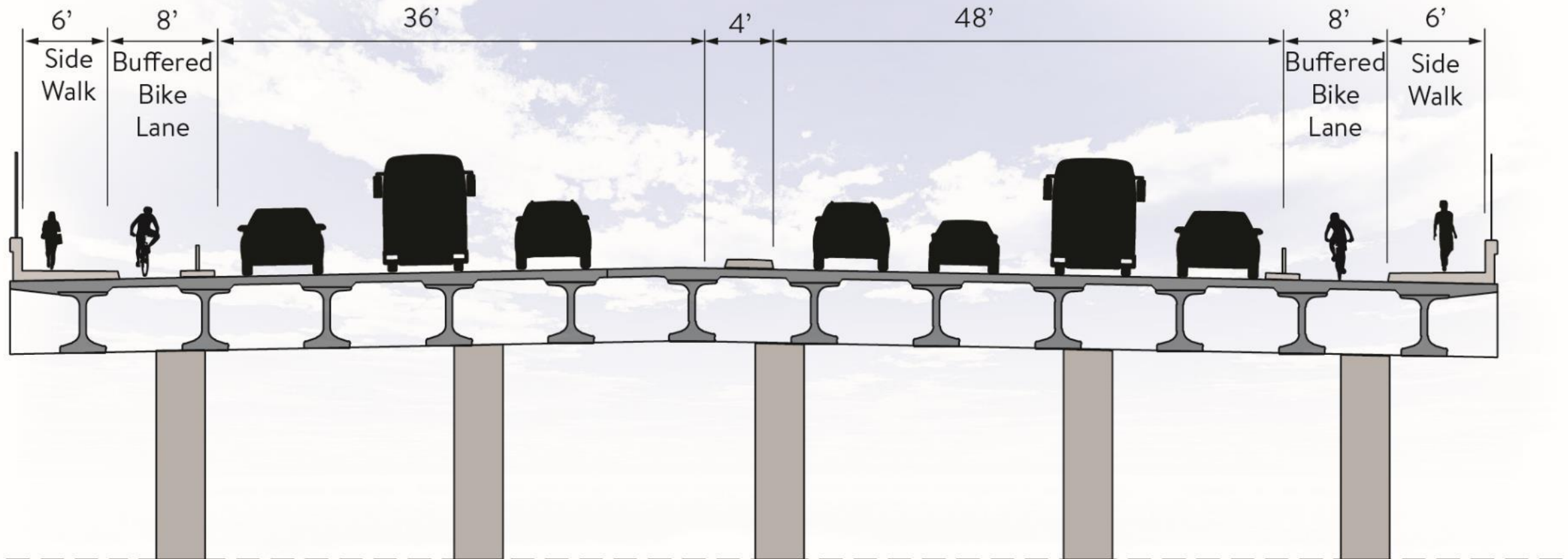
Industrial Parkway Interchange – Alternative 3



