

**CITY COUNCIL MEETING  
TUESDAY, FEBRUARY 2, 2016**

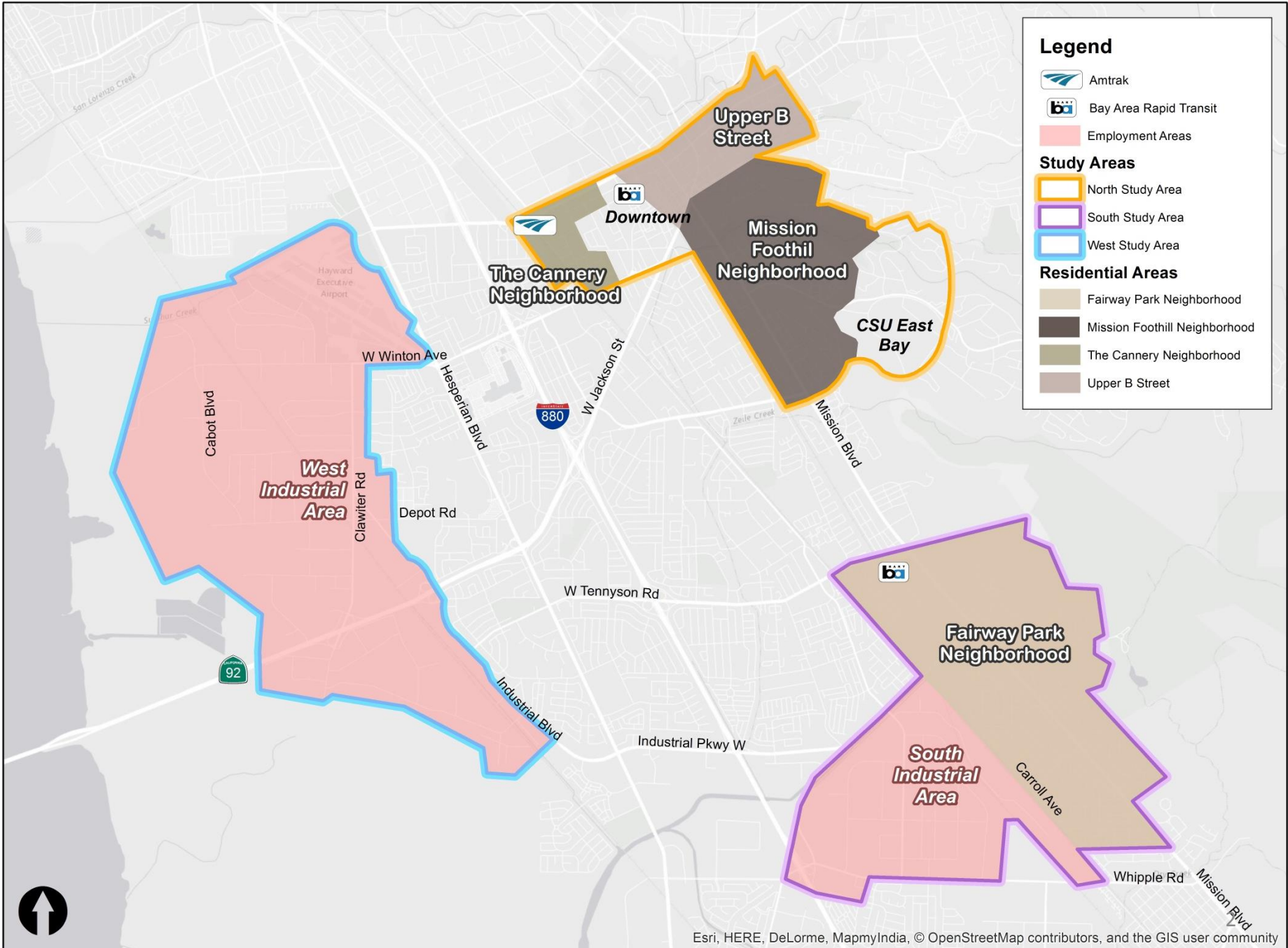
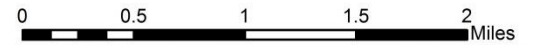
**PRESENTATIONS**

