CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Agenda

Tuesday, June 2, 2026

7:00 PM

Council Chambers

City Council

SPECIAL JOINT MEETING OF THE HAYWARD CITY COUNCIL/REDEVELOPMENT SUCCESSOR AGENCY/ HOUSING AUTHORITY BOARD

NOTICE: The City Council will hold a hybrid meeting in the Council Chambers and virtually via Zoom

PUBLIC PARTICIPATION
How to observe the Meeting:

1. *Comcast TV Channel 15*
2. *Live stream https://hayward.legistar.com/Calendar.aspx*
3. *YouTube Live stream: https://www.youtube.com/user/cityofhayward*

How to submit written Public Comment:

1. Use eComment on the City's Meeting & Agenda Center webpage at: https://hayward.legistar.com/Calendar.aspx. eComments are directly sent to the iLegislate application used by City Council and City staff. Comments received before 3:00 p.m. the day of the meeting will be exported into a report, distributed to the City Council and staff, and published on the City's Meeting & Agenda Center under Documents Received After Published Agenda.

2. Send an email to List-Mayor-Council@hayward-ca.gov by 3:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the City Council and staff, and published on the City's Meeting & Agenda Center under Documents Received After Published Agenda. Documents received after 3:00 p.m. through the adjournment of the meeting will be included as part of the meeting record and published the following day.

How to provide live Public Comment during the City Council Meeting:

Participate in the Council Chambers or click link below to join the meeting: https://hayward.zoom.us/j/89811873534?pwd=Hct5eWoFArCtUZHdVdVRzUSBAQdaya.1

Meeting ID: 898 1187 3534
Password: CCm6/2@7pm

or

Dial: +1 833 928 4608 (Toll Free)

Meeting ID: 898 1187 3534
Password: 2645624516

SPECIAL JOINT MEETING OF THE HAYWARD CITY COUNCIL/REDEVELOPMENT SUCCESSOR AGENCY/ HOUSING AUTHORITY BOARD
777 B Street, Hayward, CA 94541
City Hall, Council Chambers

CALL TO ORDER: Mayor/HRSA/HHA Board Chair Salinas

Pledge of Allegiance: Council Member/HRSA/HHA Board Member Syrop

SB 707 TELECONFERENCE NOTIFICATIONS AND CONSIDERATION

ROLL CALL

CLOSED SESSION ANNOUNCEMENT

SPECIAL PRESENTATION

LGBTQIA+ Proclamation

PUBLIC COMMENTS

The Public Comments section provides an opportunity to address the City Council on items not listed on the agenda or Informational Staff Presentation items. The Council welcomes comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Council is prohibited by State law from discussing items not listed on the agenda, items will be taken under consideration and may be referred to staff. The City Council welcomes comments, including criticism, about the policies, procedures, programs, or services of the City, or of the acts or omissions of the City Council. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a City Council. The City is committed to maintaining a workplace free of unlawful harassment and is mindful that City staff regularly attend Council meetings. Discriminatory statements or conduct that is hostile, intimidating, oppressive, or abusive – are per se disruptive to a meeting and will not be tolerated. ration and may be referred to staff.

CITY MANAGER'S COMMENTS

An oral report from the City Manager on upcoming activities, events, or other items of general interest to Council and the Public.

ACTION ITEMS

The Council will permit comment as each item is called for the Consent Calendar, Public Hearings, and Legislative Business. In the case of the Consent Calendar, a specific item will need to be pulled by a Council Member in order for the Council to discuss the item or to permit public comment on the item. Please notify the City Clerk any time before the Consent Calendar is voted on by Council if you wish to speak on a Consent Item.

CONSENT CALENDAR

1. MIN 26-058 Approve the City Council Minutes of the Special City Council Meeting on May 12, 2026

Attachments: Attachment I Draft Minutes of 5/12/2026

2. MIN 26-059 Approve the City Council Minutes of the City Council Meeting on May 19, 2026

Attachments: Attachment I Minutes of 5/19/2026

3. CONS 26-195 Adopt a Resolution Adopting the Fiscal Year 2026-27 Statement of Investment Policy and Delegating Authority to Make Investments to the Director of Finance

Attachments: Attachment I Staff Report
Attachment II Resolution
Attachment III PFM Asset Management Policy Review Memo
Attachment IV FY2026-27 Statement of Investment Policy

4. CONS 26-205 Adopt a Resolution Confirming the Report and Special Assessment List Associated with Delinquent Water and Sewer Bills, and Authorizing the Delinquent Charges to Become a Special Assessment Against the Properties If Not Paid by August 1, 2026

Attachments: Attachment I Staff Report
Attachment II Resolution
Attachment III 2026 Special Assessment List
Attachment IV Public Notice

5. CONS 26-206 Adopt a Resolution Authorizing the City Manager to Award a Construction Contract to Chrisp Company for the On-Call Signage and Striping Services Project, Project No. 05371 With a Maximum Compensation Amount Not-to-Exceed $300,000

Attachments: Attachment I Staff Report
Attachment II Resolution

6. CONS 26-207 Adopt a Resolution Confirming the Report and Special Assessment List Associated with Delinquent Garbage Bills Incurred by Residential Property Owners with Cart Service

Attachments:
Attachment I Staff Report
Attachment II Resolution
Attachment III 2026 Delinquent List

7. CONS 26-214 Adopt a Resolution Approving Plans and Specifications and Calling for Bids for the FY 2026 Sidewalk Rehabilitation and Wheelchair Ramp Project, Project No. 05348

Attachments:
Attachment I Staff Report
Attachment II Resolution
Attachment III Sidewalk District Map
Attachment IV Wheelchair Ramps Installation Map

8. CONS 26-215 Adopt a Resolution Authorizing the City Manager to Negotiate and Execute a First Amendment to the Master Agreement and Lease with the Hayward Area Recreation and Park District for the Inclusion of the Matt Jimenez Gymnasium

Attachments:
Attachment I Staff Report
Attachment II Resolution
Attachment III Amendment Exhibit

9. CONS 26-216 Adopt Resolutions Authorizing the City Manager to 1) Accept and Appropriate a Congressionally Designated Community Project Funding Grant in the Amount of $1,930,000 to Support Regis Village Improvements, and 2) Execute an Agreement with Bay Area Community Services to Pass Through the Community Project Funding Grant as Designated by Congress

Attachments:
Attachment I Staff Report
Attachment II Resolution to Accept and Appropriate CPF
Attachment III Resolution CPF Grant Agreement

10. CONS 26-217 Adopt a Resolution Calling for the City of Hayward General Municipal Election, to Be Consolidated with the Statewide General Election on November 3, 2026, for the Purpose of Electing One Council Member from District 1, One Council Member from District 6, and One At-large Mayor, Each to Serve Four-Year Terms; and Adopt a Resolution Establishing Regulations for Candidate Statements

Attachments: Attachment I Staff Report
Attachment II Resolution
Attachment III Candidate Statement Resolution
Attachment IV General Municipal Calendar

11. CONS 26-218 Adopt a Resolution Approving Addendums No. 1 and No. 2, Rejecting the Bid from Devaney Engineering, Inc., and Awarding a Contract to SubTerra Construction, Inc., for the FY 2024 Water Line Replacement Project, Project No. 07072, in a Not-to-Exceed Amount of $8,665,745

Attachments: Attachment I Staff Report
Attachment II Resolution

12. CONS 26-219 Adopt a Resolution Designating City-Owned Properties at 24491, 24331, 24321, and 24311 Mission Blvd (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00) and Spring Drive (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, 445-0220-110-00), as Surplus Land, Authorizing Notices of Availability, and Finding the Action Exempt from California Environmental Quality Act Review

Attachments: Attachment I Staff Report
Attachment II Resolution

13. CONS 26-220 Adopt a Resolution Amending the Master Fee Schedule Fiscal Year 2026-2027 Removing Charges and Fees Associated with Accessory Commercial Units and Finding the Action is Exempt from California Environmental Quality Act Review

Attachments: Attachment I Staff Report
Attachment II Resolution
Attachment III Amendment to FY 2026-27 Master Fee Schedule

14. CONS 26-223 Adopt a Resolution Approving the Corridor Alternatives for Safe Streets Hayward Phase 1 (A Street, B Street, and Tennyson Road)

Attachments:
Attachment I Staff Report
Attachment II Resolution
Attachment III Recommendations
Attachment IV First Round Outreach Summary
Attachment V Illustrative Concepts
Attachment VI Existing Conditions Summary
Attachment VII Second Round Outreach Summary
Attachment VIII Evaluation Report

15. CONS 26-231 Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Assessments for Fiscal Year 2026; and Set June 16, 2026, as the Public Hearing Date for Such Actions for Consolidated Landscaping and Lighting District No. 96-1, Zones 1 through 18

Attachments:
Attachment I Staff Report
Attachment II Resolution
Attachment III Preliminary Engineer's Report

16. CONS 26-232 Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Levy Assessments for Fiscal Year 2026-27 for Maintenance District No. 1 - Storm Drainage Pumping Station and Storm Drain Conduit Located at Pacheco Way, Stratford Road and Ruus Lane, and Set June 16, 2026, as the Public Hearing Date

Attachments:
Attachment I Staff Report
Attachment II Resolution
Attachment III Preliminary Engineer's Report

17. CONS 26-233 Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Levy Assessments for Fiscal Year 2027 for Maintenance District No. 2 - Eden Shores Storm Water Facilities and Water Buffer, and Set June 16, 2026, as the Public Hearing Date

Attachments: Attachment I Staff Report
Attachment II Resolution
Attachment III Preliminary Engineer's Report

18. CONS 26-236 Adopt a Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Professional Services Agreement with Tartaglia Engineering for Construction Management Services and Additional Design Services Related to the C.3 Stormwater Compliance for the Hayward Executive Airport Taxiway A1 and Taxiway Z West Reconstruction Project by $1,202,300 for a Not-to-Exceed Maximum Compensation Amount of $1,850,300

Attachments: Attachment I Staff Report
Attachment II Resolution

WORK SESSION

Work Session items are non-action items. Although the Council may discuss or direct staff to follow up on these items, no formal action will be taken. Any formal action will be placed on the agenda at a subsequent meeting in the action sections of the agenda.

19. WS 26-014 Safe Streets Downtown Project (The Loop): Update and Recommendations (Report from Public Works Director Ameri)

Attachments: Attachment I Staff Report
Attachment II Phase 1 Engagement Summary
Attachment III Phase 2 Engagement Summary
Attachment IV Traffic Operations And Diversion Analysis
Attachment V Conceptual Options

PUBLIC HEARING

20. PH 26-024 Fiscal Year (FY) 2026-27 Operating Budget and Capital Improvement Program Public Hearing and Adoption: Public Hearing for the Proposed FY 2026-27 Operating Budgets for the City of Hayward, Hayward Redevelopment Successor Agency, and Hayward Housing Authority; Adoption of Resolutions Approving (1) the FY 2026-27 Operating Budgets and Appropriations for FY 2026-27 and Authorizing Actions for the FY 2025-26 Operating Budget; (2) the FY 2027-36 Capital Improvement Program and Appropriations for FY 2026-27; (3) the Hayward Redevelopment Successor Agency Budget for FY 2026-27; and (4) the Hayward Housing Authority Budget for FY 2026-27 (Report from Finance Director Hilbrants)

Attachments:
Attachment I Staff Report
Attachment II FY 2026-27 Budget Resolution with Exhibits
Attachment III Redevelopment Successor Agency Resolution
Attachment IV Housing Authority Budget Resolution
Attachment V FY 2027 CIP Budget Resolution

21. PH 26-026 Gann Limit Adoption: Adopt a Resolution Establishing a Gann Appropriations Limit for Fiscal Year 2026-27 (Report from Finance Director Hilbrants)

Attachments:
Attachment I Staff Report
Attachment II Resolution
Attachment III Appropriations Limit Calculation
Attachment IV FY 2026-27 Gann Appropriations Limit

LEGISLATIVE BUSINESS

22. LB 26-011 Hayward Business License Tax: Adoption of Resolutions: (1) Establishing November 3, 2026, as the Date for an Election on a Proposed Ballot Measure Seeking Voter Approval of an Ordinance to Modernize the City of Hayward Business License Tax, (2) Requesting the Alameda County Board of Supervisors to Consolidate said Election with the Statewide General Election; (3) Establishing the Policy for Ballot Arguments for the Ballot Measure; and Finding that the Actions are Exempt from Environmental Review (Report from City Manager Ott)

Attachments:
Attachment I Staff Report
Attachment II Resolution Date for an Election
Attachment III Exhibit A to the Resolution Establishing Election
Attachment IV Resolution for Ballot Arguments
Attachment V Comparison of 4/7 and 6/2 BLT Frameworks

COUNCIL REPORTS AND ANNOUNCEMENTS

Council Members can provide oral reports on attendance at intergovernmental agency meetings, conferences, seminars, or other Council events to comply with AB 1234 requirements (reimbursable expenses for official activities).

COUNCIL REFERRALS

Council Members may bring forward a Council Referral Memorandum (Memo) on any topic to be considered by the entire Council. The intent of this Council Referrals section of the agenda is to provide an orderly means through which an individual Council Member can raise an issue for discussion and possible direction by the Council to the appropriate Council Appointed Officers for action by the applicable City staff.

ADJOURNMENT

NEXT MEETING, June 16, 2026, 7:00 PM

PUBLIC COMMENT RULES

Any member of the public desiring to address the Council shall limit their comments to three (3) minutes unless less or further time has been granted by the Presiding Officer or in accordance with the section under Public Hearings. The Presiding Officer has the discretion to shorten or lengthen the maximum time members may speak. Speakers will be asked for their name before speaking and are expected to honor the allotted time.

PLEASE TAKE NOTICE

That if you file a lawsuit challenging any final decision on any public hearing or legislative business item listed in this agenda, the issues in the lawsuit may be limited to the issues that were raised at the City's public hearing or presented in writing to the City Clerk at or before the public hearing.

PLEASE TAKE FURTHER NOTICE

That the City Council adopted Resolution No. 87-181 C.S., which imposes the 90-day deadline set forth in Code of Civil Procedure section 1094.6 for filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure section 1094.5.

****Materials related to an item on the agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office, City Hall, 777 B Street, 4th Floor, Hayward, during normal business hours. An online version of this agenda and staff reports are available on the City's website. Written comments submitted to the Council in connection with agenda items will be posted on the City's website. All Council Meetings are broadcast simultaneously on the City website, Cable Channel 15 - KHRT, and YouTube. ****

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the City Clerk at (510) 583-4400 or cityclerk@hayward-ca.gov.

Assistance will be provided to those requiring language assistance. To ensure that interpreters are available at the meeting, interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the City Clerk at (510) 583-4400.

File #: MIN 26-058

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Clerk

SUBJECT

Approve the City Council Minutes of the Special City Council Meeting on May 12, 2026

RECOMMENDATION

That the City Council approves the Special City Council meeting minutes of May 12, 2026.

SUMMARY

The City Council held a Special City Council meeting on May 12, 2026.

ATTACHMENTS

Attachment I Draft Minutes of 5/12/2026

The Special City Council meeting was called to order by Mayor Salinas at 4:30 p.m. in Conference Room 2A.

Pursuant to Government Code section 54953(b), the meeting included a teleconference location at the Hyatt Place Chicago Downtown Hotel, 28 N. Franklin Street, Chicago, Illinois, 60606. Council Member Bonilla Jr. participated via teleconference from this location. The agenda was posted at the teleconference site, and the public had an opportunity to address the City Council. Council Member Roche had initially planned to participate remotely but ultimately attended in person, and therefore the agenda was not posted at the Sheraton Grand Sacramento Hotel.

Pledge of Allegiance: Council Member Goldstein

ROLL CALL

Present:	COUNCIL MEMBERS Andrews, Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
Absent:	None
Remote	COUNCIL MEMBER Bonilla Jr.

PRESENTATIONS

Mayor Salinas read a proclamation recognizing May 10 to 16, 2026, as National Police Week honoring officers who have died in the line of duty. Police Chief Matthews accepted the proclamation on behalf of the department.

Mayor Salinas read a commendation recognizing 11-year-old Pharaoh Brown-Farlow for his heroic actions during a Burger King drive-thru incident on October 8, 2025, where he noticed a man with a gun and provided detailed information to police, helping officers apprehend the suspect. Police Chief Matthews presented Pharaoh with a plaque from the Hayward Police Department Investigations Division in recognition of his courage and situational awareness.

PUBLIC COMMENTS

Nora Huntley, SEIU 1021 Union representative, expressed support for the Business License Tax (BLT) modernization, favoring a model that fosters economic activity while generating revenue for essential City services.

David Padilla, SEIU 1021 Union representative, noted that their union researchers had identified a potential $7 million gap in revenue that the City's current BLT model was leaving

uncollected and expressed support for a BLT model that incentivizes economic activity and generates maximum revenue.

Theresa Rezentes, Hayward resident, noted that Fremont's total compensation budget was $155.5 million versus Hayward's $148.7 million; pointed out that Fremont has a significantly higher property tax base due to higher home values; and raised concern when the City focuses on competitive compensation without accounting for the actual tax revenue.

Emily Wallace, Local 1021 representative, urged the City Council to add a tax bracket for companies earning $50 million or more in gross receipts; noted that capturing this additional revenue would allow the city to hire more employees, reopen the library fully, and fund City services; and recommended the Council to adopt the union's recommendations on the BLT model to capture the additional estimated $7.7 million in annual revenue.

WORK SESSION

1. City Council Budget Work Session: Review Proposed Fiscal Year 2026-27 Operating Budget **(Report from City Manager Ott) WS 26-013**

   Staff report submitted by City Manager Ott, dated May 12, 2026, was filed.

City Manager Ott, Finance Director Hilbrants, Assistant City Manager Thomas, Management Analyst Mullins and Acting Deputy Finance Director Barnes presented an overview and fiscal context of the proposed Fiscal Year 2026-2027 Operating Budget, highlighting key information: a structural deficit of approximately $30 million, driven by stagnant revenues while salary and benefit costs rose roughly 40% over the same period; heavy reliance on one-time funding sources, including Measure C transfers (~$10M), workers' compensation fund balances (~$4.9M), and grant fund cash balances (~$5.5M), to balance the $249 million proposed General Fund budget; salary and benefits currently consume approximately 92% of ongoing revenues, far above the 80% benchmark; sales tax revenue is highly volatile, partly due to one-time events such as large BART railcar purchases; the City has held 90 positions vacant (~15% vacancy rate) and secured labor concessions worth $7.5 million from bargaining units, including COLA deferrals and overtime reductions; a Business License Tax (BLT) modernization measure is proposed for the November 2026 ballot, projected to generate approximately $11 million annually if passed; ongoing risks include a state ballot initiative that could reduce the local real estate transfer tax by up to $11 million, proposed pension legislation that could increase costs, and potential property tax exemptions for homeowners over 60.

Department heads reported on service impacts and key goals for Fiscal Year 2026-2027, emphasizing the strain of reduced staffing.