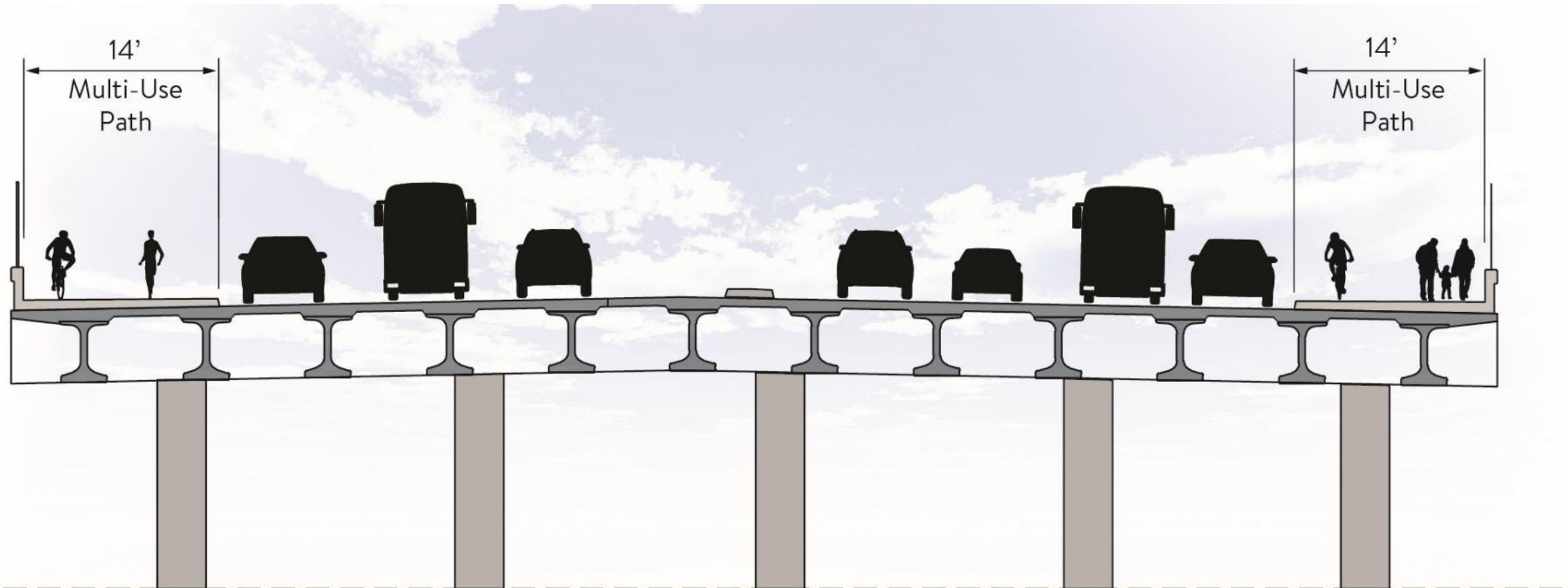
Industrial Parkway Bike and Pedestrian Accommodation – Existing



Industrial Parkway Bike and Pedestrian Accommodation – Option 1



Industrial Parkway Bike and Pedestrian Accommodation – Option 2



Alternative Evaluation Criteria

- Cost
- Operations
- Ped/Bicycle Access
- Right of Way
- Construction Impacts/Construction Staging
- Safety

Evaluation Criteria Weighting

Criteria	Weighting Factor
Cost	2
ROW Impact	2
Operations	2
Constructability/ Staging	1
Bike/ Pedestrian Comfort	3
Safety	2

Evaluation of Alternatives – Whipple Interchange

Whipple Road Interchange		Raw Score		Weighted Score	
Evaluation Criteria	Weight	Alt 1	Alt 1 DV	Alt 1	Alt 1 DV
Cost	2	○ 2	● 5	4	10
ROW	2	◐ 4	◐ 4	8	8
Operations	2	● 5	◐ 4	10	8
Constructability / Staging	1	○ 2	● 5	2	5
Bike / Ped Comfort	3	◐ 4	◐ 3	12	9
Safety	2	◐ 3	◐ 3	6	6
Total Score		20	24	42	46

Evaluation of Alternatives – Industrial Interchange

Industrial Parkway Interchange		Raw Score				Weighted Score		
Evaluation Criteria	Weight	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	
Cost	2	● 5	◐ 3	◐ 4	10	6	8	
ROW	2	◐ 4	◐ 3	● 5	8	6	10	
Operations	2	◐ 3	● 5	◐ 4	6	10	8	
Constructability / Staging	1	◐ 4	● 5	◐ 3	4	5	3	
Bike / Ped Comfort	3	◐ 4	◐ 3	● 5	12	9	15	
Safety	2	◐ 3	○ 2	◐ 4	6	4	8	
Total Score		23	21	25	46	40	52	