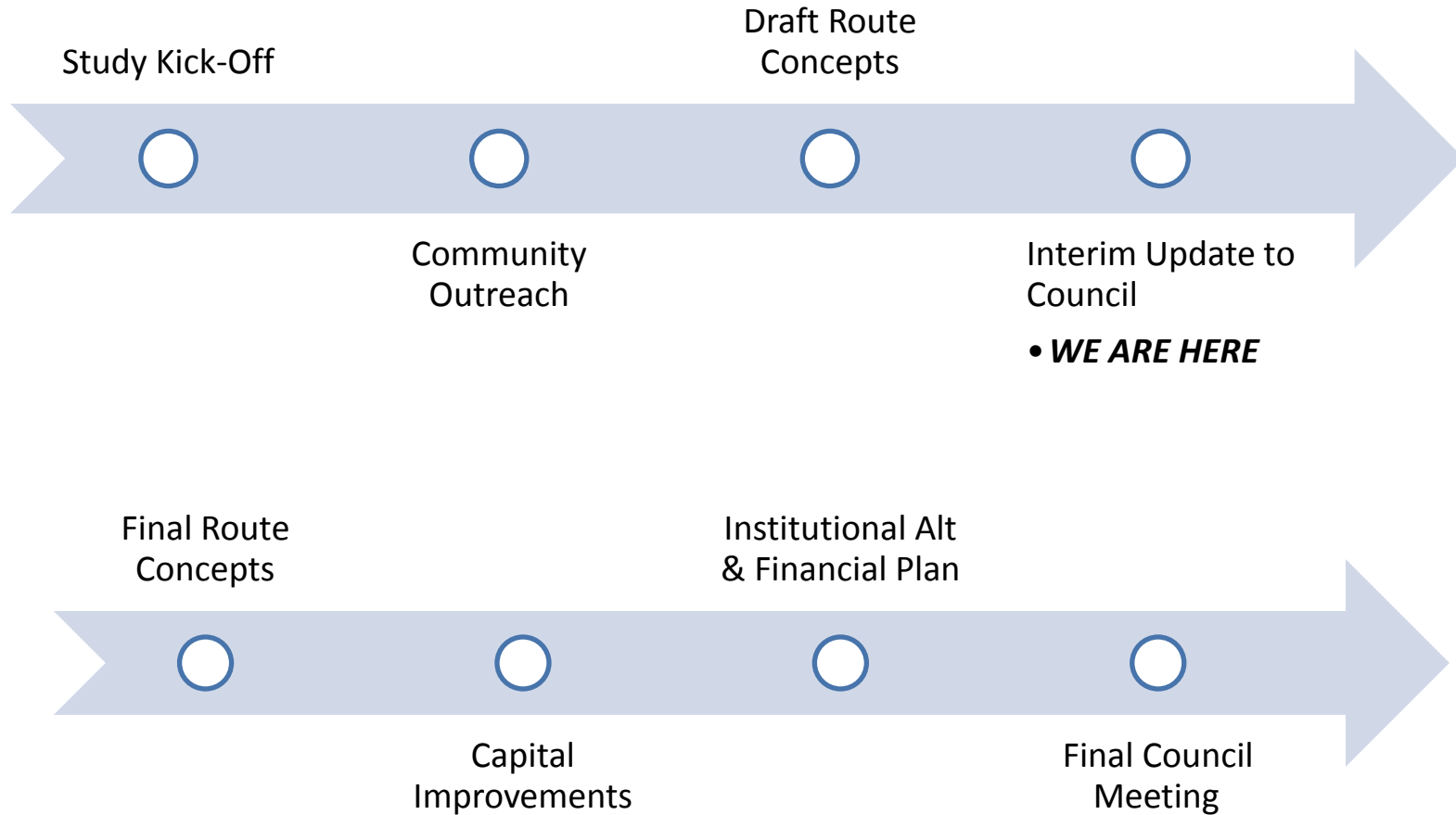


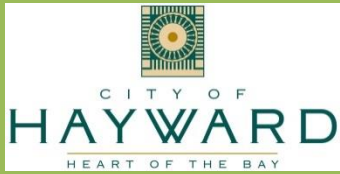
# Hayward Transit Connector Feasibility Study Interim Update

City Council Meeting  
*February 2, 2016*

# Study Areas







# STAKEHOLDER COORDINATION

## Technical Advisory Committee

AGENCY	BUSINESSES
City of Hayward	Baxalta, Inc.
AC Transit	Baxter, Inc.
BART	Sugar Bowl Bakery
Cal State East Bay	Hayward Chamber of Commerce
Caltrans*	

\* Study funding partner

## Goal:

- Ensure stakeholder input from a variety of stakeholders

## Strategies:

- Residential Open Houses: 23 residents attended
- Industrial Employee Lunch Events: more than **130 employees/students attended**
- Surveys: **192 residents** and **314 employees** surveyed
- Employer Interviews: 5 employers interviewed