Members of the City Council expressed appreciation and recognition for each department's accomplishments during a challenging year and provided the following recommendations: requested a full review of all fund balances at a future Council Budget and Finance Committee

meeting; supported reducing reliance on Measure C and redirecting BLT revenue, if passed, into the General Fund reserve; asked for a deeper analysis of the risk profile of drawing from the workers' compensation fund, and requested a more detailed breakdown; called for a coordinated public awareness campaign around the new parking enforcement program; urged City staff to be more intentional about career pathways within the Fire Department to better reflect the demographics of the Hayward community, partnering with Chabot College and local high schools; advocated strongly for getting Library bookmobile Curbie back in service, calling it an equity issue for the most vulnerable residents, and asked for cost estimates to do so; recommended exploring creative fundraising strategies for the library, including hiring a fundraising consultant on a performance basis; praised and emphasized the need for continued creative revenue generation beyond the BLT to close the remaining annual gap; asked for a briefing on the real estate transfer tax ballot initiative and when the City plans to mobilize opposition; emphasized the importance of understanding how the City arrived at this deficit before moving forward, to avoid repeating past mistakes; asked for clarity on whether departments were scrutinizing existing contracts and budgeted projects that may no longer be necessary or affordable; raised the need for a policy backstop to prevent future councils from making similarly unsustainable salary decisions; urged the City to review American Rescue Plan Act (ARPA) fund usage policies to ensure one-time funds are never again used for permanent staffing; suggested examining whether the County should be asked to subsidize Fire response calls generated by county-operated facilities; supported the drone-first-responder and technology investments as practical tools to manage staffing constraints; questioned whether parks and libraries should still be considered core services given the City's financial constraints, and how capital project funding would be managed long-term; raised concern that stripping the Economic Division is short-sighted, given the need to attract new businesses and sales tax revenue; recommended the Council Budget and Finance Committee review policies around ongoing costs of new programs and grant-funded initiatives, to prevent a repeat of ARPA-era commitments; advocated for stronger partnerships with the County and State to offset the cost of public safety services driven by county-placed facilities, including retroactive reimbursement; expressed concern about increasing the BLT too aggressively, particularly for small businesses, and the downstream public safety costs if businesses close; noted the need to track unfunded State and Federal mandates and engage lobbyists to oppose harmful ones; suggested the Council Budget and Finance Committee develop a formal policy requiring business case justifications before new positions are added; raised concern that comparator cities used for BLT benchmarking are also updating their own rates, meaning Hayward could end up competitively disadvantaged after its own update; suggested exploring whether adding a tax bracket for companies with $50M+ in gross receipts could reduce the burden on small businesses while generating more total revenue; expressed worry with the ongoing use of Measure C for operations and called for maximizing BLT revenue to reduce that dependence; urged the City to consider the union's BLT proposal; supported exploring future revenue measures and asked staff to begin developing a menu of options; advocated for Firewise community development in the Hayward Hills and asked

what council members could do to help build that pipeline; cautioned the City Council against over-relying on the BLT as a solution and should be one tool among several; warned that large manufacturers and professional services businesses are not too big to leave Hayward if tax rates increase too much and rates must be balanced carefully; expressed support for not using Measure C funds if avoidable, while acknowledging it may be necessary; referenced the BART railcar sales tax spike as an illustration of how volatile and unpredictable large one-time revenues can be.

The new code enforcement position request had broad support from the City Council, with a procedural recommendation that a formal business case framework be established for future new position requests.

Members of the City Council thanked all labor partners across the organization for their concessions and commitment during a very difficult fiscal period.

City Manager Ott provided an overview of next steps including: June 2, 2026 for Council to consider adopting the FY 2026–2027 operating and capital budgets, and place the BLT modernization measure on the November ballot; November 2026 for voters to decide on the BLT measure; December 2026 for a mid-year budget check-in work session; and early 2027 for a strategic roadmap and priority-setting workshop.

ADJOURNMENT

Mayor Salinas adjourned the special City Council meeting at 9:38 p.m.

APPROVED

_____

Mark Salinas
Mayor, City of Hayward

ATTEST:

_____

Miriam Lens
City Clerk, City of Hayward

File #: MIN 26-059

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Clerk

SUBJECT

Approve the City Council Minutes of the City Council Meeting on May 19, 2026

RECOMMENDATION

That the City Council approves the City Council meeting minutes of May 19, 2026.

SUMMARY

The City Council held a City Council meeting on May 19, 2026.

ATTACHMENTS

Attachment I Draft Minutes of 5/19/2026

The concurrent City Council and Hayward Geologic Hazard Abatement District (GHAD) Board of Directors meeting was called to order by Mayor/GHAD Chair Salinas at 7:00 p.m. in the Council Chambers.

Pledge of Allegiance: Council/GHAD Member Roche

ROLL CALL

Present: COUNCIL/GHAD MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño
MAYOR/GHAD CHAIR Salinas
Absent: COUNCIL/GHAD MEMBER Andrews

HAYWARD GEOLOGIC HAZARD ABATEMENT DISTRICT (GHAD) BOARD MEETING

The Hayward Geologic Hazard Abatement District (GHAD) Board of Directors convened and adjourned its meeting at approximately 7:16 p.m. Mayor Salinas immediately reconvened the session in his capacity as Mayor, calling the City Council meeting to order at approximately 7:17 p.m.

CITY COUNCIL MEETING

PUBLIC COMMENT

Bruce Anthony, Hayward resident, thanked Mayor Salinas and City staff for delaying the natural gas appliance ban; and urged the City to focus on informing residents about the benefits of electric appliances instead of imposing mandates.

Lucy Lopez, Hayward Chamber of Commerce CEO, expressed support for modernizing the City's business license tax structure but urged the City Council to adopt a phased incremental approach, not to exceed a 3x the current rate, to avoid harming local businesses and having major employers leave Hayward and choose other cities with more predictable cost structures, undermining existing business-friendly city initiatives; and emphasized the Chamber's wiliness to partner with the City on finding creative solutions.

TJ with Hayward Concerned Citizens shared a positive experience with Hayward Animal Services after reporting an injured deer through Access Hayward, praising staff for their professionalism, dedication and responsiveness.

David Padilla, representing SEIU 1021 City workers, expressed support for the City's budget modernization proposals; noted that a true match-your-neighborhood model could bring in an additional $7 million in revenue; argued that robust City revenues and services ultimately help attract and retain businesses; and encouraged the City Council to pursue bold revenue measures to stabilize Hayward long-term.

CITY MANAGER'S COMMENTS

City Manager Ott made three announcements: 1) the City of Hayward celebrated Bike to Wherever Day on May 14, 2026, with a record four energizer stations and over 200 participants, organized by Public Works; 2) the Point-in-Time (PIT) homeless count results showed that Hayward's overall homeless population declined 21% from 512 individuals in January 2024 to 404 in January 2026, and the percentage of people experiencing homelessness who are sheltered held steady at 46%; and 3) the launch of the City's latest Heart of the Bay/FIFA World Cup Campaign promoting Hayward as a destination during the FIFA World Cup season, including upcoming World Cup watch parties in Hayward on June 12 and June 24, 2026, hosted by Hayward Area Recreation and Park District.

Mayor Salinas emphasized that Hayward's 21% PIT reduction in homelessness, compared to the countywide average of 13%, is evidence that the City's collaborative approach is working; and credited the progress to multi-agency strategies.

SPECIAL PRESENTATIONS

Mayor Salinas read a Proclamation declaring the month of May 2026 as Asian American, Native Hawaiian, and Pacific Islander (AANHPI) Heritage Month in the City of Hayward.

The following individuals received the proclamation on behalf of their community groups: Hayward Unified School District (HUSD) School Board President Peter Bufete; Asian Pacific Islander Community Initiative (APICI) Parent Lead Lani Llamido; Strong, Smart & Kind (SSK) CEO/Founder Teresa Hoang; Winton Middle School Principal Lisa Tess; Winton Middle School Asian and Pacific Islander Club (APIC) Advisor Nieleen Tamondong; High School Asian Culture Club President Darren Trieu; and Library Director Jayanti Addleman.

Council Member Syrop expressed appreciation for the efforts to increase visibility and representation for the Asian American, Native Hawaiian, and Pacific Islander community in Hayward; reflected on his personal experience growing up as a Chinese American; emphasized the importance of celebrating the diversity within AANHPI cultures; and encouraged greater representation of AANHPI residents in local leadership.

PRESENTATIONS

1. Compliance with Stormwater Trash Reduction Requirements (Report from Public Works Director Ameri) **RPT 26-040**

   Staff report submitted by Public Works Director Ameri, dated May 19, 2026, was filed.

Environmental Services Manager Pearson announced the item and introduced Water Pollution Control Administrator Wilfong, who summarized the presentation indicating that since 2009, Bay Area municipalities have been required under the Municipal Regional Stormwater Permit (MRP) to achieve 100% reduction of trash entering waterways from stormwater sewers, with

a compliance deadline of July 1, 2025. Water Pollution Control Administrator Wilfong explained the City's 16-year effort to achieve compliance involving installing 629 small devices, six large devices, and four screens to filter trash from stormwater; noted the project was funded through EPA grants, state grants, and a partnership with Caltrans, with the Tennyson Road installation being the largest to date treating over 400 acres; and added the next steps include maintaining existing devices and continuing inspections of private land drainage areas, with one additional project planned for Cabot Boulevard in spring 2027.

Council Member Roche congratulated City staff and noted the significance of achieving the 100% milestone; and praised the City's commitment to environmental sustainability, and Hayward's efforts to help keep the bay clean.

In response to Mayor Salinas' inquiry on how the pipe connections to the underground devices are sealed and how long the seal lasts, Water Pollution Control Administrator Wilfong explained they use a tar-like material that fuses and creates a watertight seal and designed to last permanently once installed.

Council Member Zermeño thanked staff for the accomplishments; asked whether grant opportunities might be available to replace missing "No Dumping, Drains to Bay" gutter markers throughout the city; and suggested to have a formal declaration or document commemorating the 100% compliance achievement. Environmental Services Manager Pearson responded that they were not currently aware of any grant opportunities but would continue to monitor potential funding opportunities.

Council Member Syrop reiterated the importance of a press release regarding the compliance achievement and promoting it across social media channels and newsletters; expressed appreciation for the extensive coordination and environmental leadership demonstrated by the project; and supported refreshing the City's "No Dumping, Drains to Bay" signage to continue educating future generations about environmental stewardship.

2. Ava Community Energy: Presentation of Impact Report by CEO Howard Chang (Report from Public Works Director Ameri) **RPT 26-045**

    Staff report submitted by Public Works Director Ameri, dated May 19, 2026, was filed.

Council Member Roche announced the item and introduced Ava Community Energy (Ava) Chief Executive Officer (CEO) Howard Chang, who presented Ava's inaugural impact report, highlighting the organization's role as a community choice aggregator servicing 18 member cities across Alameda County and portions of San Joaquin County; and provided an overview of Ava's service territory, energy products, customer savings achievements, and local investment programs including EV charging infrastructure, e-bike incentives, and solar installations in Hayward.

Council Member Syrop thanked Ava CEO Chang and Council Member Roche for their work on sustainability initiatives; praised the design quality of the impact report; and expressed concerns about the potential environmental impacts of gas-powered energy generation tied to those facilities. In response to how Ava is thinking about the growing energy demands associated with AI data centers, Ava CEO Chang explained that Ava is carefully evaluating how to manage the financial and infrastructure risks associated with data centers, including long-term planning, customer protections, and equitable rate structures to avoid shifting costs onto existing residents.

Council Member Goldstein praised Ava for expanding beyond traditional electricity services to offer broader community-focused sustainability programs, including e-bike rebates, battery programs, and electrification incentives. In response to his question about future initiatives, CEO Chang discussed Ava's ongoing efforts to develop innovative customer programs, including virtual power plant technologies and long-term strategic planning to expand and refine clean energy and electrification programs over the next several years.

Mayor Salinas thanked Ava CEO Chang for the presentation; complimented the agency's impact report and sustainability efforts; noted the City's partnership with the agency in supporting renewable energy initiatives; and acknowledged Council Member Roche for her leadership and service on the Ava Community Energy Board.

CONSENT CALENDAR

3. Approve the City Council Minutes of the City Council Meeting on May 5, 2026 **MIN 26-052**

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the City Council meeting minutes of May 5, 2026.

4. Adopt a Resolution Authorizing the City Manager to Execute an Agreement with Project Sentinel for Fiscal Year 2027 in a Not-to-Exceed Amount of $210,000 to Provide Mediation, Arbitration, and Education Services Related to the Residential Rent Stabilization and Tenant Protection Ordinance and Mobilehome Space Rent Stabilization Ordinance **CONS 26-187**

   Staff report submitted by Development Services Director Buizer, Development Services Deputy Director Morales, and Principal Planner Schmidt, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES:	COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES:	None
ABSENT:	COUNCIL MEMBER Andrews
ABSTAIN:	None

Resolution 26-071, "Resolution Authorizing the City Manager to Execute an Agreement with Project Sentinel in an amount Not to Exceed $210,000 to Provide Mediation, arbitration, and Education Services Related to the Residential Rent Stabilization and Tenant Protection Ordinance and Mobilehome Space Rent Stabilization Ordinance"

5. Adopt a Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Bennett Engineering Services, Inc., in a Not-to-Exceed Amount of $171,883 for Final Design Services for the D Street Traffic Calming Project, Project No. 05225 **CONS 26-191**

   Staff report submitted by Public Works Director Ameri, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES:	COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES:	None
ABSENT:	COUNCIL MEMBER Andrews
ABSTAIN:	None

Resolution 26-072, "Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Bennett Engineering Services inc. to Provide Consulting Services for the Preliminary Engineering Phase of the D Street Traffic Calming Project, Project No. 05225 in an amount Not to Exceed $171,883"

6. Adopt a Resolution Approving the Plans and Specifications and Calling for Bids for the FY24 Sewer Line Replacement Project, Project No. 07789 **CONS 26-192**

   Staff report submitted by Public Works Director Ameri, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES: COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES: None
ABSENT: COUNCIL MEMBER Andrews
ABSTAIN: None

Resolution 26-073, "Resolution approving Plans and Specifications and Call for Bids for the FY24 Sewer Line Replacement Project, Project No. 07789"

7. Adopt an Ordinance Authorizing the Amendment of the Contract Between the City of Hayward and the Board of Administration of the California Public Employees' Retirement System **CONS 26-193**

Staff report submitted by City Clerk Lens, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the ordinance.

AYES: COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES: None
ABSENT: COUNCIL MEMBER Andrews
ABSTAIN: None

Ordinance 26-07, "An Ordinance Authorizing the Amendment of the Contract Between the City of Hayward and the Board of Administration of the California Public Employees' Retirement System"

8. Adopt a Resolution Authorizing the City Manager to 1) Negotiate and Execute an Agreement with Alameda County Health for the City of Hayward to Provide School-Based Mental Health Services for Fiscal Year 2026 - 2027; and 2) Accept $246,855 from Alameda County Health for this Purpose and Incorporate into the FY 2026-27 Adopted Budget **CONS 26-194**

Staff report submitted by Police Chief Matthews, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES: COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES: None
ABSENT: COUNCIL MEMBER Andrews
ABSTAIN: None

Resolution 26-074, "Resolution Authorizing the City Manager to 1) Negotiate and Execute an Agreement with Alameda County for the City to Provide School-Based Mental Health Services for Fiscal Year 2026 Through 2027 and 2) Accept $246,855 From Alameda County Health for Such Services and Incorporate into the Adopted Budget for FY 2026-27"

9. Adopt a Resolution Authorizing the City Manager to Award a Contract to Fehr & Peers in a Not-To-Exceed Amount of $610,880 for the Nighttime Safety Enhancement Plan, Project No. 05359 **CONS 26-196**

   Staff report submitted by Public Works Director Ameri, dated May 19, 2026, was filed.

Council Member Syrop expressed appreciation for Council Member Bonilla's advocacy for improved lighting districts and a more strategic citywide approach to street lighting; and emphasized that the proposed nighttime safety enhancement plan represents an important investment in public safety, accessibility, crime reduction, and support for local businesses.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES:	COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES:	None
ABSENT:	COUNCIL MEMBER Andrews
ABSTAIN:	None

Resolution 26-075, "Resolution Authorizing the City Manager to Award a Contract to Fehr & Peers in an Amount Not-to-Exceed $610,880 for the Nighttime Safety Enhancement Plan, Project No. 05359"

10. Adopt a Resolution Authorizing the City Manager to 1) Negotiate and Execute an Agreement with Alameda County Health for the Provision of Medi-Cal Administrative Activities by the City of Hayward Youth and Family Services Bureau for Fiscal Year 2026 - 2027, 2) Accept Up to $400,000 in Reimbursements for the Provision of Such Services, and 3) Incorporate $300,000 in Reimbursement Revenue into the Adopted Budget For FY 2026-27 and Authorize the City Manager to Appropriate Up to an Additional $100,000 **CONS 26-197**

Staff report submitted by Police Chief Matthews, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES:	COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES:	None
ABSENT:	COUNCIL MEMBER Andrews
ABSTAIN:	None

Resolution 26-076, "Resolution Authorizing the City Manager to 1) Negotiate and Execute an Agreement with Alameda County for the Provision of Medi-Cal Administrative Activities By the City of Hayward Youth and Family Services Bureau for Fiscal Year 2026 -27 2) Incorporate $300,000 into the FY 2026-27 Adopted Budget and Authorize the City Manager to Appropriate Up to an Additional $100,000 If Additional Services are Provided and 3) Accept Up to $400,000 in Reimbursements from Alameda County Health for the Provision of these Services"

11. Adopt a Resolution Authorizing the City Manager to 1) Negotiate and Execute an Amendment Extending an Agreement with the Alameda County Probation Department For Fiscal Year 2026 - 2027 for the Provision of Services at the Resource Connection Network Youth Service Center, and 2) Accept $639,888 from Alameda County to Fund the Extension and Incorporate the Funds into the FY 2026-27 Adopted Budget **CONS 26-199**

Staff report submitted by Police Chief Matthews, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES:	COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES:	None
ABSENT:	COUNCIL MEMBER Andrews
ABSTAIN:	None

Resolution 26-077, "Resolution Authorizing the City Manager to 1) Negotiate and Execute an Amendment Extending an Agreement with the Alameda County Probation Department for Fiscal Year 2026 - 2027 for the Provision of Services at the Resource Connection Network Youth Service Center, and 2) Accept $639,888 From Alameda County to Fund the Extension and Incorporate the Funds into the Fiscal Year 2026-27 Budget"

12. Adopt a Resolution Awarding a Contract to Andes Construction, Inc., for the Hesperian Sewer Rehabilitation Project, Project No. 07832, in the Amount of $720,000 and Authorizing an Administrative Change Order Budget of $72,000 **CONS 26-200**

    Staff report submitted by Public Works Director Ameri, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES:	COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES:	None
ABSENT:	COUNCIL MEMBER Andrews
ABSTAIN:	None

Resolution 26-078, "Resolution Awarding the Construction Contract to Andes Construction, Inc., for the Hesperian Sewer Rehabilitation Project, Project No. 07832, in an Amount of $720,000 and Authorizing an Administrative Change Order Budget of $72,000"

13. Adopt a Resolution Authorizing the City Manager to 1) Negotiate and Execute an Amendment to the Agreement with Onward Health, Inc. for the Hayward Operated Paratransit Program to Extend the Agreement Term Through June 30, 2029, and Increase the Not-To-Exceed Amount to $9 Million, and to 2) Appropriate Funds from Measure BB for this Extension **CONS 26-204**

    Staff report submitted by Assistant City Manager Thomas, dated May 19, 2026, was filed.

It was moved by Council Member Syrop, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES: COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES: None
ABSENT: COUNCIL MEMBER Andrews
ABSTAIN: None

Resolution 26-079, "Resolution Authorizing the City Manager to Negotiate and Execute an Amendment to the Agreement with Onward Health, inc. for Paratransit Services to Extend the Agreement Term Through June 30, 2029, and Increase the Not-to-Exceed Amount to $9 Million, and Appropriating $7,024,970 in Measure BB Funding for this Purpose"

PUBLIC HEARING

14. Disruption of Telephonic or Internet Service Policy: Adopt a Resolution Approving a Policy Addressing Disruption of Telephonic or Internet Service During Public Meetings Pursuant to Government Code Section 54953.4; and Determining that the Action Is Not Subject to Environmental Review **(Report from City Clerk Lens and City Attorney Lawson) PH 26-022**

Staff report submitted by City Clerk Lens, City Attorney Lawson, and Sr. Assistant City Attorney Vigilia, dated May 19, 2026, was filed.

Mayor Salinas forewent staff's oral presentation.

There being no speakers, Mayor Salinas opened and closed the public hearing at 8:45 p.m.

It was moved by Council Member Zermeño, seconded by Council Member Goldstein, and carried unanimously, to adopt the resolution.