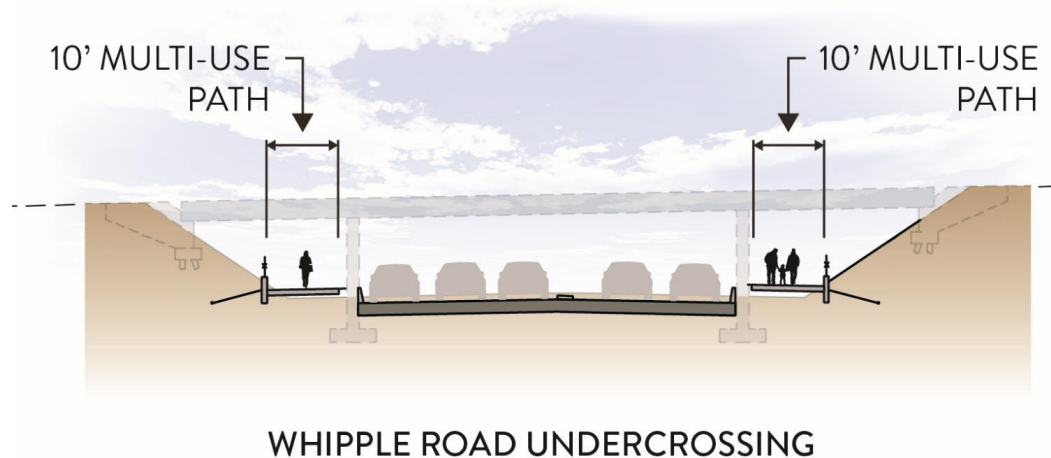
Project Milestone Schedule

Project Milestone	Scheduled Delivery Date
Approval of PSR-PDS	Completed August 2018
Scoping Meeting	January 23, 2019
DED Circulation for public review/comments & Public Meeting	January 2021-March 2021
Complete PA/ED	Fall 2021
Begin Detailed Design (PS&E) & Right of Way Acquisition	Fall 2021 (*)
Complete PS&E and Right of Certification	Summer 2023 (*)
Begin Construction	Spring 2024 (*)
End Construction	2027 (*)

() Subject to change depending on funding availability*

Staff Recommendation

- Build Alternative 3 with Design Variation
 - Improves Safety
 - Superior for non-motorized users
 - Minimizes right-of-way impacts
- Meets Purpose and Need



Whipple Rd (DV)

Industrial Pkwy (BA3)



Staff Request that Council

- Open and Receive Public Comments on Staff Recommendations for a Preferred Alternative
- Council feedback
- Selected alternative to be presented to Alameda CTC and Caltrans

Work Session Format:

1) Public Comments

2) Council Questions and Comments

Cost – Whipple Interchange

Phase	Build Alternative	Design Variation
Design & CM	\$17,550,000	\$10,190,000
Construction	\$57,024,469	\$31,696,673
Right of Way	\$7,402,176	\$7,402,176
Project Total	\$81,976,645	\$49,288,849
Score	2	5

Cost – Industrial Interchange

Phase	Alternative 1	Alternative 2	Alternative 3
Design & CM	\$32,240,000	\$34,150,000	\$32,070,000
Construction	\$103,323,581	\$110,224,753	\$101,383,800
Right of Way	\$17,312,738	\$16,966,868	\$20,814,673
Project Total	\$152,876,319	\$161,341,621	\$154,268,473
Score	5	3	4

ROW Impact – Industrial Interchange

Alt 1



ROW Impact Score: 4

Alt 2



ROW Impact Score: 3

Alt 3



ROW Impact Score: 5

Whipple Interchange Operations

2045 AM Peak Hour

Intersection Name	2045 Alt 1		2045 Design Variation	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
I-880 SB Ramps / Dyer Street and Whipple Road	D	52.2	D	50.4
I-880 NB Ramps & Whipple Road	E	64.8	E	65.7

2045 PM Peak Hour

Intersection Name	2045 Alt 1		2045 Design Variation	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
I-880 SB Ramps / Dyer Street and Whipple Road	E	57.9	D	54.0
I-880 NB Ramps & Whipple Road	D	52.1	E	55.8

Operations Score: 5

Operations Score: 4

Industrial Interchange Operations

2045 AM Peak Hour						
Intersection Name	2045 Alt 1		2045 Alt 2		2045 Alt 3	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
I-880 SB Ramps /Industrial Parkway	C	32.3	C	27.6	C	28.2
I-880 NB Ramps & Industrial Parkway	D	35.3	C	20.7	C	31.9