### **Route Selection Process:**

1. Existing land use
2. Existing Transit conditions
3. Public outreach findings
4. Staff recommendation



Figure 2-15  
Transit  
Likelihood



# EXISTING CONDITIONS

## Level of Existing Transit Service

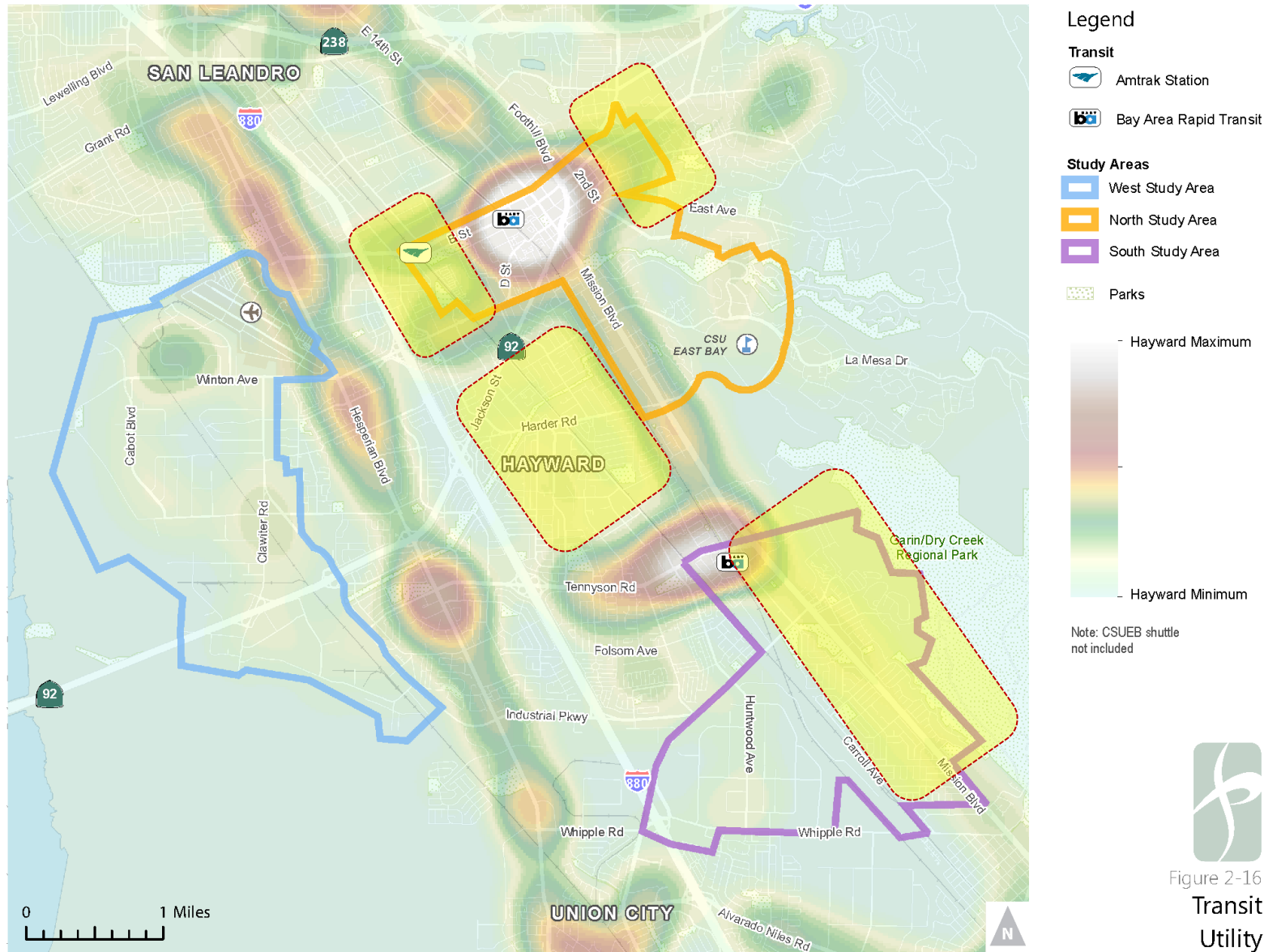
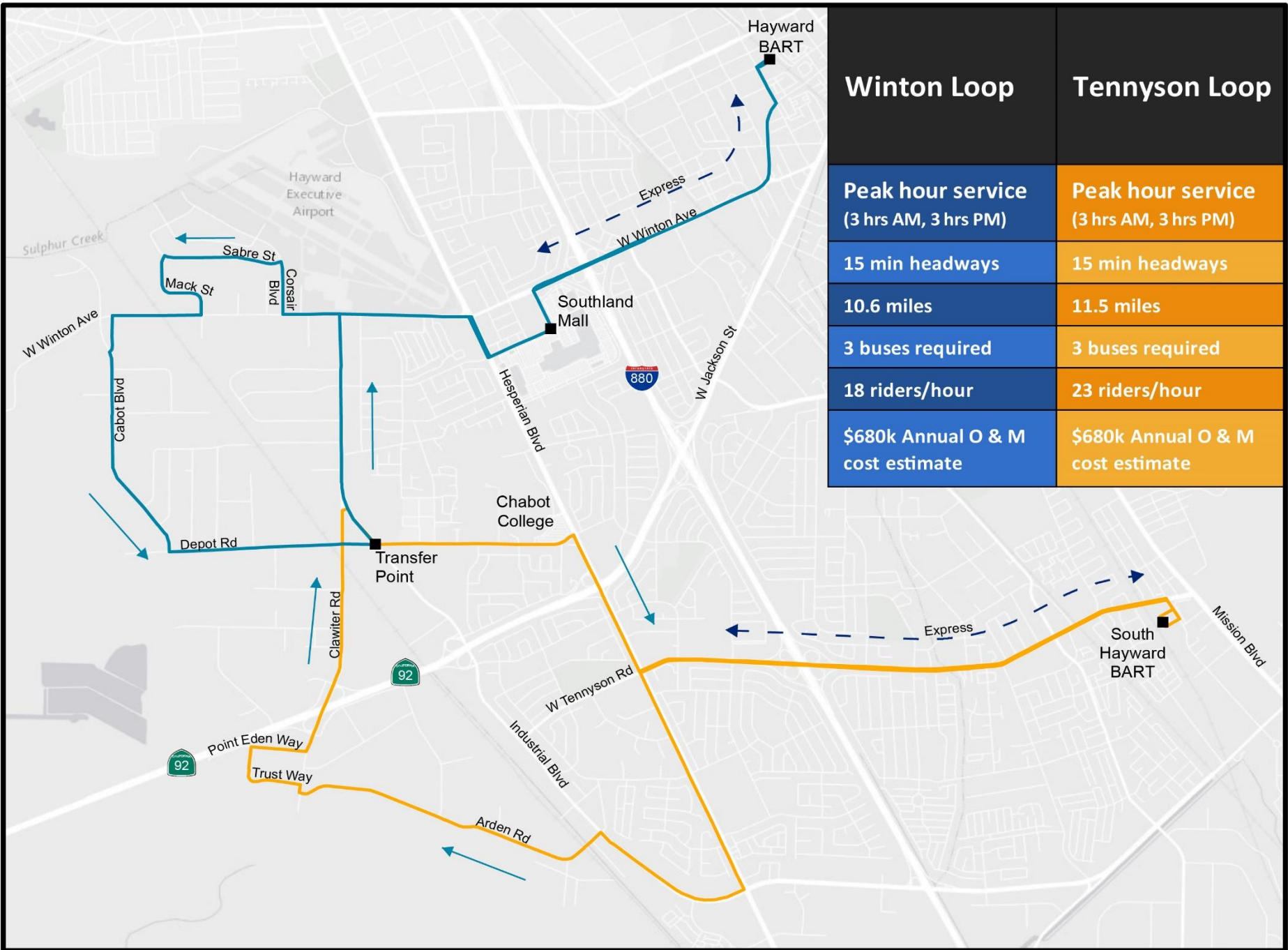