AYES: COUNCIL MEMBERS Bonilla Jr., Goldstein, Roche, Syrop, Zermeño MAYOR Salinas
NOES: None
ABSENT: COUNCIL MEMBER Andrews
ABSTAIN: None

Resolution 26-080, "Resolution of the City Council of the City of Hayward Adopting a Policy Addressing Disruption of Telephonic or Internet Service During Public Meetings and Determining that the Action is not Subject to Environmental Review"

COUNCIL REPORTS AND ANNOUNCEMENTS

Mayor Salinas congratulated students from Cal State East Bay, Chabot College, and Hayward Unified School District schools; thanked the City's streets and maintenance crews for installing congratulatory banners for graduates; and reported on a regional meeting with Alameda County supervisors and mayors regarding the latest homelessness PIT count, highlighting Hayward's progress in reducing homelessness through collaborative efforts focused on preventing homelessness, preserving housing, and producing new housing.

COUNCIL REFERRALS

There were none.

ADJOURNMENT

Mayor Salinas adjourned the City Council meeting at 8:50 p.m.

APPROVED

_____
Mark Salinas
Mayor, City of Hayward

ATTEST:

_____
Miriam Lens
City Clerk, City of Hayward

File #: CONS 26-195

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT

Adopt a Resolution Adopting the Fiscal Year 2026-27 Statement of Investment Policy and Delegating Authority to Make Investments to the Director of Finance

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) adopting the Fiscal Year 2026-27 Statement of Investment Policy and delegating authority to make investments to the Director of Finance.

SUMMARY

Every year, the City's investment manager, PFM Asset Management (PFM) reviews the City's Statement of Investment Policy (Policy) for conformance with any updated laws and best practices. The Policy requires that City Council approve any recommended changes.

There are minor changes to California Government Code Section 53601 (Code) that went into effect January 1, 2026. To address these changes, staff recommends the City update the Statement of Investment Policy. A summary of changes is outlined in the Memorandum from PFM Asset Management to City of Hayward (Attachment III). Attachment IV reflects the proposed changes using tracked changes for visibility.

In addition, this action delegates authority to the Finance Director or designee to invest and reinvest City funds in accordance with the Policy and applicable law.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	PFM Asset Management Policy Review Memo
Attachment IV	Fiscal Year 2026-27 Statement of Investment Policy

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT: Adopt a Resolution Adopting the Fiscal Year 2026-27 Statement of Investment Policy and Delegating Authority to Make Investments to the Director of Finance

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) adopting the Fiscal Year 2026-27 Statement of Investment Policy and delegating authority to make investments to the Director of Finance.

SUMMARY

Every year, the City's investment manager, PFM Asset Management (PFM) reviews the City's Statement of Investment Policy (Policy) for conformance with any updated laws and best practices. The Policy requires that City Council approve any recommended changes.

There are minor changes to the Policy reflecting changes to California Government Code Section 53601 (Code) that went into effect January 1, 2026. To address these changes, staff recommends the City update the Statement of Investment Policy. A summary of changes is outlined in the Memorandum from PFM Asset Management to City of Hayward (Attachment III). Attachment IV reflects the proposed changes using tracked changes for visibility.

In addition, this action delegates authority to the Finance Director or designee to invest and reinvest City funds in accordance with the Policy and applicable law.

FISCAL IMPACT

There is no fiscal impact to updating these policies. There is a small cost to procure the training solution which can be absorbed into the Finance Department budget.

BACKGROUND

The City's Statement of Investment Policy requires that staff submit for approval to Council any recommended changes to the Policy. In addition, the State statutes that govern investment activity require the Council to annually adopt the Policy and annually affirm the delegation of

investment authority to the Director of Finance. The last time the Statement of Investment Policy was adopted was on January 15, 2025. Since more than one year has passed, staff recommends ratifying and confirming actions taken by the Finance Director or designee, during Fiscal Year 2025–26 that were consistent with the City's then-existing Statement of Investment Policy and applicable law. In the future, staff will align delegation of authority to the Finance Director to the Fiscal Year.

On March 18, 2026[1], staff presented the recommended changes to the City's Statement of Investment Policy, as well as the 2025 year-end investment portfolio to the Council Budget and Finance Committee (CBFC). The CBFC provided feedback and recommended that staff present the recommended changes to the City's Statement of Investment Policy to the full Council for consideration and adoption. On April 29, 2026, the Policy was presented to the City of Hayward Investment Advisory Committee who also accepted the proposed changes and recommended presentation of the updated Policy to Council.

This year's Policy has recommended changes due to legislative changes that went into effect January 1, 2026. A summary of the proposed changes is available in this report and Attachments III. Staff worked in conjunction with the City's portfolio manager, PFM Asset Management, to review the policy.

In addition, there is an existing recommendation to integrate an ESG (Environmental, Social, and Governance) lens, which was requested by Council Member Syrop at the November 1, 2023[2], Council Budget and Finance meeting. Due to the transitions in Finance Department leadership, this work was previously paused. PFM presented to the Investment Advisory Committee on this topic and provided background to the CBFC at the March 18, 2026, meeting. Staff will continue to work with PFM to evaluate this item as part of the Fiscal Year 2027-28 Statement of Investment Policy. In the meantime, there are restrictions on the portfolio managed by PFM that have been put in place by the City that do reflect the City's values including issues related to nuclear weapons and specific corporations.

DISCUSSION

PFM, the City's portfolio manager reviewed the Policy and prepared a memorandum (Attachment III) recommending the following Policy edits. Staff evaluated and agreed with those recommendations. Following is a summary and recommended action:

1) Change: SB 827 revised Government Code Section 53238 et seq and is intended to enhance training requirements for certain local agency officials, including additional fiscal and financial training.
    a) PFM Recommendation: The City's Policy does not address training requirements, and no change is necessary. However, PFM recommends that the City review the new training requirements.

[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=7951898&GUID=7206D278-7023-4B1F-86B0-14642070DD2E&Options=&Search=
[2] https://hayward.granicus.com/player/clip/1762?view_id=1&redirect=true

b) Staff Recommended Action: The Finance Department in collaboration with the City Clerk's Office to use an online training and tracking solution provided by an existing City vendor at a cost of less than $1,000 per year.

2) Change: SB 852 is intended to strengthen transparency and ethics rules of the Political Reform Act by adding public officials who manage public investments to the list of individuals for whom the Fair Political Practices Commission ("Commission") is the filing officer for statements of economic interest and requires those officials to file using the Commission's electronic filing system.
   a) PFM Recommendation: The City's Policy discusses relevant requirements in section VI. Ethics and Conflicts of Interest. PFM recommends that the City review the Code change with the City's legal counsel to understand if any changes need to be made to the City's requirements.
   b) Staff Recommended Action: The Finance Department and City Attorney's Office have reviewed this item and determined that no changes are needed to the existing policy or practice as the identified individuals are already filing Statements of Economic Interests.

3) Change: SB 595 and 858 amended Government Code Section 53601, which governs the investment of public funds by local agencies, with the updates below.
   - The maximum maturity for eligible commercial paper was extended from 270 to 397 days.
   - In periods of low interest rates, law had authorized local agencies to invest in U.S. government securities that could result in zero-interest accrual if held to maturity until January 1, 2026. This provision was extended to January 1, 2031.
   - Local agencies with at least $100 million in investment assets are permitted to invest a maximum of 40% of its portfolio in commercial paper until January 1, 2031, then reverts to a maximum of 25%. The City's Policy includes the 40% limit on commercial paper, with no sunset date recorded. No change is necessary to the Policy.

   PFM Recommendation: Make changes to Statement of Investment Policy which are depicted in Attachment IV.
   Staff Action: Staff recommends that the Council approve the Fiscal Year 2026-27 Statement of Investment Policy with the aforementioned edits (Attachment IV).

In collaboration with PFM, staff will continue to research the potential implementation of defined guidelines and principles that align with existing City environmental policies, goals, and objectives.

STRATEGIC ROADMAP

This is a routine operational item and does not relate to any of the priorities outlined in the Council's Strategic Roadmap.

PUBLIC CONTACT

The recommended changes to the Policy (Attachment IV) were presented to Council Budget and Finance Committee on March 18, 2026, and discussed by the Investment Advisory Committee on April 29, 2026.

Prepared by: Franchesca Hatfield, Management Analyst
Crissy Mello, Administrative Secretary

Recommended by: DeAnna Hilbrants, Director of Finance

Approved by:



Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-_____

Introduced by Council Member_____

RESOLUTION ADOPTING THE STATEMENT OF INVESTMENT POLICY AND DELEGATNG AUTHORITY TO MAKE INVESTMENTS TO THE DIRECTOR OF FINANCE

WHEREAS, by Resolution No. 25-003, dated January 21, 2025, the City Council adopted a statement of Investment Policy for the City of Hayward; and

WHEREAS, under section 53607 of the California Government Code, the authority of the legislative body to invest or to reinvest funds of a local agency, or to sell or exchange securities so purchased, may be delegated for a one-year period by the legislative body to the treasurer of the local agency, who shall thereafter assume full responsibility for those transactions until the delegation of authority is revoked or expires, and shall make a periodic report of those transactions to the legislative body. Subject to review, the legislative body may renew the delegation of authority pursuant to this section each year.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the City Council hereby adopts the Fiscal Year 2026–27 Statement of Investment Policy and, pursuant to Government Code section 53607, delegates to the Director of Finance, or the Director's designee, for a one-year period, the authority to invest and reinvest City funds in accordance with the Policy and applicable law; and

BE IT FURTHER RESOLVED that, to the extent necessary, the City Council hereby ratifies and affirms investment actions taken by the Director of Finance, or the Director's designee, during Fiscal Year 2025–26 as being consistent with the City's then-existing Statement of Investment Policy and applicable law; and

BE IT FURTHER RESOLVED that the Director of Finance and his/her successors in office is authorized to order the deposit or withdrawal of money in the accounts of the City of Hayward, the Public Financing Authority, the Successor Agency of the Redevelopment Agency of the City of Hayward, and the Housing Authority within the Local Agency Investment Fund of the State of California for the purpose of investment in accordance with

the provisions of Section 16429.1 of the California Government Code; and further authorized to delegate responsibility for daily deposits or withdrawals of money in the above referenced accounts as required to ensure proper functioning of the fiscal operations of the City and these agencies.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

pfm asset management

February 17, 2026

Memorandum

To: DeAnna Hilbrants, Finance Director
City of Hayward

From: Monique Spyke, Managing Director
Allison Kaune, Relationship Manager
PFM Asset Management (PFMAM), a division of U.S. Bank Asset Management, Inc.

Re: 2026 Annual Investment Policy Review

PFMAM has reviewed the City of Hayward's Investment Policy, last amended on January 21, 2025. As part of this year's review, we are recommending Policy edits and providing information on recent California Government Code (the "Code") changes that went into effect on January 1, 2026. Below we have summarized the Code changes, by Senate Bill ("SB"), and resulting Policy recommendations. We have also attached a revised draft Policy to show our suggested edits.

SB 827 revised Code Section 53238 et seq and is intended to enhance training requirements for certain local agency officials, including additional fiscal and financial training. The City's Investment Policy does not address training requirements and so no change is necessary to the Investment Policy. However, we recommend that you review the new training requirements.

SB 852 is intended to strengthen transparency and ethics rules of the Political Reform Act by adding public officials who manage public investments to the list of individuals for whom the Fair Political Practices Commission ("Commission") is the filing officer for statements of economic interest and requires those officials to file using the Commission's electronic filing system. The City's Policy discusses relevant requirements in section *VI. Ethics and Conflicts of Interest*. We recommend that you review the Code change with the City's legal counsel to understand if any changes need to be made to the City's requirements as described in this Policy section.

SB 595 and 858 amended Code Section 53601, which governs the investment of public funds by local agencies, with the updates below.

- The maximum maturity for eligible commercial paper was extended from 270 to 397 days. PFMAM has redlined this update into the City's revised draft Policy for consideration.
- In periods of low interest rates, law had authorized local agencies to invest in U.S. government securities that could result in zero-interest accrual if held to maturity until January 1, 2026. This provision was extended to January 1, 2031. We have redlined this update into the City's revised draft Policy.
- Local agencies with at least $100 million in investment assets are permitted to invest a maximum of 40% of its portfolio in commercial paper until January 1, 2031, then reverts to a maximum of 25%. The City's Policy includes the 40% limit on commercial paper, with no sunset date recorded and so no change is necessary to the City's Policy.

Please let us know if you have any questions or if you'd like to schedule time to discuss our review further. Thank you.

CITY OF
HAYWARD
HEART OF THE BAY

Fiscal Year 2025~~5~~6-27
Statement of Investment Policy

Finance Department
Director of Finance, ~~Nicole Gonzales~~DeAnna Hilbrants
Policy last amended: ~~Jan. 21, 2025~~

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I. Introduction

The purpose of this document is to identify various policies and procedures that enhance opportunities for a prudent and systematic investment policy and to organize and formalize investment-related activities. Activities that comprise good cash management include accurate cash projections, the expeditious collection of revenue, the control of disbursements, cost-effective banking relations, and arranging for a short-term borrowing program that coordinates working capital requirements and investment opportunities.

A. Included – Funds included in this Statement of Investment Policy are described in the City's annual financial report, and include: General Fund, Special Revenue Funds, Capital Projects Funds, Enterprise Funds, Internal Service Funds, Fiduciary Funds, Housing Finance Agency Funds, Successor Hayward Housing Authority funds, and Hayward Redevelopment Agency Successor Agency funds. The Statement of Investment Policy applies to all transactions involving the financial assets and related activity of the foregoing funds.

B. Excluded – The following funds are excluded from the Statement of Investment Policy: Deferred Compensation Fund assets and monies held by a trustee or fiscal agent and pledged to the payment or security of bonds or other indebtedness, or obligations under a lease, installment sale, or other agreement of the City, or certificates of participation in those bonds, indebtedness, or lease installment sale, or other agreements may be invested in accordance with the ordinance, resolution, indenture or agreement approved by the City Council which govern the issuance of those bonds, or lease installment sale, or other agreement, rather than this Statement of Investment Policy.

II. Statement of Objectives

It is the policy of the City of Hayward to invest public funds not required for immediate day-to-day operations in safe and liquid investments with maturities under five years, in conformance with the California state statutes governing the investment of public funds. Investments are intended to achieve a reasonable rate of return while minimizing the potential for capital losses arising from market changes or issuer default.

In managing the City of Hayward's Investment Portfolio, the City's primary objectives are safety, liquidity, and yield.

1. **Safety** – Safety of principal is the foremost objective of the City, followed by liquidity and yield. Each investment transaction shall seek to first ensure that capital losses are avoided, whether they are from securities defaults or erosion of market value.

2. **Liquidity** – The City's investment portfolio will remain sufficiently liquid to enable the City to meet all operating requirements that might be reasonably anticipated.

3. **Yield** – The City may establish a performance benchmark based on current investment objectives and constraints. The investment portfolio shall be managed to attain a market-average rate of return throughout budgetary and economic cycles, taking into account the City's policy constraints and cash flow requirements. The City should not take undue risk to obtain above-market rates of return.

4. **Diversification** – The City's investment portfolio will be diversified to avoid concentrating investments in specific security types or in individual financial institutions.

While the City will not make investments for the purpose of trading or speculation as the dominant criterion, the Director of Finance shall seek to enhance total portfolio return by means of active portfolio management.

III. Use of State Investment Guidelines

Government Code Sections 53601, 53607, and 53646 of the State of California regulate investment practices. It is the policy of the City of Hayward to use the State's provisions for local government investments as the base for developing and implementing the City's investment policies and practices.

IV. Delegation of Authority

The responsibility for conducting the City's investment program is hereby delegated to the Director of Finance, who has established written procedures for the operation of the investment program, consistent with this Statement of Investment Policy. The Finance Director has further authority, with consent of the City Council, to engage the services of one or more external investment managers to assist in the management of the City's investment portfolio in a manner consistent with the City's Statement of Investment Policy. Such managers must be registered under the Investment Advisors Act of 1940.

V. Investment Advisory Committee

The City Manager will appoint an Investment Advisory Committee (IAC). The IAC shall, at minimum, consist of the Assistant City Manager, Director of Finance or Deputy Director of Finance, City Attorney or Assistant City Attorney, one department head, and a minimum of one non-City employee that possesses financial skills to be chosen by the City Manager as available.

The IAC shall meet at least quarterly for the purpose of overseeing the implementation of the City's investment program and assuring it is consistent with the Statement of Investment Policy as approved by the Council. The committee shall include in its discussions such topics as economic outlook, portfolio diversification and maturity structure, potential risks to the City's funds, approval of authorized financial institutions, and the performance of the investment portfolio. Written investment procedures must be approved by the IAC.

VI. Ethics and Conflict of Interest

Officers and employees involved in the investment process shall refrain from personal business activities that could conflict with proper execution of the investment program or impair their ability to make impartial decisions.

All members of the City's IAC shall annually file Statements of Economic Interests (SEIs or Form 700) with the California Fair Political Practices Commission.

VII. Investment Policy Adoption

The City's Statement of Investment Policy shall be annually reviewed and approved by the Investment Advisory Committee and thereafter shall be reviewed and approved by the City Council at a public meeting.

VIII. Standard of Prudence

All participants in the investment process shall act responsibly as custodians of the public trust. Investment officials shall recognize that the investment portfolio is subject to public review and evaluation. Nevertheless, in a diversified portfolio, it must be recognized that occasional measured losses are inevitable, and must be considered within the context of the overall portfolio's investment return, provided that adequate diversification has been implemented.

The standard of prudence to be used by investment officials shall be the "prudent investor standard," which states:

> *"When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character*

and with like aims, to safeguard the principal and maintain the liquidity needs of the agency."

Investment officers acting in accordance with written procedures and the Statement of Investment Policy, and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and the liquidity and the sale of securities are carried out in accordance with the terms of this Policy.

IX. Reporting

The following investment activity reports will be completed.

A. Monthly

The Director of Finance shall post a monthly investment and transaction summary to the City's public website that will be available to the City Manager, Investment Advisory Committee, City Council Budget & Finance Committee, City Council, and the general public. Code section 53607 requires agencies to make a monthly report of transactions available to the legislative body.

The investment summary will list investment transactions executed during the month, and will report key aspects of the investment portfolio, including the following information about each investment instrument: issuer, par amount, purchase price, sales price, realized gains and losses, maturity dates, credit ratings, and the percentage of the portfolio by each type of investment.

B. Periodic

While there is no legislative requirement for quarterly investment activity reporting, the Director of Finance shall submit periodic investment reports to the City Manager, Investment Advisory Committee, City Council Budget & Finance Committee, and City Council.

A periodic report shall include all components of the City's monthly report, highlight key aspects of information contained in the investment reports, and inform readers of economic conditions affecting the portfolio. The report will present recent investment performance and future investment strategy; disclose any perceived threats to portfolio quality, security or liquidity; compare the portfolio performance to that of the City's established performance benchmark, state compliance with the Investment Policy and include a statement denoting the ability to meet expenditure requirements for the next six months.

C. Annual

While there is no legislative requirement for submission of an annual investment report, the Director of Finance shall present a comprehensive annual report on the investment program and investment activity no later than 180 days following the end of the fiscal year. This report shall be presented to the Investment Advisory Committee. The annual report shall include a performance summary, shall suggest policies and improvements that might enhance the investment program, and include an investment plan for the ensuing fiscal year. In conjunction with its review of the annual investment report, the Investment Advisory Committee shall review and reaffirm the Statement of Investment Policy of the City, whether

or not specific policy modifications are suggested.

Following the annual review of the Statement of Investment Policy by the Investment Advisory Committee, the Investment Policy shall be submitted to the City Council, together with any changes recommended by the Investment Advisory Committee. The City Council shall consider any such recommended changes and approve the Statement of Investment Policy at a public meeting of the City Council.

X. Investment Instruments

A summary and description of authorized investment instruments is below.