2045 PM Peak Hour						
Intersection Name	2045 Alt 1		2045 Alt 2		2045 Alt 3	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
I-880 SB Ramps /Industrial Parkway	C	27.0	B	12.3	C	24.7
I-880 NB Ramps & Industrial Parkway	B	16.4	B	14.3	C	22.1

Operations Score: 3

Operations Score: 5

Operations Score: 4

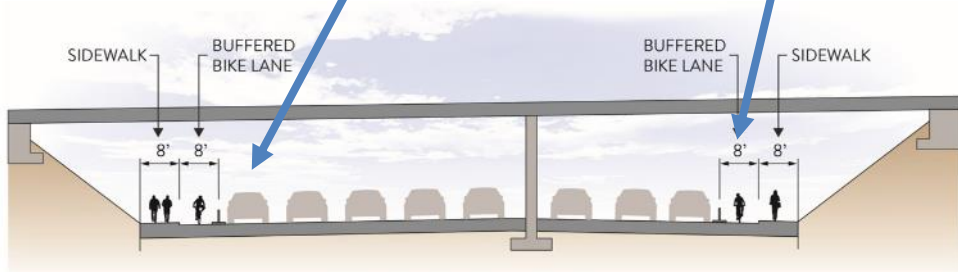
Bike and Pedestrian Comfort – Whipple Interchange