Figure 2-16  
Transit  
Utility



Winton Loop	Tennyson Loop
Peak hour service (3 hrs AM, 3 hrs PM)	Peak hour service (3 hrs AM, 3 hrs PM)
15 min headways	15 min headways
10.6 miles	11.5 miles
3 buses required	3 buses required
18 riders/hour	23 riders/hour
\$680k Annual O & M cost estimate	\$680k Annual O & M cost estimate

# South Industrial Loop

Peak hour service  
(3 hrs AM, 3 hrs PM)

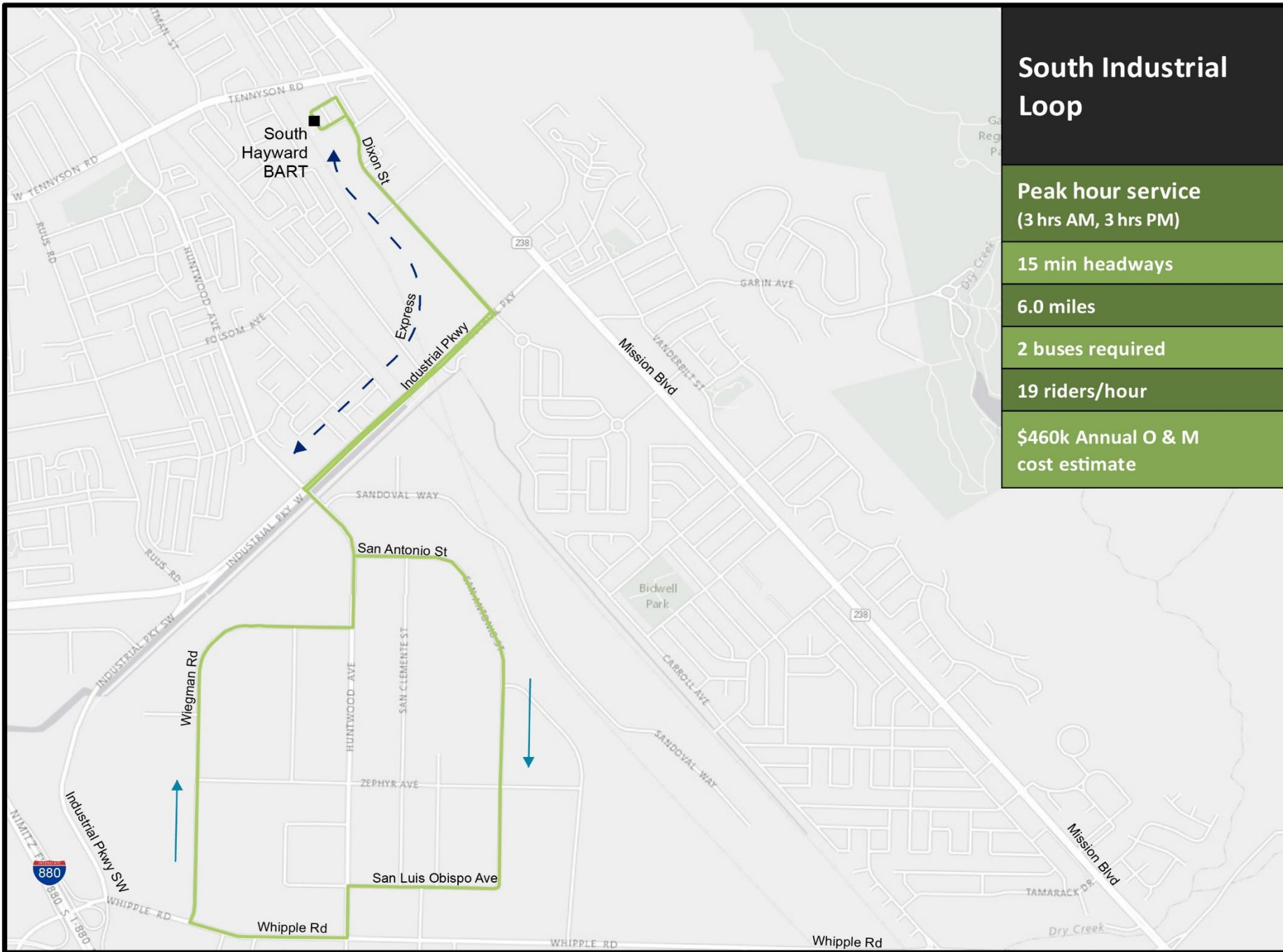
15 min headways

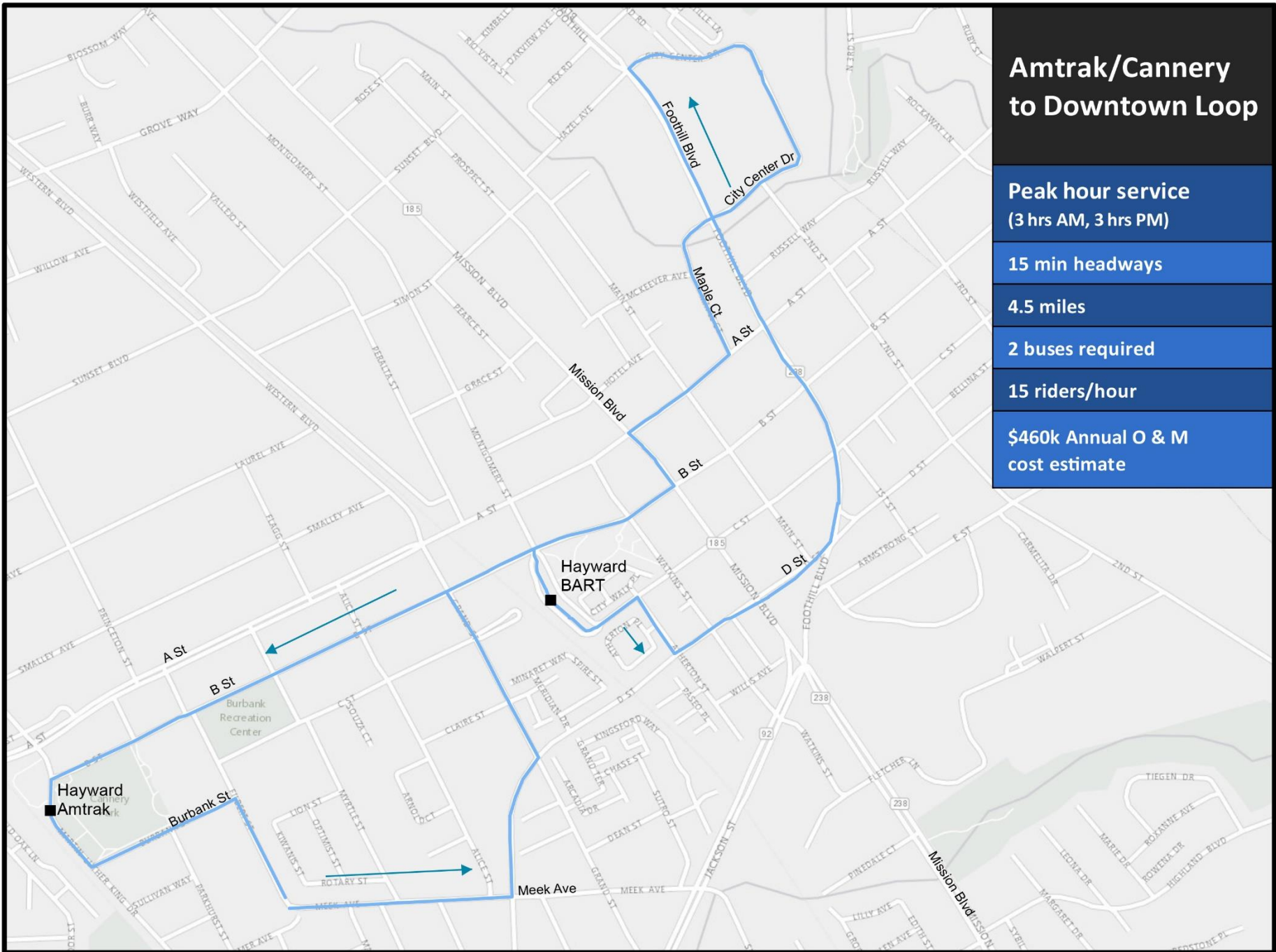
6.0 miles

2 buses required

19 riders/hour

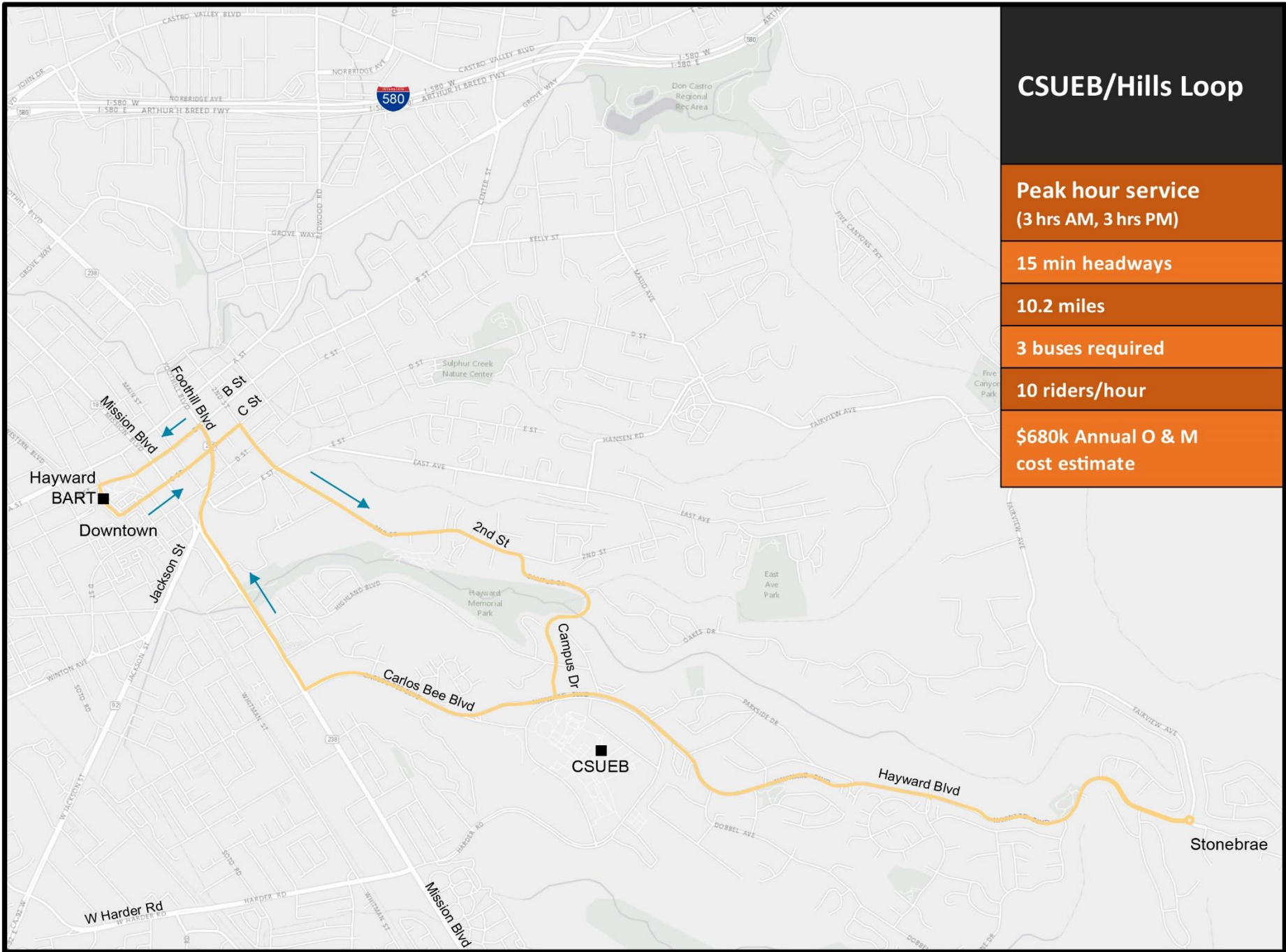
\$460k Annual O & M  
cost estimate





# Amtrak/Cannery to Downtown Loop

- Peak hour service  
(3 hrs AM, 3 hrs PM)
- 15 min headways
- 4.5 miles
- 2 buses required
- 15 riders/hour
- \$460k Annual O & M cost estimate