INVESTMENT INSTRUMENT SUMMARY				
Security Type	**Maximum Maturity**	**Min Credit Quality**	**Authorized Investment Limit**	**Per Issuer Limit**
A. US Treasury Notes/Bills	5 Years	None	100%	100%
B. US Agencies	5 Years	None	100%	40%
B. US Agencies–Mortgage-Backed	5 Years	None	20%	20%
C. Banker's Acceptance (BA)	180 days	A-1	40%	5%
D. Commercial Paper	~~270~~ 397 days	A-1	40%	5%
E. Negotiable Certificates of Deposit	5 Years	"A"	30%	5%
F. Repurchase Agreements	1 Year	None	20%	20%
G. Medium Term Notes (MTN)	5 Years	"A"	30%	5%
H. Money Market Fund	N/A	AAAm	20%	10%
I. Alameda County Investment Pool	None	None	10%	10%
J. Shares of beneficial interest issued by a joint powers authority	None	AAAm	100%	N/A
K. LAIF	None	None	Max amount allowed by Advisory Board	N/A
L. Collateralized Certificates of Deposit	5 Years	None	25%	20%
M. Municipal Bonds	5 Years	"A"	20%	5%
N. Supranationals	5 Years	"AA"	30%	30%
O. Asset-Backed Securities not issued or guaranteed by federal agencies or GSEs	5 Yr WAL[1]	"AA"	20%	5%

The following sections describe individual investment types. The sections specify a percentage limitation for a particular category of investment. That percentage is applied on the date of purchase. A later increase in a percentage resulting from a change in values or

[1] WAL – Weighted Average Life. See glossary for definition

assets shall not constitute a violation of the Policy restriction. For purposes of compliance with this Policy, an investment's term or remaining maturity shall be measured from the settlement date to final maturity. A security purchased in accordance with this Policy shall not have a forward settlement date exceeding 45 days from the time of investment.

Unless stated otherwise in the Policy, no more than 5% of the City's portfolio may be invested in securities issued by any one issuer.

A. United States Treasury Notes, Bonds, Bills, or Certificates of Indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest with a final maturity not exceeding five years from the date of trade settlement.

CA Govt Code 53601(b)

B. Federal Agency or United States Government-Sponsored Enterprise (GSE) Obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies, or United States government-sponsored enterprises with a final maturity not exceeding five years from the date of trade settlement. There is no limit to the amount of the City's portfolio that may be invested in federal agency or GSE securities, except that the aggregate investment in federal agency mortgage-backed securities shall not exceed 20% of the City's total portfolio. Furthermore, the aggregate investment in any one federal agency or GSE issuer shall not exceed 40% of the City's total portfolio.

CA Govt Code 53601(f)

C. Banker's Acceptances, otherwise known as bills of exchange or time drafts, that are drawn on and accepted by a commercial bank with a final maturity not exceeding 180 days from the date of trade settlement, rated at least "A-1" or the equivalent by a nationally recognized statistical-rating organization (NRSRO). The aggregate investment in banker's acceptances shall not exceed 40% of the City's total portfolio.

CA Govt Code 53601(g)

D. Prime Commercial Paper with the highest letter and numerical rating as provided for by a NRSRO. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph 1 or paragraph 2 below:

(1) The entity meets the following criteria:
- is organized and operating in the United States as a general corporation;
- has total assets in excess of five hundred million dollars ($500,000,000); and
- has debt other than commercial paper, if any, that is rated in a rating category of at least "A" or its equivalent by a NRSRO.

(2) The entity meets the following criteria:
- is organized within the United States as a special purpose corporation, trust, or limited liability company;

- has program wide credit enhancements including, but not limited to, over-collateralization, letters of credit, or surety bond; and
- has commercial paper that is rated "A-1" or higher, or the equivalent, by a NRSRO.

Eligible commercial paper shall have a final maturity not exceeding 270397 days from the date of trade settlement. The aggregate investment in commercial paper shall not exceed 40% of the City's total portfolio. Furthermore, the City may invest no more than 5% of its total investment assets in the commercial paper and the medium-term notes of any single issuer.

CA Govt Code 53601(h)

E. Negotiable Certificates of Deposit issued by a nationally- or state-chartered bank, a savings association or a federal association as defined by Section 5102 of the California Financial Code, a state or federal credit union, or by a federally-licensed or state-licensed branch of a foreign bank with a final maturity not exceeding five years from the date of trade settlement. Deposits are limited to institutions which have long-term debt rating in a rating category of at least "A" or the equivalent by a NRSRO. The aggregate investment in negotiable certificates of deposit shall not exceed 30% of the City's total portfolio.

CA Govt Code 53601(i)

F. Repurchase Agreements with a final termination date not exceeding 360 days from the date of trade settlement collateralized solely by United States Treasury, federal agency, or United States government sponsored enterprises permitted by this Statement of Investment Policy. The purchased securities (the "collateral") shall have a minimum market value of 102% of the dollar value of the funds invested. The market value of the collateral securities shall be marked-to-the-market daily and the value shall be adjusted no less frequently than weekly. No substitution of collateral shall be allowed without the prior approval of the Finance Director. All collateral securing repurchase agreements must be delivered to the City's custodian bank or handled under a tri-party repurchase agreement. The City or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to repurchase agreement.

Approved repurchase agreement counterparties shall have a repurchase agreement counterparty credit rating of at least "A-1" or the equivalent and a long-term credit rating of at least "A" or the equivalent by a NRSRO. Repurchase agreement counterparties shall execute a City approved master repurchase agreement with the City. No more than 20% of the City's total portfolio shall be invested in repurchase agreements.

CA Govt Code 53601 (j)

G. Medium-Term Notes issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state

and operating within the United States, with a final maturity not exceeding five years from the trade settlement, and rated in a rating category of at least "A" or the equivalent by a NRSRO at the time of purchase. The aggregate investment in medium-term notes shall not exceed 30% of the City's total portfolio. Furthermore, the City shall invest no more than 5% of its total investment assets in the commercial paper and the medium-term notes of any single issuer.

CA Govt Code 53601 (k)

H. Money Market Funds. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision these companies shall either:

(1) attain the highest ranking letter or numerical rating provided by not less than two of the three largest NRSROs, or

(2) have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years of experience managing money market mutual funds and with assets under management in excess of $1,000,000,000.

The purchase price of shares shall not exceed 20% of the City's total portfolio and shall not include any commission that the companies may charge. Furthermore, no more than 10% of the City's total portfolio may be invested in any one money market fund.

CA Govt Code 53601 (l)

I. Alameda County Investment Pool. The City's maximum investment in the Alameda County pool is limited to 10% of the City's total aggregate portfolio.

CA Govt Code 53684

J. Other Investment Pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 that invests in the securities and obligations authorized in subdivisions (a) to (r), inclusive. Each share shall represent an equal proportional interest in the underlying pool of securities owned by the joint powers authority. To be eligible under this section, the joint powers authority issuing the shares shall have retained an investment adviser that meets all of the following criteria:

1) The adviser is registered or exempt from registration with the Securities and Exchange Commission.

2) The adviser has not less than five years of experience investing in the securities and obligations authorized in subdivisions (a) to (q), inclusive.

3) The adviser has assets under management in excess of five hundred million dollars

($500,000,000).

CA Govt Code 53601 (p)

K. State of California's Local Agency Investment Fund (LAIF). The City's participation in LAIF shall conform to State Regulation. The City maintains a total of two LAIF investment accounts and may invest the maximum amount permitted by LAIF's Local Investment Advisory Board. In general, it is the City's intention to use investment in LAIF as a temporary repository for short-term funds needed for liquidity purposes. The Finance Director shall maintain appropriate information concerning LAIF's current investment policies, practices and performance on file. The Finance Director shall also maintain files on LAIF's requirements for participation, including, but not limited to, limitations on deposits or withdrawals and the composition of the portfolio.

CA Govt Code 16429.1

L. Collateralized Certificates of Deposit in FDIC-insured financial institutions located in California with a maximum maturity no longer than five years from the date of deposit. Deposits are limited to banks who have a long-term debt rating in a rating category of at least "A" or the equivalent and a short-term debt rating of at least "A-1" or the equivalent by a NRSRO. The City may waive collateral for any portion of its deposit that is covered by federal deposit insurance.

Money shall not be deposited in any state or federal credit union if a member of the legislative body of the City, or any person with investment decision making authority of the administrative office, manager's office, budget office, auditor-controller's office, or treasurer's office of the City, also serves on the board of directors, or any committee appointed by the board of directors, or the credit committee or supervisory committee, of the state or federal credit union.

The amount on deposit shall not exceed the total paid-up capital (to include capital notes and debentures) and surplus of any depository bank, or the total of the net worth of any savings and loan association. However, deposits in collateralized certificates of deposit shall not exceed 25% of the City's total portfolio, nor shall the City deposit more than 20% of its total portfolio in the collateralized certificates of deposit of any one bank.

CA Govt Code 53649

M. Municipal Bonds issued by the state of California and any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or any local agency, or by a department, board, agency or authority of the state or any local agency.

Registered treasury notes or bonds of any of the other 49 United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 United States, in addition to California.

The aggregate investment in municipal bonds may not exceed 20% of the City's total portfolio.

CA Govt Code 53601(c), CA Govt Code 53601(d), and CA Govt Code 53601(e)

N. Supranationals defined as United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a final maturity not exceeding five years from the trade settlement, and eligible for purchase and sale within the United States. Supranationals shall be rated in a rating category of at least "AA" or the equivalent by a NRSRO at the time of purchase.

The aggregate investment in supranationals may not exceed 30% of the City's total portfolio.

CA Govt Code 53601(q)

O. Asset-Backed Securities defined as all mortgage pass-through securities, collateralized mortgage obligations, mortgage-backed or other pay-through bonds, equipment lease-backed certificates, consumer receivable pass-through certificates, and consumer receivable-backed bonds, with a final maturity not exceeding five years from the trade settlement.

Asset-backed securities that are not issued or guaranteed by federal agencies and GSEs shall be rated in a rating category of at least "AA" or the equivalent by a NRSRO at the time of purchase and have a maximum remaining maturity of five years or less.

The aggregate investment in asset-backed securities may not exceed 20% of the City's total portfolio.

CA Govt Code 53601(o)

XI. Prohibited Investments

Investments not specifically approved by this Statement of Investment Policy are prohibited, including inverse floaters, range notes, mortgage derived interest-only strips, and securities that could result in zero interest accrual if held to maturity, except as provided in the subsequent paragraph.

Notwithstanding the prohibitions stated in the above paragraph, effective January 1, 2021, the City may invest in securities issued by, or backed by, the United States government that could result in zero- or negative-interest accrual if held to maturity, in the event of, and for the duration of, a period of negative market interest rates. The City may hold these instruments until their maturity dates. Securities described in this paragraph shall remain in effect only until January 1, 20262031, and as of that date is repealed.

XII. Credit Downgrade

The minimum rating criteria for particular investment categories is applied on the date of purchase. The City may from time to time be invested in a security whose rating is downgraded. In the event a rating drops below the minimum allowed rating category for that given investment type, the securities shall be reviewed and a plan of action shall be recommended by the Director of Finance or investment manager. The Director of Finance may consult the Investment Advisory Committee on the action to be taken and shall advise its Chairman and Members of the final disposition of the matter either by e-mail or fax.

If an investment advisor is used, the investment advisor will immediately notify the Director of Finance if a purchased security has been downgraded below accepted minimums specified herein, or if the security is placed on negative credit watch, where downgrade could result in a rate drop below acceptable levels of that fact. The course of action to be followed will then be decided on a case-by-case basis, considering such factors as the reason for the rate drop, prognosis for recovery or further drop, and market price of the security. The City Council will be advised of the situation and intended course of action by e-mail or fax.

XIII. Maturity and Diversification

Maturities shall be based on a review of cash flow forecasts. Maturities will be scheduled to permit the City to meet all projected obligations.

The City may not invest in a security that exceeds five years from the date of purchase unless City Council has granted express authority to make that investment no less than three months prior to the investment.

XIV. Internal Controls

The Finance Director shall establish a system of internal controls. The controls shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of the City. Controls deemed most important include:

- **Clearly delegating authority to subordinate staff members.** Subordinate staff members must have a clear understanding of their authority and responsibilities to avoid improper actions. Clear delegation of authority also preserves the internal control structure that is contingent on the various staff positions and their respective responsibilities.

- **Separating transaction authority from accounting and record keeping.** By separating the person who authorizes or performs the transaction from the people who record or otherwise account for the transaction, a separation of duties is achieved.

- **Delivery versus payment.** All trades where applicable will be executed by delivery vs. payment (DVP). This ensures that securities are deposited in the eligible financial

institution before the release of funds. A third party custodian as evidenced by safekeeping receipts will hold securities.

- **Avoiding physical delivery securities.** Book entry securities are much easier to transfer and account for since actual delivery of a document never takes place. Delivered securities must be properly safeguarded against loss or destruction. The potential for fraud and loss increases with physically delivered securities.

- **Confirming telephone transactions for investments and wire transfers in writing.** Due to the potential for error and improprieties arising from telephone transactions, all telephone transactions should be supported by written communications and approved by the appropriate person. Written communications may be via fax if on letterhead and the safekeeping institution has a list of authorized signatures.

- **Developing wire transfer agreements with the lead bank or third party custodian.** This agreement should outline the various controls and security provisions, and delineate responsibilities of each party making and receiving wire transfers.

XV. Banks and Security Dealer Selection

The Investment Advisory Committee shall approve all financial institutions from which securities are purchased or sold.

In selecting financial institutions for the deposit or investment of City funds, the Finance Director shall consider the creditworthiness of institutions. The Finance Director shall continue to monitor financial institutions' credit characteristics and financial history throughout the period in which City funds are deposited or invested.

Only primary government securities dealers that report to the New York Federal Reserve shall be used for the purchase of repurchase agreements. (It is acknowledged that inclusion on the primary dealer listing of the Federal Reserve Bank of New York is not a guarantee of creditworthiness.)

Effective October 14, 1987, the City shall be prohibited from investing funds with any person who is knowingly or intentionally engaged in the development or production of nuclear weapons. Person is defined as any person, private corporation, institution or other entity, which is within the jurisdiction of the City of Hayward.

If a third-party investment advisor is authorized to conduct investment transactions on the City's behalf, the investment advisor may use its own list of approved broker/dealers and financial institutions for investment purposes.

XVI. Risk Tolerance

The City recognizes that investment risks can result from issuer defaults, market price changes, or various technical complications leading to temporary illiquidity. Portfolio diversification is employed as a way to control risk. Investment managers are expected to display prudence in the selection of securities as a way to minimize default risk. No

individual investment transaction shall be undertaken that jeopardizes the total capital position of the overall portfolio.

The Director of Finance shall periodically establish guidelines and strategies to control risks of default, market price changes and illiquidity. All investment reports shall specifically address whether current investment results have been affected by any of the foregoing risks, and shall explain what actions investment officials have taken to control or correct for such risks.

A thorough investigation of any money market fund or investment pool, including LAIF and the Alameda County Pool, is required prior to investing, as well as on an ongoing basis. The following information should be obtained and analyzed:

I. A description of eligible investment securities
II. A written statement of investment policies and objectives
III. A description of interest calculation and their distribution, and the treatment of gains and losses
IV. A description of how the securities are safeguarded and how often the securities are priced and the program audited
V. Information about the size and frequency of deposits and withdrawals allowed, and how much notice is needed for withdrawals
VI. A schedule for receiving statements and portfolio listings
VII. A fee schedule, as well as how and when the fees are assessed
VIII. The rating of the pool/fund
IX. Information about investment advisers, including registration with the Securities and Exchange Commission, length of experience and total assets under management

In addition to these general policy considerations, the following specific policies will be strictly observed:

1. All investment funds will be placed directly with qualified financial institutions. The City will not deposit or invest funds through third parties or money brokers.

2. A competitive bid process, utilizing financial institutions approved by the Investment Advisory Committee, will be used to place investment purchases. Based on annual evaluation, securities dealers, banks, and other financial institutions will be dropped or continued on the eligibility list. The following criteria will be used in the evaluation:

    a. Number of transactions competitively won
    b. Prompt and accurate confirmation of transactions
    c. Efficient securities delivery
    d. Accurate market information account servicing

    If a third party investment advisor is authorized to conduct investment transactions on the City's behalf, the investment advisor may rely on its review process and use its own list of approved broker/dealers for investment purposes.

3. The Finance Director may designate an official to manage investments and designate a second official to perform investment management during absences of the primary designee. The Finance Director shall ensure that competent investment management is maintained and shall ensure that, if both designated investment officials are replaced or are simultaneously absent, any temporary replacement(s) shall be closely supervised, indoctrinated in the requirements of this Statement of Investment Policy, and given written investment procedures regulating the authority to invest in maturities beyond six months by means of appropriate controls and restraining requirements.

4. In order to assist in identifying "qualified financial institutions," the Finance Director shall forward copies of the City's Statement of Investment Policy to those financial institutions with which the City is interested in doing business and require written acknowledgement of the policy.

XVII. Safekeeping and Custody

To protect against potential fraud and embezzlement, the assets of the City shall be secured through third-party custody and safekeeping procedures.

The investment official shall be bonded to protect the public against possible embezzlement and malfeasance. An independent auditor shall review safekeeping procedures annually. The auditor may conduct surprise audits of safekeeping and custodial procedures.

All cash and securities in the City's portfolio shall be held in safekeeping in the City's name by a third party bank trust department, acting as agent for the City under the terms of a custody agreement executed by the bank and the City.

All securities will be received and delivered using standard delivery versus payment (DVP) procedures; the City's safekeeping agent will only release payment for a security after the security has been properly delivered. The only exception to the foregoing shall be depository accounts and securities purchases made with: (i) local government investment pools, and (ii) money market funds, since the purchased securities are not deliverable.

Appendix A

Comparison and Interpretation of Credit Ratings[1]

Long-Term Debt Ratings

Rating Interpretation	Moody's	Standard & Poor's	Fitch
Best Quality Grade	Aaa	AAA	AAA
High Quality Grade	Aa1 Aa2 Aa3	AA+ AA AA-	AA+ AA AA-
Upper Medium Grade	A1 A2 A3	A+ A A-	A+ A A-
Medium Grade	Baa1 Baa2 Baa3	BBB+ BBB BBB-	BBB+ BBB BBB-
Speculative Grade	Ba1 Ba2 Ba3	BB+ BB BB-	BB+ BB BB-
Low Grade	B1 B2 B3	B+ B B-	B+ B B-
Poor Grade to Default	Caa	CCC+	CCC
In Poor Standing	- -	CCC CCC-	- -
Highly Speculative Default	Ca C	CC -	CC -
Default	- - -	- - D	DDD DD D

Short-Term/Commercial Paper Investment Grade Ratings

Rating Interpretation	Moody's	Standard & Poor's	Fitch
Superior Capacity	P-1	A-1+/A-1	F1+/F1
Strong Capacity	P-2	A-2	F2
Acceptable Capacity	P-3	A-3	F3

[1] These are general credit rating guidelines and are for information only.

Appendix B

Glossary

ASK PRICE: The price at which a seller offers to sell a security to a buyer.

ASSET-BACKED SECURITIES: Bonds created from various types of consumer debt. Returns on these securities come from customer payments on their outstanding loans. The primary types of asset-backed securities are mortgages, home equity loans, auto loans, leases, credit card receivables and student loans.

BANKERS' ACCEPTANCE: A letter of credit issued in a foreign trade transaction which allows exporters to receive payment prior to importation of their goods. Banks provide short-term financing to facilitate the transaction and may sell the obligation to a third party. Bankers' Acceptances are secured by the issuer of the bill, while the underlying goods also serve as collateral.

BANK DEPOSITS: Collateral in the form of currency that may be in the form of demand accounts (checking) or investments in accounts that have a fixed term and negotiated rate of interest.

BENCHMARK: A comparative base for measuring the performance or risk tolerance of the investment portfolio. A benchmark should represent a close correlation to the level of risk and the average duration of the portfolio's investments.

BID PRICE: The price at which a buyer offers to purchase a security from the seller.

BOND: A debt investment in which an investor loans money to an entity (corporate or governmental) that borrows the funds for a defined period of time at a fixed interest rate called a coupon payment. Bonds are used by companies, municipalities, states and the U.S. government to finance a variety of projects and operating activities.

BROKER: A broker aligns buyers and sellers of securities and receives a commission when a sale occurs. Brokers generally do not hold inventory or make a market for securities.

CALIFORNIA LOCAL AGENCY OBLIGATIONS: Bonds that are issued by a California county, city, city and county, including a chartered city or county, school district, community college district, public district, county board of education, county superintendent of schools, or any public or municipal corporation.

CD (CERTIFICATE OF DEPOSIT): Time deposits issued by a bank, savings or federal credit union, or state-licensed branch of a foreign bank. Negotiable Certificates of Deposits rely on the credit rating of the issuing entity.