Build Alt



Bike and Ped separated by buffers and curb

Separate Bike and Ped facilities



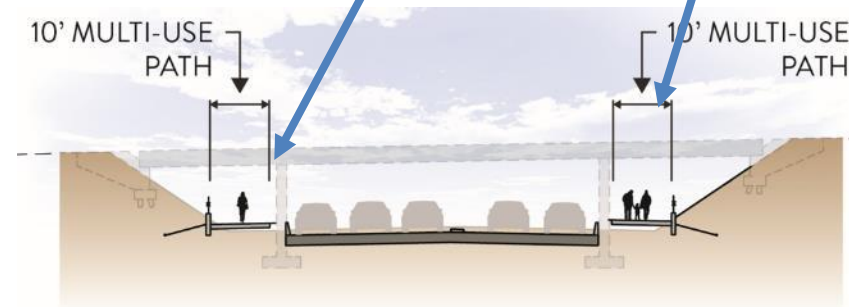
Bike/Ped Comfort Score: 4

Design Variation



Bike and Ped path separated by grade and bridge columns

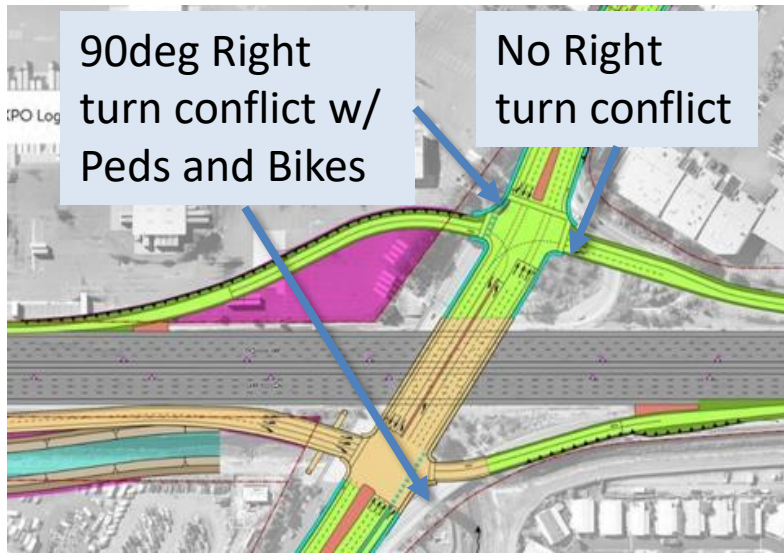
Multiuse bike and ped facilities



Bike/Ped Comfort Score: 3

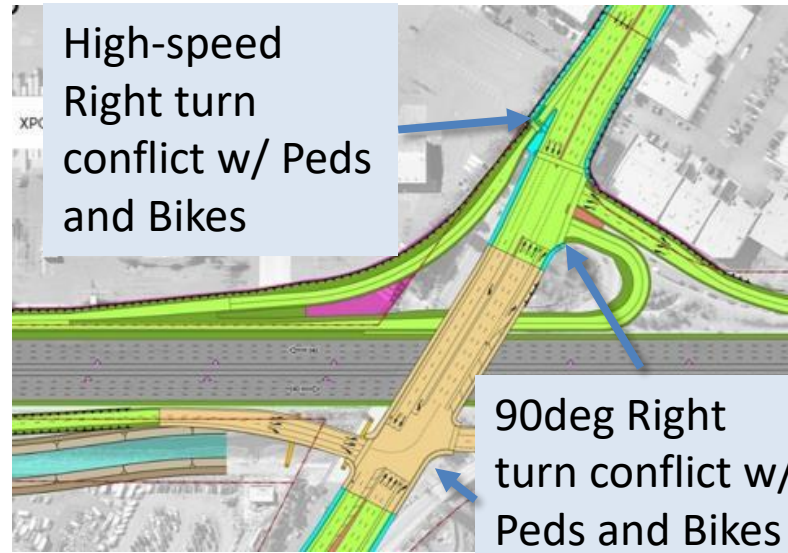
Bike and Pedestrian Comfort – Industrial Interchange

Alt 1



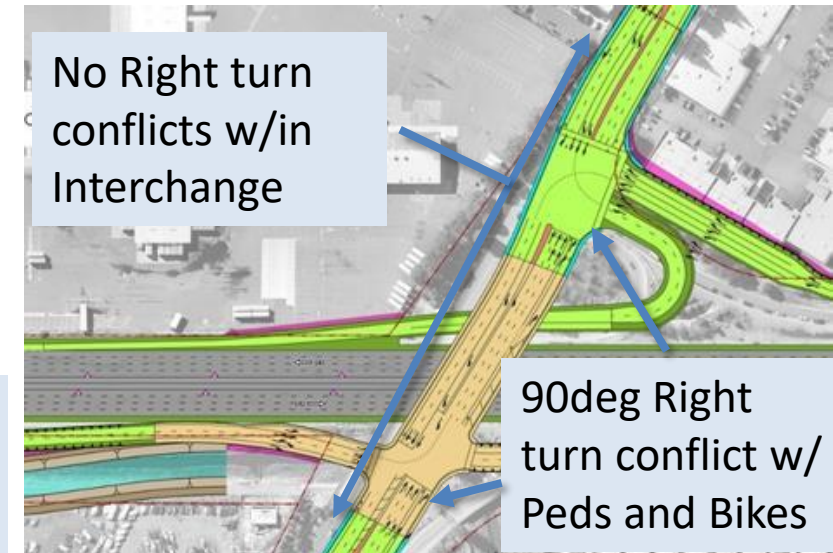
Bike/Ped Comfort Score: 4

Alt 2



Bike/Ped Comfort Score: 3

Alt 3



Bike/Ped Comfort Score: 5

Safety – Whipple Interchange



Build Alternative

- Straight Whipple Road alignment with standard lane and shldr width
- Bicycle and pedestrian features not separated from traffic by bridge columns

Safety Score: 3



Design Variation

- Curvilinear Whipple Road alignment with non-standard lane and shldr widths
- Bicycle and pedestrian features separated from traffic by bridge columns

Safety Score: 3

Safety – Industrial Interchange



Alternative 1

- Single SB on-ramp merge point
- Shorter SB weaving distance to Whipple IC
- Right turn conflict point on Industrial for EB vehicles and ped/bikes

Safety Score: 3



Alternative 2

- Multiple on-ramp merge points
- Shortest SB weaving distance to Whipple IC
- High speed right turn conflict point on Industrial for EB vehicles and ped/bikes
- Short radius loop on-ramp

Safety Score: 2



Alternative 3

- Single on-ramp merge point
- Longest SB weaving distance to Whipple IC
- No right turn conflict point on Industrial for EB vehicles and ped/bikes
- Short radius loop on-ramp

Safety Score: 4