# CSUEB/Hills Loop

**Peak hour service**  
(3 hrs AM, 3 hrs PM)

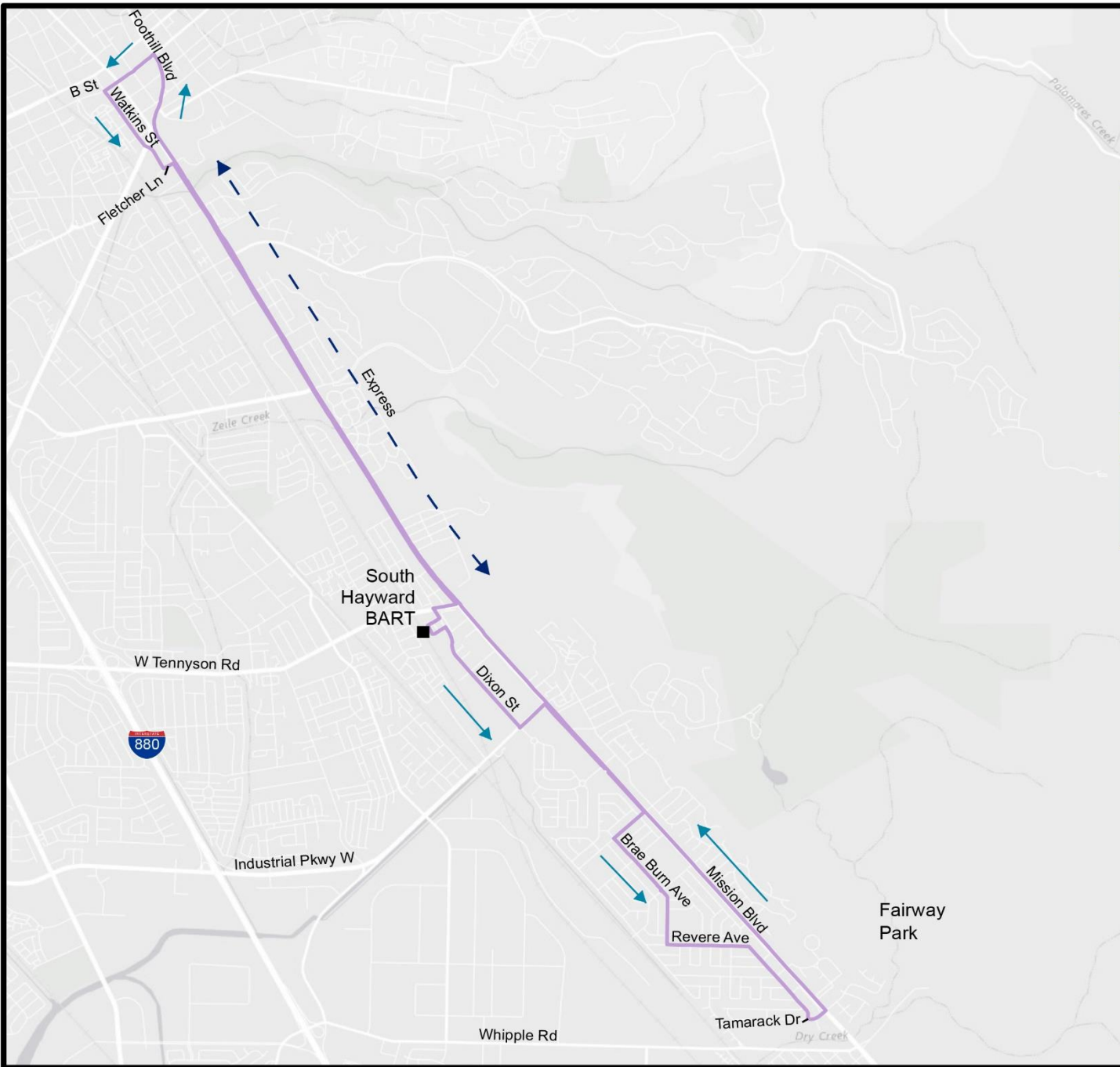
**15 min headways**

**10.2 miles**

**3 buses required**

**10 riders/hour**

**\$680k Annual O & M  
cost estimate**



## Fairway Park to Downtown

Peak hour service  
(3 hrs AM, 3 hrs PM)

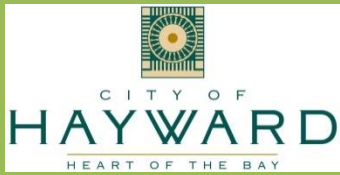
15 min headways

12.5 miles

4 buses required

5 riders/hour

\$910k Annual O & M  
cost estimate



# SHUTTLE ROUTE EVALUATION

## Summary of Performance Measures *Preliminary Data*

Route Name		Annual Boardings	Annual Operating Cost	Ridership/Hour	Ridership/Mile	Emissions Reductions*	Service Population	Advance to Next Planning Phase?
Couplet	Tennyson	113,130	\$ 680,000	23	4.6	2,110	23,400	Yes
	Winton	87,210	\$ 680,000	18	3.8	1,620	18,500	Yes
South Industrial Loop		61,290	\$ 460,000	19	3.5	1,140	13,700	Yes
A/D Loop/Cannery		49,680	\$ 460,000	15	4.2	50	17,000	Yes
CSUEB Hills		57,780	\$ 680,000	10	2.9	230	20,000	No
Fairway Park to Downtown		65,340	\$ 910,000	9	3.2	290	23,700	No

*\*reduction in tons of CO<sub>2</sub>  
table based on preliminary data*

- Operating Characteristics
- Funding
- Benchmarks

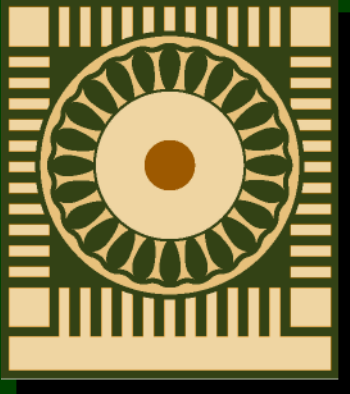
System Name	Service Span (Weekdays)	Annual Boardings	Ridership/ Hour	Ridership/ Mile
San Leandro Links	5:45 – 9:45 am; 3:00 – 7:00 pm	192,000	44	4.1
Palo Alto Shuttle	6:00 a.m. – 9:00 p.m.	166,000	28	1.0
Irvine iShuttle	5:30 – 9:30 am; 3:30 – 7:15 pm	250,000	12	1.6
Alameda Estuary Crossing	7:00 am – 12:00 pm; 3:30 – 6:30 pm	86,000	40	3.5