COLLATERAL: Securities, evidence of deposit, or other property that a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

COLLATERALIZATION: Process by which a borrower pledges securities, property, or other deposits for the purpose of securing the repayment of a loan and/or security.

COMMERCIAL PAPER: Short-term unsecured promissory note issued by a company or financial institution. Commercial paper is issued at a discount and matures at face value. Usually a maximum maturity of 270 days, and given a short-term debt rating by one or more NRSROs.

COUNTY POOLED INVESTMENT FUNDS: The aggregate of all funds from public agencies placed in the custody of the county treasurer or chief finance officer for investment and reinvestment.

COUPON: The annual rate of interest that a bond's issuer promises to pay the bondholder, expressed as a percentage of the bond's face value.

CREDIT RISK: Credit risk is the likelihood that an issuer will be unable to make scheduled payments of interest or principal on an outstanding obligation.

CUSTODIAN: An agent such as a broker or a bank that stores a customer's investments for safekeeping. The custodian does not have fiduciary responsibilities.

DEALER: A dealer, as opposed to a broker, acts as a principal in security transactions, selling securities from, and buying securities for his/her own position.

DEFAULT: To default is to fail to repay principal or make timely interest payments on a bond or other debt investment security, or failure to fulfill the terms of a note or contract.

DELIVERY VERSUS PAYMENT (DVP): A securities industry procedure whereby payment for a security must be made at the time the security is delivered to the purchaser's agent.

DIVERSIFICATION: Dividing investment funds among a variety of securities offering independent returns.

DURATION: The weighted average time to maturity of a bond where the weights are the present values of future cash flows. Duration measures the price sensitivity of a bond to changes in interest rates.

FIDUCIARY: An individual who holds something in trust for another and bears liability for its safekeeping.

FLOATING RATE INVESTMENTS: Notes whose interest rate is adjusted according to the interest rates of other financial instruments. These instruments provide protection against rising or falling interest rates, but may pay lower yield than fixed rate notes.

FUTURES: Commodities, which are sold in the present time and are to be delivered at a future date.

INTEREST ONLY STRIPs: Securities with cash flow based entirely on the monthly interest payments received from a mortgage, Treasury, or bond payment. No principal is included in these types of securities.

INVERSE FLOATING RATE INVESTMENTS: Variable-rate notes (such as inverse floating rate notes) whose coupon and value increase as interest rates decrease.

INVESTMENT PROGRAM: The process of modern portfolio management. The process includes establishing investment policy, analysis of the economic and capital markets environment, portfolio monitoring and rebalancing, and measuring performance.

LIQUIDITY: The ease with which investments can be converted to cash at their present market value. Liquidity is significantly affected by the number of buyers and sellers trading a given security and the number of units of the security available for trading.

LOCAL AGENCY BONDS: These bonds are issued by a county, city, city and county, including a chartered city or county, school district, community college district, public district, county board of education, county superintendent of schools, or any public or municipal corporation.

LOCAL AGENCY INVESTMENT FUND (LAIF): A voluntary investment fund open to state and local government entities and certain non-profit organizations in California in which organization pools their funds for investment. LAIF is managed by the State Treasurer's Office.

MARKET RISK: Market risk is the risk that investments will change in value based on changes in general market prices.

MARKET VALUE: The price at which a security is trading and could presumably be purchased or sold.

MASTER REPURCHASE AGREEMENT: A written contract which includes provisions specific to the governmental agency that is signed by an authorized officer with each counterparty. A master agreement will often specify details to the nature of transactions, the relationship of the parties to the agreement, parameters pertaining to the ownership and custody of collateral, and remedies in the event of default by either party.

MATURITY: The date upon which the principal or stated value of an investment becomes due and payable.

MEDIUM TERM NOTES (MTN): Unsecured, investment-grade senior debt securities of major corporations that are sold either on a continuous or an intermittent basis. MTNs are highly flexible debt instruments that can be structured to respond to market opportunities or to investor preferences.

MONEY MARKET: The market in which short-term debt instruments (bills, commercial

paper, bankers' acceptances, etc.) are issued and traded.

MORTGAGE-BACKED SECURITIES: A debt instrument with a pool of real estate loans as the underlying collateral. The mortgage payments of the real estate assets are used to pay interest and principal on the bonds.

MORTGAGE PASS-THROUGH SECURITIES: A securitized participation in the interest and principal cash flows from a specified pool of mortgages. Principal and interest payments made on the mortgages are passed through to the holder of the security.

MUTUAL FUNDS: An investment company that pools money and can invest in a variety of securities, including fixed-income securities and money market instruments. **Money market mutual funds** invest exclusively in short-term (1-day to 1-year) debt obligations such as Treasury bills, certificates of deposit, and commercial paper. The principal objective is the preservation of capital and generation of current income.

NATIONALLY RECOGNIZED STATISTICAL RATING ORGANIZATION (NRSRO): The formal term to describe a credit rating agency that is registered with the U.S. securities and exchange commission's office of credit ratings. Ratings provided by NRSROs are used frequently by investors and are used as benchmarks by federal and state agencies. Examples include Moody's, Standard and Poor's, and Fitch.

OFFER: The price asked by a seller of securities. See Ask Price and Bid Price.

OPTION: A contract that provides the right or obligation, depending on the buyer or seller's position within the contract, to buy or to sell a specific amount of a specific security within a predetermined time period at a specified price. A call option provides the right to buy the underlying security. A put option provides the right to sell the underlying security. The seller of the contracts is called the writer.

PORTFOLIO: A collection of securities held by an investor.

PRIMARY DEALER: A group of government securities dealers who submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York and are subject to its informal oversight. Primary dealers include Securities and Exchange Commission (SEC)-registered securities broker-dealers, banks, and a few unregulated firms.

PRINCIPAL ONLY STRIPS: Securities with cash flow based entirely on the principal payments received from an obligation.

RANGE NOTES: A range note is a bond that pays interest if a specified interest rate remains above or below a certain level and/or remains within a certain range.

RATE OF RETURN: The yield obtainable on a security based on its purchase price or its current market price.

REPURCHASE AGREEMENT (RP, Repo): A contractual transaction between an investor

and an issuing financial institution (bank or securities dealer). The investor exchanges cash for temporary ownership or control of collateral securities, with an agreement between the parties that on a future date, the financial institution will repurchase the securities.

SAFEKEEPING: A service to customers rendered by banks for a fee whereby securities and valuables of all types and descriptions are held by the bank in the customer's name.

SECONDARY MARKET: A market made for the purchase and sale of outstanding issues following the initial distribution.

SECURITIES AND EXCHANGE COMMISSION (SEC): A federal government agency comprised of five commissioners appointed by the President and approved by the Senate. The SEC was established to protect the individual investor from fraud and malpractice in the marketplace. The Commission oversees and regulates the activities of registered investment advisers, stock and bond markets, broker/dealers, and mutual funds.

STATE OBLIGATIONS: Registered treasury notes or bonds of the 50 United States, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the 50 United States.

STRIPS: Bonds, usually issued by the U.S. Treasury, whose two components, interest and repayment of principal, are separated and sold individually as zero-coupon bonds. Strips are an acronym for Separate Trading of Registered Interest and Principal of Securities.

SUPRANATIONALS: International financial institutions that are generally established by agreements among nations, with member nations contributing capital and participating in management. Supranational bonds finance economic and infrastructure development and support environmental protection, poverty reduction, and renewable energy around the globe.

TRUSTEE: An individual or organization, which holds or manages and invests assets for the benefit of another. The trustee is legally obliged to make all trust-related decisions with the trustee's interests in mind, and may be liable for damages in the event of not doing so.

U.S. AGENCY OBLIGATIONS: Federal agency or United States government-sponsored enterprise obligations (GSEs), participations, or other instruments. The obligations are issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. Issuers include: Fannie Mae, Farmer Mac, Federal Farm Credit Banks, Freddie Mac, Federal Home Loan Banks, Financing Corporation, Tennessee Valley Authority, Resolution Trust Funding Corporation, World Bank, Inter-American Development Bank, and PEFCO.

U.S. TREASURY OBLIGATIONS (TREASURIES): Securities issued by the U.S. Treasury and

backed by the full faith and credit of the United States. Treasuries are considered to have no credit risk and are the benchmark for interest rates on all other securities in the U.S. and overseas. The Treasury issues both discounted securities and fixed coupon notes and bonds.

Treasury Bills: All securities issued with initial maturities of one year or less are issued as discounted instruments, and are called Treasury Bills (T-bills). The Treasury currently issues 3-month and 6-month T-bills at regular weekly auctions. It also issues "cash management" bills as needed to smooth cash flows.

Treasury Notes: All securities issued with initial maturities of 2- to 10-years are called Treasury Notes (T-notes), and pay interest semi-annually.

Treasury Bonds: All securities issued with initial maturities greater than 10-years are called Treasury Bonds (T-bonds). Like Treasury Notes, they pay interest semi-annually.

WAL: Weighted Average Life: Is the weighted average time for principal repayment, that is, the average time it takes for every dollar of principal to be repaid. The time weights are based on the principal payments, i.e., the years with more principal payments will have a higher weight..

YIELD: The rate of annual income return on an investment, expressed as a percentage. Yield does not include capital gains.

Income Yield is obtained by dividing the current dollar income by the current market price for the security.

Net Yield or **Yield to Maturity** is the current income yield minus any premium above par or plus any discount from par in purchase price, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

ZERO-COUPON BOND: A bond on which interest is not payable until maturity (or earlier redemption), but compounds periodically to accumulate to a stated maturity amount. Zero-coupon bonds are typically issued at a discount and repaid at par upon maturity.

File #: CONS 26-205

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Confirming the Report and Special Assessment List Associated with Delinquent Water and Sewer Bills, and Authorizing the Delinquent Charges to Become a Special Assessment Against the Properties If Not Paid by August 1, 2026

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment II) confirming the report and assessment for delinquent water bills and sewer bills and authorizing the delinquent charges to become a special assessment against the properties if not paid by August 1, 2026.

SUMMARY

In November 2012, Council approved collection of delinquent water and sewer service charges by way of special assessments on property tax rolls for property owners that receive only sewer service from the City and from owners of multi-family properties. Currently, there are 82 affected properties with a total of $223,306.35 in delinquent charges, which includes $215,473.60 in unpaid sewer and water charges, $4,100 in administrative fees to the City and $3,732.75 in administrative fees to Alameda County Assessor's Office, as listed on Attachment III. It is anticipated that the final list of properties and amount of delinquent water and sewer charges will be reduced by the final due date of August 1, 2026. Recovery of these outstanding charges improves the fiscal health of the Water and Wastewater Operating Funds, which benefits all rate payers.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	2026 Special Assessment List
Attachment IV	Public Notice

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

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FISCAL IMPACT

There is no negative fiscal impact to the City as cost recovery occurs through administrative fees. Recovery of these outstanding charges improves the fiscal health of the Water and Wastewater Operating Funds, which benefits all rate payers.

BACKGROUND

The City provides water and sewer services to almost all residents and businesses within the City limits. The exceptions are a small number of properties that receive water service from the East Bay Municipal Utility District or sewer service from Oro Loma Sanitary District. In addition to in-City customers, Hayward provides sewer service to about 800 "sewer-only" customers, mainly located in unincorporated Alameda County, as well as water or sewer service to other customers outside of City limits. The Hayward Municipal Code states that responsibility for water and sewer bills lies with the person or entity that requested service, i.e., the account holder of record. For sewer-only accounts, however, ultimate responsibility rests with the property owner, regardless of the name on the account.

For accounts that become subject to collection, the most effective measure available to the City is to discontinue water service for unpaid charges. However, the City is unable to shut off water to sewer-only customers since water service is not provided by the City. With respect to multi-family customers, discontinuing water service would leave tenants without water, in most cases through no fault of their own. On November 27, 2012, Council approved ordinances allowing for the collection of delinquent water and sewer bills as special assessments on property tax bills. The ordinances apply to accounts that are at least sixty days in arrears as of March 1, 2026, and provide the City with a tool to collect delinquent charges from property owners that receive sewer service only from the City and from owners of multi-family properties. The ordinances are intended for use as a last resort, in addition to remedies that already exist.

DISCUSSION

Delinquent water and sewer service charges that would be placed on the property tax rolls for each customer are comprised of all charges in arrears by sixty days or more as of March 1, 2026, a $50 administrative fee charged by the City, and a 1.7% administrative fee charged by the Alameda County Assessor's Office.

As of the date of this writing, there are 82 affected accounts that have a total of $223,306.35 in unpaid sewer and water charges, plus an additional $4,100 in administrative fees to the City and $3,732.75 in administrative fees to Alameda County Assessor's Office, for a total of $223,306.35, as listed on Attachment III. If not paid by August 1, 2026, the unpaid charges and administrative fees will become a special assessment against the property and will appear on each property owner's tax bill later this year.

To give the Council a sense of the impact of the ordinance, the first formal letter was sent to 154 account holders, with total delinquent charges of $437,817.87 and, at this time, approximately 60% of the charges were owed by seven customers. The attached list includes 82 account holders, with charges totaling $215,473.60, excluding City and County administrative fees, of which 56% of the charges are owed by three customers. This means that $222,344.27, or approximately 51% of the original unpaid charges, has been collected that otherwise may not have been paid.

By comparison, at the same time last year, there were 59 affected accounts with an outstanding balance of $112,179.32, and in the previous year, there were 96 affected accounts with an outstanding balance of $96,571.73, excluding City and County administrative fees.

As seen in previous years, some property owners paid off their delinquent balance after Council action. The final list that will be transmitted to the County Assessor may be smaller than the list provided in Attachment III. The final list transmitted to the County Assessor last year included 47 account holders with an outstanding total balance of $69,121.22, excluding City and County administrative fees.

Staff mailed three formal notices to each affected property owner in March, April, and May. Property owners were provided with an opportunity to schedule an administrative hearing if they disagreed with the charges or their responsibility for paying them. No requests for hearings were received.

ECONOMIC IMPACT

The properties that are affected by this action are summarized in the following table:

Amount Owed (Excluding Administrative Fees)	Number of Parcels
Less than $500	28
$500 - $1,000	39
$1,000 - $2,000	4
$2,000 - $10,000	6
More than $10,000	5
Total: $215,473.60	**82**

To the extent that the City recovers and discourages delinquencies avoiding charge-offs of uncollectable accounts, all rate payers will benefit from slightly lower future rate increase requirements.

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not relate to one of the Council's Strategic Roadmap.

SUSTAINABILITY FEATURES

There are no direct sustainability features associated with this report.

PUBLIC CONTACT

In addition to the three notices sent directly to property owners, a notice of the City Council's scheduled confirmation of this report (Attachment IV) will be published once in May and once in July, prior to the August 1, 2026 deadline, in *The Daily Review*.

NEXT STEPS

The City will continue to accept payments until August 1, 2026. After that date, the list will be finalized and forwarded to the Alameda County Assessor's Office by August 7, 2026, in accordance with the County's schedule.

Prepared by: Michelle Tran, Developmental Review Specialist

Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-__

Introduced by Council Member_____

RESOLUTION CONFIRMING THE REPORT AND SPECIAL ASSESSMENT LIST ASSOCIATED WITH DELINQUENT WATER AND SEWER BILLS AND AUTHORIZING THE DELINQUENT CHARGES TO BECOME A SPECIAL ASSESSMENT AGAINST THE PROPERTIES IF NOT PAID BY AUGUST 1, 2026

WHEREAS, the Director of Public Works and Director of Finance have rendered an itemized report in writing to this Council indicating certain property owners that receive water and/or sewer service from the City of Hayward who have incurred delinquent water and/or sewer bills, as required by Sections 11-2.50 and 11-3.463 of the Municipal Code of the City of Hayward; and

WHEREAS, the hour of 7 p.m. on Tuesday, June 2, 2026, in the Council Chambers, City Hall, 777 B Street, Hayward, California, was fixed as the time and place for this Council to receive and consider the report, and a copy of the report has been posted and published in the manner required by Sections 11-2.51 and 11-3.464 of the Municipal Code; and

WHEREAS, the report was presented at the time and place fixed, and the City Council has considered the report and all comments with respect thereto.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that, except as may be amended by Council, the report from the Director of Public Works and Director of Finance of the City of Hayward listing certain property owners that receive water and/or sewer service from the City of Hayward who have incurred a delinquent water and/or sewer bill, a copy of which is attached hereto, is hereby confirmed.

BE IT FURTHER RESOLVED that payments of assessments confirmed hereby may be received by the City of Hayward Director of Finance up to the hour of 5 p.m. on August 1, 2026, and thereafter such official shall transmit the unpaid assessments to the County Auditor for collection on the property tax roll.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

Utility Accounts Special Assessment List 2026

ATTACHMENT III

Parcel	Owner Name	Account Number	Location	Description	Amount Due	COH Special Assessment Fee	Alameda County Fee (1.7% of amount due + COH fee)	Total to be Added to Property Tax Bill
427-0021-042-00	ALEMAN CARLOS	3169	1261 TERRACE AVE	MULTIFAMILY RESIDENTIAL	$228.88	$50.00	$4.74	$283.62
427-0031-006-00	MOORE SHERMAN	3874	1345 A ST	MULTIFAMILY RESIDENTIAL	$1,086.00	$50.00	$19.31	$1,155.31
428-0026-027-01	JOZINOVIC JOZO & RUZA	5570	22224 MAIN ST	MULTIFAMILY RESIDENTIAL	$305.33	$50.00	$6.04	$361.37
428-0036-014-00	SILVA JOSEPH R & RONALD G	9522	22163 MONTGOMERY ST	MULTIFAMILY RESIDENTIAL	$395.46	$50.00	$7.57	$453.03
416-0120-015-00	MADANAT NABEEL & EMAN	9827	22596 NORWOOD DR	MULTIFAMILY RESIDENTIAL	$2,803.86	$50.00	$48.52	$2,902.38
431-0080-065-00	ARMSTRONG ROGER R	20125	391 OCIE WAY	MULTIFAMILY RESIDENTIAL	$5,582.70	$50.00	$95.76	$5,728.46
453-0090-007-01	HUA XIAOXI	22274	418 HARRIS RD	MULTIFAMILY RESIDENTIAL	$628.78	$50.00	$11.54	$690.32
454-0025-125-16	GALZIE HEMAN K & SUHAIL ALBINA TRS & PATEL SH ETAL	22903	26447 GADING RD	MULTIFAMILY RESIDENTIAL	$11,766.83	$50.00	$200.89	$12,017.72
415-0230-075-00	ROCKAWAY APARTMENTS LLC	22927	22400 ROCKAWAY LN	MULTIFAMILY RESIDENTIAL	$17,443.71	$50.00	$297.39	$17,791.10
453-0080-009-02	PARAISO APARTMENTS LLC	22932	963 W TENNYSON RD	MULTIFAMILY RESIDENTIAL	$35,054.07	$50.00	$596.77	$35,700.84
453-0040-009-04	478 SCHAFER ROAD LLC	23065	478 SCHAFER RD	MULTIFAMILY RESIDENTIAL	$1,953.99	$50.00	$34.07	$2,038.06
432-0028-131-00	LEE RYAN J	23393	797 MEMORIAL WAY	MULTIFAMILY RESIDENTIAL	$413.12	$50.00	$7.87	$470.99
453-0055-027-00	JENG JOHN W & KAO CINDY C TRS	23776	27519 TYRRELL AVE, UNIT A	MULTIFAMILY RESIDENTIAL	$410.00	$50.00	$7.82	$467.82
444-0057-035-02	GALLARDORAMIREZ LUZ M	24170	664 BERRY AVE	MULTIFAMILY RESIDENTIAL	$963.89	$50.00	$17.24	$1,031.13
444-0072-048-02	HOUSLEY GENE R & DEBBY M TRS	27808	25635 DONALD AVE	MULTIFAMILY RESIDENTIAL	$289.33	$50.00	$5.77	$345.10
443-0070-043-04	EHP ISSEI TERRACE L P	31077	200 FAGUNDES ST	MULTIFAMILY RESIDENTIAL	$40,579.70	$50.00	$690.70	$41,320.40
443-0085-019-02	CHHP L P	31845	25100 CYPRESS AVE	MULTIFAMILY RESIDENTIAL	$44,586.96	$50.00	$758.83	$45,395.79
444-0069-064-00	DWYER KELLY TR	60022	25653 SOTO RD	MULTIFAMILY RESIDENTIAL	$694.11	$50.00	$12.65	$756.76
431-0012-024-00	JOANN L CRAWFORD TR	61016	360 SMALLEY AVE, UNIT F	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-024-00	JOANN L CRAWFORD TR	61015	360 SMALLEY AVE, UNIT E	SEWER ONLY	$470.59	$50.00	$8.85	$529.44
431-0012-024-00	JOANN L CRAWFORD TR	61012	360 SMALLEY AVE, UNIT A	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-024-00	JOANN L CRAWFORD TR	61011	360 SMALLEY AVE, UNIT B	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-024-00	JOANN L CRAWFORD TR	61010	358 SMALLEY AVE, UNIT C	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-024-00	JOANN L CRAWFORD TR	61009	358 SMALLEY AVE, UNIT B	SEWER ONLY	$360.29	$50.00	$6.97	$417.26
431-0012-024-00	JOANN L CRAWFORD TR	61008	358 SMALLEY AVE, UNIT A	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-025-00	JOANN L CRAWFORD TR	61007	364 SMALLEY AVE, UNIT F	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-025-00	JOANN L CRAWFORD TR	61004	364 SMALLEY AVE, UNIT C	SEWER ONLY	$37.51	$50.00	$1.49	$89.00
431-0012-025-00	JOANN L CRAWFORD TR	61002	364 SMALLEY AVE, UNIT A	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-025-00	JOANN L CRAWFORD TR	61001	362 SMALLEY AVE	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
429-0055-014-05	442 SUNSET BLVD PROPCO LLC	60898	442 SUNSET BLVD	SEWER ONLY	$7,968.80	$50.00	$136.32	$8,155.12
429-0055-014-05	442 SUNSET BLVD PROPCO LLC	60897	442 SUNSET BLVD	SEWER ONLY	$108.38	$50.00	$2.69	$161.07
429-0059-033-00	VILMA PINEDA ETAL	60894	234 SUNSET BLVD	SEWER ONLY	$4,055.58	$50.00	$69.79	$4,175.37
431-0016-064-00	KIM MAN S & ALICE Y TRS	60867	206 A ST	SEWER ONLY	$587.12	$50.00	$10.83	$647.95