\*also investigated the Broadway and Bishop Ranch shuttle systems



- Evaluate Jackson Triangle Area
- Present draft report to Council
- Issue final report

Task	Month Complete	Topic(s)
1	June 2015	<ul style="list-style-type: none"> <li>Work Plan &amp; Schedule</li> </ul>
2	July 2015	<ul style="list-style-type: none"> <li>First TAC meeting</li> <li>Finalized Outreach Plan</li> </ul>
3	August/September 2015	<ul style="list-style-type: none"> <li>Public Open Houses</li> <li>Employee and Resident Surveys</li> <li>Employer Interviews</li> </ul>
4	December 2015	<ul style="list-style-type: none"> <li>Second TAC meeting</li> <li>Review Survey and Outreach Results</li> </ul>
5	February 2016	<ul style="list-style-type: none"> <li>City Council Interim Update</li> <li>Input on Draft Concept Routes</li> </ul>
6	November 2016	<ul style="list-style-type: none"> <li>Council Meeting</li> <li>Draft Report</li> </ul>
7	December 2016	<ul style="list-style-type: none"> <li>Final Report</li> </ul>



CITY OF  
**HAYWARD**  
HEART OF THE BAY

**Authorization of Issuance of Multi-Family Housing Revenue Bonds for the Acquisition and Rehabilitation of the Hayward4 Project**

*City Council Meeting*

*January 26, 2016*



# The Project

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Property Name	Location	Number of Units
<b>742 Harris Ct. Apartments</b>	742 Harris Court	4
<b>Harris Court Apartments</b>	734, 735, 743, 750, and 751 Harris Court	20
<b>Cypress Glen</b>	25100 Cypress Avenue	54
<b>Huntwood Commons</b>	27901 Huntwood Avenue	40
		Total: 118

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# Previous Council Actions In Relation to Project

- The TEFRA Hearing for this Project was held on July 21, 2015.
- Council authorized restructuring of existing City and Housing Authority financing to facilitate rehabilitation of the Project and extend the affordability period.
- Council also authorized filing of the application with CDLAC.



# The Bonds

- On October 21, 2015, CDLAC adopted a resolution granting an allocation of bonds upon its determination that the Project meets the program guidelines.
- Union Bank will purchase the bonds on a private-placement basis.
- The City's credit worthiness is not involved in or affected by the bond issuance as the City is not responsible for repayment - the City simply acts as a conduit for the Bond issuance.



# Impact, Benefits

- Substantial rehabilitation of properties showing deterioration in an area of much needed investment.
- New fifty-five year (City) affordability restrictions will be recorded against 118 homes.
- No permanent relocation and no CEQA or NEPA reviews are needed.
- Project advances Council priorities and Housing Element goals.



# Project Schedule

- Public hearing notice published in the Daily Review on July 7, 2015.
- Public Hearing held on July 21, 2015 – Council approved.
- Closing of project financing, including bond issuance, is expected to occur on February 22, 2016. Construction will commence soon after.
- Project is expected to be completed by the end of 2016





# Council Questions

- Why would the City agree to write down the City/HA loans or extend their term without expectation of repayment?
- The City agreed to contribute State and Federal funding for affordable housing to the properties in the early 1990's to achieve a community benefit.
- Need to be loans (not grants) in order to utilize tax credit financing and enable enforcement of the regulatory obligations. Typical terms are 3%-interest, 55-year, residual-receipt loans.



# Council Question

- Residual loans: repayment only happens if excess cash flow is available for distribution to subordinate lenders after payment of operating expenses.
- Operating expenses include: debt service (repayment of bonds), management fees, replacement and operating reserves, tenant services, utilities, insurance, security services, advertising and marketing, maintenance, etc.
- Different layers of review to make sure that City's loans of restricted funding maximizes **economic** benefits and that City/HA loans are leveraged.



# Council Question - Conclusion

- Key aspect of restructuring is that without any additional City contribution of limited affordable housing resources, it facilitates substantial rehabilitation and recordation of new long-term affordability restrictions.
- All City costs are paid, including the costs of monitoring the new long-term affordability covenants.

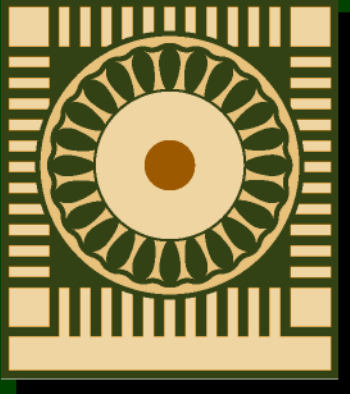


# Staff's Recommendation

That Council:

- Adopts resolution authorizing the issuance of up to \$30,000,000 in tax-exempt multifamily housing revenue bonds, to assist in the acquisition and rehabilitation of the Project; and
- Authorizes the City Manager to execute the documents required for the proposed bond issuance.





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