Utility Accounts Special Assessment List 2026

ATTACHMENT III

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431-0106-068-00	BHATTI ONIEL & ADEEL ETAL	60848	22542 AMADOR ST, UNIT 3	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
431-0106-067-00	LOGIAH RAJESH & KANNAN DEEPA	60847	22542 AMADOR ST, UNIT 4	SEWER ONLY	$307.00	$50.00	$6.07	$363.07
431-0106-056-00	ROBINSON RANDY & MIRIAM	60836	22626 AMADOR ST, UNIT 3	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
431-0107-073-00	KESAVAN ANIRAJ & MANIKANDAN SAJINI P	60822	22870 AMADOR ST	SEWER ONLY	$101.66	$50.00	$2.58	$154.24
431-0107-062-00	CORN CHARLES S & DELUNA MARIA L	60811	1114 RED WING DR	SEWER ONLY	$350.76	$50.00	$6.81	$407.57
431-0107-059-00	PERKINS PETINA R	60808	22962 AMADOR ST	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0107-046-00	VEDAMUTHU MARGOSCHIS & MARGOSCHIS SHANTHI	60795	1048 OLD OAK LN	SEWER ONLY	$321.16	$50.00	$6.31	$377.47
431-0106-041-00	LEWIS JULIE	60768	500 OLD OAK LN 3	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
429-0055-023-00	SALOTE TAKEIFANGA	60727	312 SUNSET BLVD	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
429-0055-017-00	DOMINIC & DEANNA GARZA	60722	384 SUNSET BLVD	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
428-0001-071-00	MIGUEL SANDOVAL	60710	620 SUNSET BLVD	SEWER ONLY	$365.31	$50.00	$7.06	$422.37
428-0001-067-00	JIANG XUECHEN	60708	680 SUNSET BLVD	SEWER ONLY	$1,108.28	$50.00	$19.69	$1,177.97
428-0001-065-00	FERNANDO N SAINZ	60705	696 SUNSET BLVD	SEWER ONLY	$197.85	$50.00	$4.21	$252.06
428-0006-035-02	KARTHIK THOUTIREDDY	60689	21896 VALLEJO ST	SEWER ONLY	$289.00	$50.00	$5.76	$344.76
431-0092-088-01	CHAND PRATAP TR	60679	22567 YOLO ST	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
428-0006-017-00	JTHURAMALINGAM SHANMUGAM & VENKATESWARAN SUMAT	60674	21641 MONTGOMERY ST	SEWER ONLY	$5,283.93	$50.00	$90.68	$5,424.61
429-0091-022-02	RAMESHWARI & ASHWIN KUMAR	60657	290 POPLAR AVE	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
429-0091-022-02	RAMESHWARI & ASHWIN KUMAR	60656	290 POPLAR AVE	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0008-001-02	WANG ZHI C & HUANG YA L TRS	60607	385 LAUREL AVE	SEWER ONLY	$1,108.28	$50.00	$19.69	$1,177.97
431-0016-108-00	SADDIQI ZAINUDDIN & MARJAN	60592	249 LAUREL AVE	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0016-115-00	RAVINDER K NAGRA TR	60586	187 LAUREL AVE	SEWER ONLY	$482.29	$50.00	$9.05	$541.34
431-0016-105-00	ASHWEEN S CHANDRA	60544	267 SMALLEY AVE	SEWER ONLY	$346.54	$50.00	$6.74	$403.28
431-0016-034-00	JOSE & FLORDELIZA TRINIDAD	60540	224 SMALLEY AVE	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0016-034-00	JOSE & FLORDELIZA TRINIDAD	60539	224 SMALLEY AVE	SEWER ONLY	$3,696.32	$50.00	$63.69	$3,810.01
431-0016-066-00	KIM MAN S & ALICE Y TRS	60531	192 A ST	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0016-043-00	EVERARDO DUENAS	60515	22380 MEEKLAND AVE	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-015-00	NGUYEN HAN & TROY T	60507	22382 PRINCETON ST	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0012-013-00	GUERRERO MARYPAZ & GONZALEZ ANASTASHIA J ETAL	60505	22370 PRINCETON ST	SEWER ONLY	$193.34	$50.00	$4.14	$247.48
429-0091-019-00	ROSA T CRUZ	60499	22009 PRINCETON ST	SEWER ONLY	$189.00	$50.00	$4.06	$243.06
429-0091-021-00	JOSE MEDRANO TR	60497	22049 PRINCETON ST	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
431-0016-024-00	MAURICE & PATTY GERARDO	60481	22385 PRINCETON ST	SEWER ONLY	$564.14	$50.00	$10.44	$624.58
428-0041-079-00	CORRALES ERIC A & JOWANDA	60472	697 SUNSET BLVD	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
428-0041-079-00	CORRALES ERIC A & JOWANDA	60471	697 SUNSET BLVD	SEWER ONLY	$600.14	$50.00	$11.05	$661.19

Utility Accounts Special Assessment List 2026

ATTACHMENT III

Parcel	Owner Name	Account Number	Location	Description	Amount Due	COH Special Assessment Fee	Alameda County Fee (1.7% of amount due + COH fee)	Total to be Added to Property Tax Bill
416-0170-039-00	HANCOCK TERRY J TR	60434	2573 KELLY ST	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
416-0170-001-00	CAMACHO JOSE & GEMA S	60430	2233 KELLY ST	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
416-0170-002-00	TRIMBAKE AJIT & NITI	60429	2241 KELLY ST	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
416-0170-056-00	HOLLAND ALLYSIA D TR	60415	22873 UPLAND WAY	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
417-0040-003-00	PABLO NOEL R TR	60345	22625 WILDWOOD ST	SEWER ONLY	$600.14	$50.00	$11.05	$661.19
417-0040-007-00	DORHAM GORDON JR	60341	22636 WILDWOOD ST	SEWER ONLY	$307.00	$50.00	$6.07	$363.07
425-0410-013-00	CAINES DANA E TR	60303	2563 CARISBROOK CT	SEWER ONLY	$396.32	$50.00	$7.59	$453.91
425-0380-020-00	LYONS RICHARD A	60290	2517 CARISBROOK CT	SEWER ONLY	$599.46	$50.00	$11.04	$660.50
425-0380-013-00	ROMPREY YAMILA F TR	60282	2482 CARISBROOK CT	SEWER ONLY	$155.73	$50.00	$3.50	$209.23
425-0370-036-00	NUNEZ CARLOS A & IRENE A	60252	2680 WARWICK PL	SEWER ONLY	$386.63	$50.00	$7.42	$444.05
425-0330-001-00	GUERRA SOPHIA M & SUGUITAN BRANDON	60192	3218 OAKES DR	SEWER ONLY	$103.36	$50.00	$2.61	$155.97
425-0330-003-00	MASHRIQUE NAJIA	60190	3244 OAKES DR	SEWER ONLY	$563.46	$50.00	$10.43	$623.89
425-0330-026-00	ETHERIDGE LOUISE	60170	3425 OAKES DR	SEWER ONLY	$599.46	$50.00	$11.04	$660.50
425-0340-042-00	CARRAZCO FELIPE F & LOPEZ ALEXISS F	60156	3070 CROMWELL PL	SEWER ONLY	$160.88	$50.00	$3.58	$214.46
425-0370-068-00	GOMEZ DENISE D & VINCENT E	60124	2535 OAKES DR	SEWER ONLY	$599.46	$50.00	$11.04	$660.50
441-0087-030-23	DUBLIN DAN T & EDNA	60083	1580 MIDDLE LN	SEWER ONLY	$601.79	$50.00	$11.08	$662.87

Totals:	Parcels being Specially Assessed	Amount Due	Special Assessment Fee	Alameda County Fee	Special Assessment
	82	**$215,473.60**	**$4,100.00**	**$3,732.75**	**$223,306.35**

OFFICIAL NOTICE
HAYWARD CITY COUNCIL

DATE: Tuesday, June 2, 2026
MEETING: Hayward City Council
TIME: 7:00 p.m.
LOCATION: City Hall - Council Chamber (777 B Street, Hayward, CA 94541) and Virtual Platform via Zoom (please refer to the posted agenda in the Meeting & Agenda Center for instructions on how to participate in the meeting and for submitting public comments https://hayward.legistar.com/Calendar.aspx)

A live stream can be viewed at https://hayward.legistar.com/Calendar.aspx, Comcast TV Channel 15, or on YouTube at https://www.youtube.com/user/cityofhayward.

On the above date, at approximately the hour noted, the Hayward City Council will consider for confirmation the list of certain property owners with delinquent water and/or sewer bills owed to the City of Hayward in order to enforce collection of the delinquent amounts by placement on the Alameda County property tax roll.

In addition, notice is hereby given that on June 2, 2026, the list of delinquent accounts will have been filed with the City Clerk.

A copy of the staff report may be reviewed at the Weekes Branch Library, 27300 Patrick Avenue, or at the Public Works & Utilities Department or City Clerk's Office at 777 B Street, Hayward, California, or on the City's website at https://hayward.legistar.com/Calendar.aspx. Staff reports are available the Friday before the meeting.

FOR INFORMATION RELATED TO DELINQUENT WATER AND/OR SEWER BILLS, CALL CITY OF HAYWARD, REVENUE OFFICE (510) 583-4624.

ASSISTANCE will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Persons needing accommodation should contact the City Clerk's Office 48 hours in advance of the meeting at (510) 583-4400, or by using the TDD line for those with speech and hearing disabilities at (510) 247-3340.

PLEASE TAKE NOTICE that if you file a lawsuit challenging any final decision on the subject of this notice, the issues in the lawsuit may be limited to the issues which were raised at the City's public hearing or presented in writing to the City Clerk at or before the public hearing. By Resolution the City Council has imposed the 90-day time deadline set forth in C.C.P. Section 1094.6 for filing of any lawsuit challenging final action on an item which is subject to C.C.P. Section 1094.5.

Dated: May 22 & July 17, 2026
Miriam Lens, City Clerk
City of Hayward

File #: CONS 26-206

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Authorizing the City Manager to Award a Construction Contract to Chrisp Company for the On-Call Signage and Striping Services Project, Project No. 05371 With a Maximum Compensation Amount Not-to-Exceed $300,000

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) authorizing the City Manager to execute a construction contract with Chrisp Company with a maximum compensation amount not-to-exceed $300,000 for on-call signage and striping services.

SUMMARY

As part of a strategy to enhance the City's capacity for rapid-response traffic safety measures, staff recommends entering into a contract with a contractor to provide on-call traffic signage and striping services. On March 27, 2026, the City issued a Request for Quotes, which included a description of the services expected to be provided and a list of bid items for which to provide prices. On April 17, 2026, the City received one responsive quote from Chrisp Company. The proposed prices for each bid item were broadly aligned with expected costs based on recent bids for similar projects.

The contract duration is one year, with an option to extend up to three years if both the City and Contractor mutually agree. The total cost of work performed through the on-call contract in FY2027 may not exceed $300,000. Staff recommend that City Council approve the contract, allowing the Transportation Division to issue task orders for signage and striping needs.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution Authorizing the City Manager to Award a Construction Contract to Chrisp Company for the On-Call Signage and Striping Services Project, Project No. 05371 for a Maximum Compensation Amount Not-to-Exceed $300,000

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) authorizing the City Manager to execute a construction contract with Chrisp Company with a maximum compensation amount not-to-exceed $300,000 for on-call signage and striping services.

SUMMARY

As part of a strategy to enhance the City's capacity for rapid-response traffic safety measures, staff recommends entering into a contract with a contractor to provide on-call traffic signage and striping services. On March 27, 2026, the City issued a Request for Quotes, which included a description of the services expected to be provided and a list of bid items for which to provide prices. On April 17, 2026, the City received one responsive quote from Chrisp Company. The proposed prices for each bid item were broadly aligned with expected costs based on recent bids for similar projects.

The proposed contract duration is one year, with an option to extend up to three years if both the City and Contractor mutually agree. The total cost of work performed through the on-call contract in FY 2026-27 may not exceed $300,000. Staff recommends that City Council approve the contract, allowing the Transportation Division to issue task orders for signage and striping needs.

FISCAL IMPACT

This agenda item will not impact the General Fund or Measure C.

The striping work will primarily be funded through the State Transportation Development Act (TDA) Article 3 revenues, with additional funding coming from existing budgets in the adopted FY26 Capital Improvement Program (CIP). Of the proposed $300,000 not-to-exceed

budget amount, $200,000 from TDA is incorporated into the FY27 CIP, through project no. 05371. Staff recommends proceeding with this action and if TDA grant funding is not awarded to the City, staff will identify alternative funding options. The remaining $100,000 will be funded through existing non-General Fund appropriations in the FY26 CIP, specifically Measure B funds (Fund 215 and Fund 216) and Gas Tax Funds (Fund 210).

Addressing emergent signage and striping needs with an on-call vendor with established prices for standard bid items will help the City to deliver signage and striping improvements more cost effectively than initiating procurement for each project.

BACKGROUND

The City committed to Vision Zero, the elimination of serious and fatal traffic collisions on City Streets, as part of the 2023 Local Road Safety Plan (LRSP). In response to a City Council Traffic Safety Work Session on March 24, 2026, Transportation Division staff are developing a set of quick-build traffic safety improvements for the highest ranked intersections in the LRSP that consist primarily of signage, striping, curb paint, safe-hit posts, and other low-cost measures.

Currently, most signage and striping needs are addressed either through work orders issued to the Maintenance Services Division (MSD) or included in the Pavement Improvement Plan (PIP).

The proposed contract reserves the City's right to continue to use these and other methods of project delivery when it is advantageous to do so. However, an on-call contract provides several advantages. MSD staff have additional responsibilities and a smaller set of equipment than may be needed to efficiently deliver this volume of signage and striping projects. PIP may only address signage and striping needs in one contract each year, and the striping work is performed by a subcontractor.

DISCUSSION

On March 27, 2026, the City issued a Request for Quotes, which included a description of the services expected to be provided and a list of bid items for which to provide a quote. Seventeen (17) firms downloaded the RFQ from the City's procurement portal. On April 17, 2026, the City received one responsive quote from Chrisp Company. While only one bid was received, City staff have reviewed the bid and determined that the proposed unit prices are reasonable based on past projects.

The proposed on-call contract is intended to improve the City's ability to efficiently implement near-term traffic safety improvements identified through the LRSP and other ongoing assessments. While MSD and PIP continue to serve as important delivery mechanisms, the on-call project addresses needs for capacity and scheduling flexibility, which are especially important for smaller-scale, quick-build efforts. Establishing a unit-price on-call contract allows the City to more quickly deploy standard safety treatments as needs are identified, reduces the administrative burden associated with individual

procurements, and supports more timely implementation of Vision Zero–related improvements.

The execution of this contract will allow the City to begin issuing task orders to the on-call contractor, initiating construction on near-term safety improvements at many of the City's top priority intersections. The draft list is shown below, but it may change depending on whether there are pending improvements at these locations, or whether more effective projects may be installed at other locations.

Table 1: Planned Quick-Build intersections

Tennyson Rd and Baldwin St	Hesperian Blvd and Sleepy Hollow Ave
Foothill Blvd, Mission Blvd, and Jackson St	Hesperian Blvd and Turner Ct
Tennyson Rd and Calaroga Ave	A St and Foothill Blvd
A St and Victory Dr	Tennyson Rd and Huntwood Ave
Huntwood Ave and Montana Way	Industrial Pkwy and Ruus Rd

While addressing critical needs at these intersections is the priority for this contract, staff expect other needs to arise throughout based on requests from the community and in response to future incidents.

ECONOMIC IMPACT

This item has no direct economic impact.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Invest in Infrastructure: Invest in Infrastructure. Specifically, this item relates to the implementation of the following project: Project N1: Continue to implement major corridor traffic calming initiatives

SUSTAINABILITY FEATURES

This project does not include significant sustainability features. However, pedestrian safety improvements may facilitate increased walking, which is a sustainable mode of transportation.

PUBLIC CONTACT

No public contact was made specifically for this agenda item. This item helps the City to fulfill its commitments made during the March 24, 2026 Traffic Safety Work Session. During the development of the Local Road Safety Plan, the City gathered community input on roadway safety through pop-up events, an interactive webmap, and an online survey, engaging residents to share their experiences and concerns. These efforts helped identify key safety issues and priorities across different travel modes, guiding where improvements should be

focused. City staff presented at the Alameda County Bicycle and Pedestrian Advisory Committee while seeking TDA Article 3 funding for this project.
This project is expected to help staff to respond more effectively to requests for traffic safety measures from the public.

NEXT STEPS

The execution of this contract will allow the City to begin issuing task orders to the on-call contractor, initiating construction on near-term safety improvements at many of the City's top priority intersections.

Prepared by: Lucas Woodward, Senior Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____
Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO AWARD A CONSTRUCTION CONTRACT TO CHRISP COMPANY FOR ON-CALL SIGNAGE AND STRIPING SERVICES, PROJECT NO. 05371 WITH A MAXIMUM COMPENSATION AMOUNT NOT TO EXCEED $300,000

WHEREAS, the City has committed to Vision Zero, the elimination of severe and fatal injuries on Hayward's streets; and

WHEREAS, the City Council affirmed a commitment to quick-build improvements at high-injury intersections in the City; and

WHEREAS, On March 27, 2026, the City issued a call for bids for the On-Call Signage and Striping Services Project, Project No. 05371; and

WHEREAS, this item has no impact on the General Fund or Measure C, as funding for this contract will be funded through Transportation Development Act (TDA) Article 3 revenues, with additional funding coming from budgets in the adopted Capital Improvement Program (CIP), specifically Measure B funds (Fund 215 and Fund 216) and Gas Tax Funds (Fund 210); and

WHEREAS, on April 17, 2026 one (1) bid was received. The bid was submitted by Chrisp Company and unit prices are appropriate as compared to recent bids for similar work.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby awards the contract, in an amount not-to-exceed $300,000, for On-Call Signage and Striping Services to Chrisp Company of Fremont, California, in accordance with the plans and specifications adopted therefore and on file at the City of Hayward, at and for the unit prices stated in the final proposal of the hereinabove specified bidder.

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized and directed to execute the contract with Chrisp Company, in the name of and for and on behalf of the City of Hayward, in a form to be approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: CONS 26-207

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Confirming the Report and Special Assessment List Associated with Delinquent Garbage Bills Incurred by Residential Property Owners with Cart Service

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment II) confirming the report and assessment for delinquent single-family residential garbage bills and authorizing the delinquent charges to become a special assessment against the properties if not paid on or before July 31, 2026.

SUMMARY

This report presents the residential property owners with delinquent cart service garbage bills for the 2025-2026 service year and the amounts that are to be placed as a special assessment on the property tax rolls. As of May 8, 2026, 1,544 property owners owe $895,462.10 or a total of $989,197.36 with both administrative fees included (see Attachment III). Any unpaid charges as of August 1 and the administrative fees assessed by the City and County will become a special assessment against the properties and will appear on each property owner's tax bill later this year.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	2026 Delinquent List

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT Adopt a Resolution Confirming the Report and Special Assessment List Associated with Delinquent Garbage Bills Incurred by Residential Property Owners with Cart Service

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment II) confirming the report and assessment for delinquent single-family residential garbage bills and authorizing the delinquent charges to become a special assessment against the properties if not paid on or before July 31, 2026.

SUMMARY

This report presents the residential property owners with delinquent cart service garbage bills for the 2025-2026 service year and the amounts that are to be placed as a special assessment on the property tax rolls. As of May 8, 2026, 1,544 property owners owe $895,462.10 or a total of $989,197.36 with both administrative fees included (see Attachment III). Any unpaid charges as of August 1 and the administrative fees assessed by the City and County will become a special assessment against the properties and will appear on each property owner's tax bill later this year.

FISCAL IMPACT

This agenda item has no impact on the City's General Fund or Measure C.

The administrative fees will cover staff costs. Upon receipt of delinquent fees remitted by the County Tax Assessor's Office, the City will retain the administrative and franchise fees and remit the balance to WMAC.

BACKGROUND

On April 6, 2010, the City Council approved collection of delinquent garbage bills from residential property owners with cart service via special assessments on property tax rolls. Under the City's solid waste ordinance (Section 5-1.17), the property owner is ultimately

responsible for the payment of the garbage bill, whether or not the owner occupies the property.

Beginning in 2010 and annually thereafter, Waste Management of Alameda County (WMAC) mails three separate notices in January, March, and April to delinquent residential property owners with cart service. The notices typically result in full payments by about half of all delinquent accounts, thereby avoiding placement of a special assessment on those owners' property tax bills. The outstanding amounts are placed as a special assessment on the property tax rolls.

DISCUSSION

The 2026 assessments include the total amount due from each delinquent account owed WMAC for the period from March 2024 through February 2025. Other charges that will be included in the assessment are a fifty-dollar administrative fee charged by the City and a 1.7% administrative fee charged by the Alameda County Tax Assessor's Office. These fees and this request for Council's confirmation of the list are made pursuant to Hayward Municipal Code Sections 5-1.28 through 5-1.32.

At this writing, 1,544 property owners owe $895,462.10 or a total of $989,197.36 with both administrative fees included (see Attachment III). In comparison, on June 4 of 2025, 1,414 property owners owed a total of $901,418.78 with all fees included. If not paid on or before July 31, 2026, the unpaid charges and the administrative fees assessed by the City and County will become a special assessment against the properties and will appear on each property owner's tax bill later this year.

ECONOMIC IMPACT

A breakdown of the 1,544 total delinquent accounts and the range of amounts owed are as follows:

Profile of Accounts	Amount Owed
50% (763 accounts)	Less than $500
34% (531 accounts)	$500 to $1,000
16% (250 accounts)	$1,000 to $4,524.31

Payment of these fees should not have an undue adverse impact on property owners or tenants as they will be required to pay charges that the overwhelming majority of property owners and tenants pay on a regular basis. The only difference is that property owners of the delinquent accounts must also pay the small administrative fees mentioned above.

STRATEGIC ROADMAP

This agenda item does not directly relate to any of the seven priorities outlined in the Council's Strategic Roadmap.

SUSTAINABILITY FEATURES

Solid waste management involves the safe and responsible management of discarded material from generation through processing to disposal. Reducing waste landfilled by maximizing the reuse, recycling, and composting of materials increases diversion, conserves natural resources, and plays an important role in making a community sustainable.

PUBLIC CONTACT

WMAC mailed letters in January, March, and April to each residential property owner and tenant with a delinquent garbage bill. Each letter stated that the City's ordinance holds property owners responsible for garbage service fees, provided the past due amount, and included a phone number and email address to resolve questions regarding amounts owed. The March and April letters indicated that Council had authorized, at its April 6, 2010, meeting, collection of delinquent garbage bills through placement of assessments on the Alameda County tax rolls. The April letter identified a due date of June 1, 2026, for payment of delinquent amounts, though WMAC will continue to accept payments until 5:00 p.m., July 31, 2026. The April letter also indicated Council's confirmation of the report and list of delinquent charges would be scheduled for June 2026. All letters were approved by City staff. Property owners were given an opportunity for an administrative hearing to dispute the delinquent amount, but no hearings were scheduled.

The Notice of City Council's scheduled confirmation of this report was published in The Daily Review on May 15, 2026.

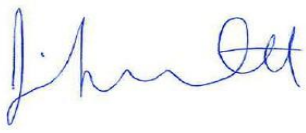
NEXT STEPS

WMAC will continue to accept payments until July 31, 2026. Staff will provide the final list to the Alameda County Tax Assessor's Office by August 10, 2026.

Prepared by: Jeff Krump, Solid Waste Program Manager
Erik Pearson, Environmental Services Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____
Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION CONFIRMING THE REPORT AND SPECIAL ASSESSMENT LIST ASSOCIATED WITH DELINQUENT GARBAGE BILLS INCURRED BY RESIDENTIAL PROPERTY OWNERS WITH CART SERVICE

WHEREAS, the Director of Public Works has rendered an itemized report in writing to this Council indicating residential property owners with cart service in the City of Hayward who have incurred delinquent garbage bills, as required by Section 5-1.30 of the Municipal Code of the City of Hayward; and

WHEREAS, the hour of 7 p.m. on Tuesday, June 2, 2026, in the Council Chambers, City Hall, 777 B Street, Hayward, California, was fixed as the time and place for this Council to receive and consider the report, and a copy of the report has been posted and published in the manner required by Section 5-1.31 of the Municipal Code; and

WHEREAS, the report was presented at the time and place fixed, and the City Council has considered the report and all comments with respect thereto.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that, except as may be amended by Council, the report from the Public Works Director of the City of Hayward listing each residential property owner with cart service who has incurred a delinquent garbage bill, a copy of which is attached hereto, is hereby confirmed.

BE IT FURTHER RESOLVED that payments of assessments confirmed hereby may be received by Waste Management of Alameda County up to the hour of 5 p.m. on July 31, 2026, and thereafter such City official, or their designee, shall transmit the unpaid assessments to the County Auditor for collection on the property tax roll.

IN COUNCIL, HAYWARD, CALIFORNIA, _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

RESIDENTIAL PROPERTY OWNERS WITH CART SERVICE WHO HAVE INCURRED DELINQUENT GARBAGE BILLS OWED WASTE MANAGEMENT

	PROPERTY OWNER NAME AND ADDRESS						SERVICE ADDRESS			DELINQUENT AMOUNTS, AGENCY FEES AND TOTAL DUE			
	NAME	HOUSE NO.	STREET	CITY	STATE	ZIP CODE	HOUSE NO.	STREET	TOTAL DELINQ AMOUNT	CITY FEE	TOTAL DELINQ PLUS CITY FEE	COUNTY FEE 1.7% OF TOTAL DELINQ AMOUNT	TOTAL DUE
1	ABBOUD, FAYEZ E & RIMA F	490	MACKENZIE PL	HAYWARD	CA	94544	490	MACKENZIE PL	$ 668.66	$50.00	$718.66	$12.22	$730.88
2	ABEN MARCO P & ELLEN	28362	BEATRON WAY	HAYWARD	CA	94544	28362	BEATRON WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
3	ABOOBACKER ARIF/ZAINUDI	39624	POTRERO DR	NEWARK	CA	94560	30366	VANDERBILT ST	$ 440.97	$50.00	$490.97	$8.35	$499.32
4	ABOOBACKER ARIF/ZAINUDI	39624	POTRERO DR	NEWARK	CA	94560	30368	VANDERBILT ST	$ 165.61	$50.00	$215.61	$3.67	$219.28
5	ABOUREMELEH TAREK & HAS	1096	CENTRAL BLVD	HAYWARD	CA	94542	1096	CENTRAL BLVD	$ 398.60	$50.00	$448.60	$7.63	$456.23
6	ACEVES JIM D/LUCERO MED	24308	EDITH ST	HAYWARD	CA	94544	24308	EDITH ST	$ 609.90	$50.00	$659.90	$11.22	$671.12
7	ACOB ERNESTO U JR & EDITH	2437	CABRILLO DR	HAYWARD	CA	94545	2437	CABRILLO DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
8	ADHIKARI ROGER & SADHAN	10461	TRUCKEE ST B	COMMERCI	CO	80022	29194	DIXON ST	$ 1,211.25	$50.00	$1,261.25	$21.44	$1,282.69
9	AGUILAR JACOBO A	27401	WHITMAN ST	HAYWARD	CA	94544	27401	WHITMAN ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
10	AIYAR BALA G (TE)/AIYAR SM	4701	ROSE WAY	UNION CITY	CA	94587-5	638	ARCADIA DR	$ 104.80	$50.00	$154.80	$2.63	$157.43
11	AKBAR ASAD & SALAK NAZEI	532	PANJON ST	HAYWARD	CA	94544	532	PANJON ST	$ 136.77	$50.00	$186.77	$3.18	$189.95
12	ALAN ADOLFO JR & RICHARD	1270	FOLSOM AVE	HAYWARD	CA	94544	27035	HUNTWOOD AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
13	ALAN CESAR	1077	MARLOWE LN	HAYWARD	CA	94544	1274	FOLSOM AVE	$ 263.65	$50.00	$313.65	$5.33	$318.98
14	ALANO JANINE	24686	JOYCE ST	HAYWARD	CA	94544	24686	JOYCE ST	$ 136.00	$50.00	$186.00	$3.16	$189.16
15	ALAPPATT JOJO S & MILI E	25581	LINDENWOOD WAY	HAYWARD	CA	94545	25581	LINDENWOOD WAY	$ 1,109.73	$50.00	$1,159.73	$19.72	$1,179.45
16	ALBERTO ARLYNN/GALANG A	25461	HUNTWOOD AVE	HAYWARD	CA	94544	25461	HUNTWOOD AVE	$ 199.34	$50.00	$249.34	$4.24	$253.58
17	ALCANTARA VICENTE G & JO	1353	XAVIER AVE	HAYWARD	CA	94545	1353	XAVIER AVE	$ 878.14	$50.00	$928.14	$15.78	$943.92
18	ALCAZAR JOSE L (TE)/GARCI	1909	KEHOE AVE	SAN MATEO	CA	94401-3	1730	BOBOLINK CT	$ 681.44	$50.00	$731.44	$12.43	$743.87
19	ALEJOS JAVIER & RAJAN RAC	22889	KINGSFORD WAY	HAYWARD	CA	94541	22889	KINGSFORD WAY	$ 299.71	$50.00	$349.71	$5.95	$355.66
20	ALEMAN CARLOS	1259	TERRACE AVE	HAYWARD	CA	94541-5	1259	TERRACE AVE	$ 568.60	$50.00	$618.60	$10.52	$629.12
21	ALEMAN CARLOS	1259	TERRACE AVE	HAYWARD	CA	94541-5	1261	TERRACE AVE	$ 743.23	$50.00	$793.23	$13.48	$806.71
22	ALEXANDER KEN T	23163	KLAMATH RD	HAYWARD	CA	94541	23163	KLAMATH RD	$ 633.56	$50.00	$683.56	$11.62	$695.18
23	ALI HASSAN & BABAR ISHRAT	3055	CHRONICLE AVE	HAYWARD	CA	94542	3055	CHRONICLE AVE	$ 712.46	$50.00	$762.46	$12.96	$775.42
24	ALI NISAR/ALI SNEH L	27766	BALDWIN ST	HAYWARD	CA	94544	27766	BALDWIN ST	$ 719.14	$50.00	$769.14	$13.08	$782.22
25	ALI RIAKAT & MARIA	30977	CARROLL AVE	HAYWARD	CA	94544	30977	CARROLL AVE	$ 390.86	$50.00	$440.86	$7.49	$448.35
26	ALI SYED W TR	28974	RUUS RD	HAYWARD	CA	94544	28974	RUUS RD	$ 1,090.97	$50.00	$1,140.97	$19.40	$1,160.37
27	ALLIANCE FOR COMMUNITY	26081	MOCINE AVE	HAYWARD	CA	94544	22671	3RD ST	$ 432.89	$50.00	$482.89	$8.21	$491.10
28	ALLIANCE FOR COMMUNITY	26081	MOCINE AVE	HAYWARD	CA	94544	1276	C ST	$ 1,440.95	$50.00	$1,490.95	$25.35	$1,516.30
29	ALRIASHI FAWAZ N	494	RAMOS AVE	HAYWARD	CA	94544	494	RAMOS AVE	$ 1,115.58	$50.00	$1,165.58	$19.81	$1,185.39
30	ALSAEDI ABDOALMGEED Z/H	26941	ABERDEEN PL	HAYWARD	CA	94542	26941	ABERDEEN PL	$ 435.80	$50.00	$485.80	$8.26	$494.06
31	ALTA VISTA BAPTIST CHURCH	27787	MISSION BLVD	HAYWARD	CA	94544-4	27778	E 12TH ST	$ 284.96	$50.00	$334.96	$5.69	$340.65
32	ALVAREZ IRMA V	2174	FLORIDA ST	HAYWARD	CA	94545	2174	FLORIDA ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
33	ALVAREZ JAIMELYNN B & BAI	1487	WEST ST	HAYWARD	CA	94545-2	1487	WEST ST	$ 93.60	$50.00	$143.60	$2.44	$146.04
34	ALVAREZ SATURNINO 3RD	27410	MITCHELL PL	HAYWARD	CA	94544	27410	MITCHELL PL	$ 287.65	$50.00	$337.65	$5.74	$343.39
35	ALVARO LLC	1799	BAYSHORE HWY 29	BURLINGAM	CA	94010	2037	ALDENGATE WAY	$ 102.90	$50.00	$152.90	$2.60	$155.50
36	AMBRIZLEON YESSICA & ROI	26096	REGAL AVE	HAYWARD	CA	94544	26096	REGAL AVE	$ 227.15	$50.00	$277.15	$4.71	$281.86
37	AMINI KABIR M/MOHMAND	29721	VENTNOR CT	HAYWARD	CA	94544	29721	VENTNOR CT	$ 287.65	$50.00	$337.65	$5.74	$343.39
38	AMRTINEZ HERLINDA R	27820	DOLPHIN LN	HAYWARD	CA	94545	27820	DOLPHIN LN	$ 451.20	$50.00	$501.20	$8.52	$509.72
39	AMUZIE IKE T & VIVIAN U	304	ARROWHEAD WAY	HAYWARD	CA	94544	304	ARROWHEAD WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
40	ANDEMARIAM LYDIA/GHIRM	3406	AUGUSTA CT	HAYWARD	CA	94542	3406	AUGUSTA CT	$ 377.72	$50.00	$427.72	$7.27	$434.99
41	ANDERSON ERIC J (TE)/CYNT	35572	REYMOUTH DR	NEWARK	CA	94560-1	27834	TAMPA AVE	$ 1,305.73	$50.00	$1,355.73	$23.05	$1,378.78
42	ANDERSON JAMES R & MARY	27642	CLIFFWOOD AVE	HAYWARD	CA	94545	27642	CLIFFWOOD AVE	$ 281.81	$50.00	$331.81	$5.64	$337.45

43	ANDERSON MICHAEL A		PO BOX 6831	PINE MOUN	CA	93222	22266	PERALTA ST	$ 169.84	$50.00	$219.84	$3.74	$223.58
44	ANDRADEQUAN ANITA	24486	PARK ST	HAYWARD	CA	94544	24486	PARK ST	$ 502.50	$50.00	$552.50	$9.39	$561.89
45	ANDRUES HELENA M TR	666	BRIERGATE WAY	HAYWARD	CA	94544	666	BRIERGATE WAY	$ 136.77	$50.00	$186.77	$3.18	$189.95
46	ANGEL JOEL R	346	LARCHMONT ST	HAYWARD	CA	94544	346	LARCHMONT ST	$ 1,157.57	$50.00	$1,207.57	$20.53	$1,228.10
47	ANGELA FALLAT	599	HARRIS RD	HAYWARD	CA	94544	599	HARRIS RD	$ 647.48	$50.00	$697.48	$11.86	$709.34
48	ANGELES FLORDELIZA/TIMO	24866	TIOGA RD	HAYWARD	CA	94544	24866	TIOGA RD	$ 455.64	$50.00	$505.64	$8.60	$514.24
49	ANGUIANO TOMAS V & TINA	579	BLUE JAY DR	HAYWARD	CA	94544	579	BLUE JAY DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
50	ANIANO ELEANOR M TR	2501	COBBLESTONE DR	HAYWARD	CA	94545	2501	COBBLESTONE DR	$ 153.97	$50.00	$203.97	$3.47	$207.44
51	ANNA KOO	4473	CALYPSO TER	FREMONT	CA	94555	686	SCHAFER RD	$ 240.20	$50.00	$290.20	$4.93	$295.13
52	ANTHONY CONGANIGE S & M	117	FANUNCIO LN	HAYWARD	CA	94544	117	FANUNCIO LN	$ 647.48	$50.00	$697.48	$11.86	$709.34
53	ANTONY TEENA & ABRAHAM	27196	HAYWARD BLVD	HAYWARD	CA	94542	27196	HAYWARD BLVD	$ 809.45	$50.00	$859.45	$14.61	$874.06
54	APUSA HOLDINGS LLC	880	CAMERON CIR	MILIPTAS	CA	95035	22567	PEARL AVE	$ 561.54	$50.00	$611.54	$10.40	$621.94
55	AQUINO MICHELLE/FONACI	25235	DEL MAR AVE	HAYWARD	CA	94542	25235	DEL MAR AVE	$ 214.15	$50.00	$264.15	$4.49	$268.64
56	ARAFAT MOHAMMED/KHAN	300	SHEPHERD AVE	HAYWARD	CA	94544-3	294	SHEPHERD AVE	$ 36.77	$50.00	$86.77	$1.48	$88.25
57	ARAFILES JILENY M/JAIME P E	27477	LEMON TREE CT	HAYWARD	CA	94545	27477	LEMON TREE CT	$ 155.63	$50.00	$205.63	$3.50	$209.13
58	ARANAS TEISA M	146	B ST	HAYWARD	CA	94541	146	B ST	$ 277.64	$50.00	$327.64	$5.57	$333.21
59	ARAUJO RONALD S & SANDR	1847	HIGHLAND BLVD	HAYWARD	CA	94542	1847	HIGHLAND BLVD	$ 236.30	$50.00	$286.30	$4.87	$291.17
60	ARAUJOSANTIBANEZ MIGUEI	24491	GROOM ST	HAYWARD	CA	94544	24491	GROOM ST	$ 398.60	$50.00	$448.60	$7.63	$456.23
61	ARBUES MAMERTO A & ERLIN	183	AUSTIN AVE	HAYWARD	CA	94544	183	AUSTIN AVE	$ 495.18	$50.00	$545.18	$9.27	$554.45
62	AREVALO ZOILA P TR	379	FAIRWAY ST	HAYWARD	CA	94544	379	FAIRWAY ST	$ 428.76	$50.00	$478.76	$8.14	$486.90
63	ARGUETA CECILIA	23961	IDA LN	HAYWARD	CA	94541	23853	IDA LN	$ 47.48	$50.00	$97.48	$1.66	$99.14
64	ARGUETA CHRISTIAN/NAVAF	27072	DUFFEL PL	HAYWARD	CA	94544	27072	DUFFEL PL	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
65	ARMSTRONG ROGER R		PO BOX 872	SAN LEAND	CA	94577	391	OCIE WAY	$ 2,590.07	$50.00	$2,640.07	$44.88	$2,684.95
66	ARORA SEENU & SOOD PRAI	27522	GREEN WOOD RD	HAYWARD	CA	94544	22070	MONTGOMERY ST	$ 623.55	$50.00	$673.55	$11.45	$685.00
67	ARROYO ANA M	1528	FOLSOM AVE	HAYWARD	CA	94544	1528	FOLSOM AVE	$ 1,153.20	$50.00	$1,203.20	$20.45	$1,223.65
68	ARROYO HECTOR	26183	ELDRIDGE AVE	HAYWARD	CA	94544	26183	ELDRIDGE AVE	$ 352.55	$50.00	$402.55	$6.84	$409.39
69	ARUGAY, REX	22526	RICHARD ST	HAYWARD	CA	94541-2	22526	RICHARD ST	$ 593.75	$50.00	$643.75	$10.94	$654.69
70	ATWAL KAMALJIT S/BALJIT W	27750	AUTUMN CT	HAYWARD	CA	94542	27750	AUTUMN CT	$ 233.32	$50.00	$283.32	$4.82	$288.14
71	ATWELL CYNTHIA L	1885	CHANTILLY LN	HAYWARD	CA	94541	1885	CHANTILLY LN	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
72	AUJLA HARMAIL & DAVINDEF	145	DHILLION CT	HAYWARD	CA	94544	30025	VANDERBILT ST	$ 552.92	$50.00	$602.92	$10.25	$613.17
73	AUNG MAUNG P	1687	WASHINGTON ST	SAN MATEO	CA	94403	27561	LOYOLA AVE	$ 1,111.39	$50.00	$1,161.39	$19.74	$1,181.13
74	AVIADO LAWRENCE & JENNI	1131	COTTER WAY	HAYWARD	CA	94541	1131	COTTER WAY	$ 306.16	$50.00	$356.16	$6.05	$362.21
75	AVILA YOLANDA G & JOSE G	25226	BELMONT AVE	HAYWARD	CA	94542	25226	BELMONT AVE	$ 247.16	$50.00	$297.16	$5.05	$302.21
76	AWAMBU IHEANYI & ANNA	30278	BROOKFIELD RD	HAYWARD	CA	94544	30278	BROOKFIELD RD	$ 728.64	$50.00	$778.64	$13.24	$791.88
77	AWESOME PRODUCTS LLC	28023	TAMPA AVE	HAYWARD	CA	94544	28023	TAMPA AVE	$ 190.88	$50.00	$240.88	$4.09	$244.97
78	AYESH ALAIL A	1395	XAVIER AVE	HAYWARD	CA	94545	1395	XAVIER AVE	$ 999.41	$50.00	$1,049.41	$17.84	$1,067.25
79	AYUPAN GUILLERMO P & NO	24619	SOTO RD	HAYWARD	CA	94544-1	141	TRAYNOR ST	$ 266.77	$50.00	$316.77	$5.39	$322.16
80	AYYANSAMY NATARAJ & MOI	50	MOUNTAINSIDE WA	HAYWARD	CA	94544-6	50	MOUNTAINSIDE WA	$ 1,110.41	$50.00	$1,160.41	$19.73	$1,180.14
81	BAARDE ROMEO R JR	546	FAIRWAY ST	HAYWARD	CA	94544	546	FAIRWAY ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
82	BABBAR RANBIR S/KAUR PAI	27778	TREAT LN	HAYWARD	CA	94545	27778	TREAT LN	$ 599.72	$50.00	$649.72	$11.05	$660.77
83	BABU, REENITA & MAKESH	1493	CARTAGENA AVE	HAYWARD	CA	94544-6	1493	CARTAGENA AVE	$ 97.22	$50.00	$147.22	$2.50	$149.72
84	BAE GEORGE L	25466	CHARLES AVE	HAYWARD	CA	94544	25466	CHARLES AVE	$ 228.54	$50.00	$278.54	$4.74	$283.28
85	BAIGORRIA SHAEN & GLORIA	623	SYCAMORE AVE	HAYWARD	CA	94544	623	SYCAMORE AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
86	BAILEY KEVEN M & KATIE E	792	WEBSTER ST	HAYWARD	CA	94544	792	WEBSTER ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
87	BAINS, SUKHJINDER& BHUPI	27074	GRANDVIEW AVE	HAYWARD	CA	94542-2	27074	GRANDVIEW AVE	$ 243.93	$50.00	$293.93	$5.00	$298.93
88	BAKERBARRERA SUSANNA/E	22575	PEARL AVE	HAYWARD	CA	94541	22575	PEARL AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
89	BAKHTARI ZARMELAN/SINGH	38	CARRICK DR	HAYWARD	CA	94542-7	22779	6TH ST	$ 1,120.13	$50.00	$1,170.13	$19.89	$1,190.02

90	BAKHTARI, ZARMELAN & SIN(	38	CARRICK DR	HAYWARD	CA	94542-7	22777	6TH ST	$ 407.22	$50.00	$457.22	$7.77	$464.99
91	BALDERAS VLADIMIR M/CALI	23	SHERBURNE HILLS	DANVILLE	CA	94526-4	1436	LYTELLE ST	$ 448.38	$50.00	$498.38	$8.47	$506.85
92	BALLARD ALEXANDRIA A	25886	WESTVIEW WAY	HAYWARD	CA	94542	25886	WESTVIEW WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
93	BALLESTEROS AMELIA D & N	1965	LAGUNA DR	HAYWARD	CA	94545	1965	LAGUNA DR	$ 243.93	$50.00	$293.93	$5.00	$298.93
94	BALTAZAR LEONARDO & RUE	22751	4TH ST	HAYWARD	CA	94541	22751	4TH ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
95	BALTAZAR REMY JR/MORA M.	2561	OLIVER DR	HAYWARD	SC	94545	2561	OLIVER DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
96	BANDA MARIA J	29050	RUUS RD	HAYWARD	CA	94544	29050	RUUS RD	$ 434.67	$50.00	$484.67	$8.24	$492.91
97	BANSRAJ ARTHI & SANJESH (	24656	PONTIAC ST	HAYWARD	CA	94544	24656	PONTIAC ST	$ 464.88	$50.00	$514.88	$8.75	$523.63
98	BARAJAS NORMA J/URBINA Y	27745	ANDREA ST	HAYWARD	CA	94544	27745	ANDREA ST	$ 671.58	$50.00	$721.58	$12.27	$733.85
99	BARDALES RAFAEL A & CLAU	1467	SKOKIE LN	HAYWARD	CA	94545	1467	SKOKIE LN	$ 328.59	$50.00	$378.59	$6.44	$385.03
100	BARNICA MAYNOR TR	1001	HIGHLAND BLVD	HAYWARD	CA	94542	1015	HIGHLAND BLVD	$ 430.76	$50.00	$480.76	$8.17	$488.93
101	BARNUMMORELAND NANCY	2500	LANCASTER CT	HAYWARD	CA	94542	2500	LANCASTER CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
102	BARRETO PEDRO L		PO BOX 218	SAN LOREN	CA	94580	26306	ADRIAN AVE	$ 300.36	$50.00	$350.36	$5.96	$356.32
103	BARRIENTOS RAFAEL F/SANI	952	LONGWOOD AVE	HAYWARD	CA	94541	952	LONGWOOD AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
104	BARRIENTOS, OSCAR & VANI	1917	LILAC AVE	HAYWARD	CA	94545-4	1917	LILAC AVE	$ 1,295.63	$50.00	$1,345.63	$22.88	$1,368.51
105	BARRY BRUCE R TR	26171	ELDRIDGE AVE	HAYWARD	CA	94544	26171	ELDRIDGE AVE	$ 101.19	$50.00	$151.19	$2.57	$153.76
106	BASRA SONA R	37555	DUSTERBERRY WA\	FREMONT	CA	94536-4	300	TENNYSON RD	$ 50.60	$50.00	$100.60	$1.71	$102.31
107	BATCHELOR ROSE	2242	DUNN RD	HAYWARD	CA	94545	2242	DUNN RD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
108	BATH ROBERT & MEI Z	751	BERYL PL	HAYWARD	CA	94544	751	BERYL PL	$ 139.77	$50.00	$189.77	$3.23	$193.00
109	BATREZ ABEL & ABEL E	24825	MANGO ST	HAYWARD	CA	94545	24825	MANGO ST	$ 658.49	$50.00	$708.49	$12.04	$720.53
110	BAUL ELAINE/BAUL LORGIO	2745	MARKHAM CT	HAYWARD	CA	94542	2745	MARKHAM CT	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
111	BAWAZIR, JUNAID	26886	PARKSIDE DR	HAYWARD	CA	94542-2	26886	PARKSIDE DR	$ 243.93	$50.00	$293.93	$5.00	$298.93
112	BAYAN WAHIDA R	3066	CHRONICLE AVE	HAYWARD	CA	94542	3066	CHRONICLE AVE	$ 275.01	$50.00	$325.01	$5.53	$330.54
113	BEAN M. J/CHERYL TRS/ALVA	884	WESTWOOD ST	HAYWARD	CA	94544	884	WESTWOOD ST	$ 691.93	$50.00	$741.93	$12.61	$754.54
114	BEASLEY GARY M	3248	GUILLERMO PL	HAYWARD	CA	94542	3248	GUILLERMO PL	$ 647.48	$50.00	$697.48	$11.86	$709.34
115	BEDOLLAFUERTE A./CABALL	28669	ROANOKE ST	HAYWARD	CA	94544	28669	ROANOKE ST	$ 467.02	$50.00	$517.02	$8.79	$525.81
116	BELL LEOPOLDINA/BARRAZA	24644	HEATHER CT	HAYWARD	CA	94545	24644	HEATHER CT	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
117	BELLOW LEONARD & LATAN\	27892	ADOBE CT	HAYWARD	CA	94542	27892	ADOBE CT	$ 282.98	$50.00	$332.98	$5.66	$338.64
118	BENJAMIN DANA M	25346	IRONWOOD CT	HAYWARD	CA	94545	25346	IRONWOOD CT	$ 972.90	$50.00	$1,022.90	$17.39	$1,040.29
119	BENMOSHIA URI & MCGINNI	2178	BRANDYWINE PL	HAYWARD	CA	94542	2178	BRANDYWINE PL	$ 299.71	$50.00	$349.71	$5.95	$355.66
120	BENNETT SONJI B	27493	ORALANDO AVE	HAYWARD	CA	94545	27493	ORLANDO AVE	$ 32.03	$50.00	$82.03	$1.39	$83.42
121	BHAKHRI ASHWANI ETAL	261	TAYLOR DR	SAN FRANC	CA	94102	28435	ROCHELLE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
122	BHAKHRI, ASHWANI	261	TAYLOR DR	SOUTH SAN	CA	94080	27920	CANDLEWOOD PL	$ 332.76	$50.00	$382.76	$6.51	$389.27
123	BHATIA NITIN & MANSI D TRS	5783	SILHOUETTE CT	DUBLIN	DU	N4526	29149	EDEN SHORES DR	$ 800.00	$50.00	$850.00	$14.45	$864.45
124	BI FEREEN	27843	LANAI CT	HAYWARD	CA	94544-5	27843	LANAI CT	$ 733.77	$50.00	$783.77	$13.32	$797.09
125	BIHAGBANZON CHARRYLO J	2579	FREEPORT CT	HAYWARD	CA	94545	2579	FREEPORT CT	$ 291.63	$50.00	$341.63	$5.81	$347.44
126	BILLY RONALD J/BROWNBILI	29108	CARAVAN LN	HAYWARD	CA	94545	29108	CARAVAN LN	$ 273.21	$50.00	$323.21	$5.49	$328.70
127	BIRCO ALBERTO G/VIRGINIA	23759	STONEWALL AVE	HAYWARD	CA	94541	23759	STONEWALL AVE	$ 761.07	$50.00	$811.07	$13.79	$824.86
128	BIRDSELL STEVEN & PAMELA	26077	UNDERWOOD AVE	HAYWARD	CA	94544	26077	UNDERWOOD AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
129	BLACK APRIL D	24323	WILLIMET WAY	HAYWARD	CA	94544	24323	WILLIMET WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
130	BLANDO BIENVENIDO G/MAI	27575	SEBASTIAN WAY	HAYWARD	CA	94544	27575	SEBASTIAN WAY	$ 139.77	$50.00	$189.77	$3.23	$193.00
131	BLAYLOCK JESSE T TR	887	BROADWAY ST	HAYWARD	CA	94544	887	BROADWAY ST	$ 122.04	$50.00	$172.04	$2.92	$174.96
132	BLAZQUEZ EMILIA/OLACHEA	1776	FINCH CT	HAYWARD	CA	94545	1776	FINCH CT	$ 306.76	$50.00	$356.76	$6.06	$362.82
133	BLUE BAY VENTURES LLC	883	SNEATH LN STE 222	SAN BRUNC	CA	94066-2	23254	LILLA RD	$ 602.14	$50.00	$652.14	$11.09	$663.23
134	BO DANIEL S/TANG DORCAS	27501	LOYOLA AVE	HAYWARD	CA	94545	22769	WATKINS ST	$ 338.63	$50.00	$388.63	$6.61	$395.24
135	BOLDEN WILLIAM H (TE)/BOI	543	BISHOP AVE	HAYWARD	CA	94544-2	543	BISHOP AVE	$ 617.15	$50.00	$667.15	$11.34	$678.49
136	BRAGGS MELANIE & STANLE	22106	MAIN ST	HAYWARD	CA	94541	22106	MAIN ST	$ 52.99	$50.00	$102.99	$1.75	$104.74

137	BRAHMANDAM, SAI P N S &	24853	KAY AVE	HAYWARD	CA	94545	24853	KAY AVE	$ 169.84	$50.00	$219.84	$3.74	$223.58
138	BRAR, GURKANWAL & VARM.	79	SONAS DR	HAYWARD	CA	94542	79	SONAS DR	$ 311.33	$50.00	$361.33	$6.14	$367.47
139	BRASS RUBY L TR	27606	CLIFFWOOD AVE	HAYWARD	CA	94545	27606	CLIFFWOOD AVE	$ 347.48	$50.00	$397.48	$6.76	$404.24
140	BRESCHINI CAREN L	563	JAYAR PL	HAYWARD	CA	94544	3600	SKYLINE DR	$ 280.64	$50.00	$330.64	$5.62	$336.26
141	BRIONES BERNABE D	996	PHILLIPS WAY	HAYWARD	CA	94541	996	PHILLIPS WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
142	BRISENO PAULA & THOMAS (	4151	RICHARD WAY	OAKLEY	CA	94561	28489	E 13TH ST	$ 303.66	$50.00	$353.66	$6.01	$359.67
143	BRISENO TOMAS G JR/GREG	33641	RAILROAD AVE	UNION CITY	CA	94587	28457	E 13TH ST	$ 471.42	$50.00	$521.42	$8.86	$530.28
144	BROWN PAMELA F	15808	HESPERIAN BLVD U	SAN LOREN	CA	94580-5	546	JEFFERSON ST	$ 136.77	$50.00	$186.77	$3.18	$189.95
145	BROWN WILLIAM J JR	18018	CASTLEWOOD CT	HAYWARD	CA	94541	18018	CASTLEWOOD CT	$ 375.53	$50.00	$425.53	$7.23	$432.76
146	BRYANT JEFFREY A & LEEANI	26385	ADRIAN AVE	HAYWARD	CA	94545	26385	ADRIAN AVE	$ 725.27	$50.00	$775.27	$13.18	$788.45
147	BUENROSTRO SERVANDO &	886	CALHOUN ST	HAYWARD	CA	94544	886	CALHOUN ST	$ 258.57	$50.00	$308.57	$5.25	$313.82
148	BUENROSTRO SERVANDO/P	886	CALHOUN ST	HAYWARD	CA	94544	475	RAMOS AVE	$ 55.37	$50.00	$105.37	$1.79	$107.16
149	BUENSUCESOCUENCO MIA/	2686	OLIVER DR	HAYWARD	CA	94545	2686	OLIVER DR	$ 336.30	$50.00	$386.30	$6.57	$392.87
150	BULLOCK LETICIA /JOHNSOI	582	CULP AVE	HAYWARD	CA	94544	582	CULP AVE	$ 650.99	$50.00	$700.99	$11.92	$712.91
151	BULLOCK SUKI TR	16065	VIA NUEVA	SAN LOREN	CA	94580	27583	ORLANDO AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
152	BURCIAGA JULIO A	598	MARDIE ST	HAYWARD	CA	94544	598	MARDIE ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
153	BUSCHOW TROY & VALERIE	147	GOODWIN ST	HAYWARD	CA	94544	147	GOODWIN ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
154	BUSS DARREN A & NANCY E	1632	HIGHLAND BLVD	HAYWARD	CA	94542	1632	HIGHLAND BLVD	$ 96.60	$50.00	$146.60	$2.49	$149.09
155	BYERS CAROLINE	27580	E 12TH ST	HAYWARD	CA	94544-4	27574	E 12TH ST	$ 379.40	$50.00	$429.40	$7.30	$436.70
156	BYRNE RAYMOND H TR	20361	CHRISMAR DR	LAKEHEAD	CA	96051	26078	EASTMAN CT	$ 165.80	$50.00	$215.80	$3.67	$219.47
157	C & R PARTNERS & CHRISTIA	22320	FOOTHILL BLVD	HAYWARD	CA	94541-3	22284	MONTGOMERY ST A	$ 200.00	$50.00	$250.00	$4.25	$254.25
158	CABALLERO MARY S TR	2020	DUVAL LN	HAYWARD	CA	94545	2020	DUVAL LN	$ 443.00	$50.00	$493.00	$8.38	$501.38
159	CABONCE ANN M & JERRY JF	321	DUTCHESS LN	HAYWARD	CA	94544	321	DUTCHESS LN	$ 800.14	$50.00	$850.14	$14.45	$864.59
160	CABRERA ERNESTO & CARM	31058	MEADOWBROOK A'	HAYWARD	CA	94544	31058	MEADOWBROOK AV	$ 407.64	$50.00	$457.64	$7.78	$465.42
161	CABUHAT MAILA B & DARWI	889	LONGWOOD AVE	HAYWARD	CA	94541	889	LONGWOOD AVE	$ 262.23	$50.00	$312.23	$5.31	$317.54
162	CACHOLA CHANNELLE P	27643	CLIFFWOOD AVE	HAYWARD	CA	94545	27643	CLIFFWOOD AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
163	CADENA JORGE JR & LETICIA	24540	EDEN AVE	HAYWARD	CA	94545	24540	EDEN AVE	$ 473.33	$50.00	$523.33	$8.90	$532.23
164	CADIZ CARLOS L/WOODSCA	27945	EDGECLIFF WAY	HAYWARD	CA	94542	27945	EDGECLIFF WAY	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
165	CAETANO FAMILY LIVING TRI	2557	ADMIRAL CIR	HAYWARD	CA	94545-3	10	HARKNESS CIR	$ 495.18	$50.00	$545.18	$9.27	$554.45
166	CAETANO FAMILY LIVING TRI	2557	ADMIRAL CIR	HAYWARD	CA	94545-3	2557	ADMIRAL CIR	$ 243.93	$50.00	$293.93	$5.00	$298.93
167	CAI LINGXIAO	21	SANDPIPER LN	ACUSHNET	MA	02743	1327	MARTIN LUTHER KIN	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
168	CAI MIN	656	QUINCY WAY	HAYWARD	CA	94541	656	QUINCY WAY	$ 729.08	$50.00	$779.08	$13.24	$792.32
169	Cai Sen & Zhang Jing Trust	45937	HIDDEN VALLEY TE	FREMONT	CA	94539	3267	ROUND HILL DR	$ 1,290.71	$50.00	$1,340.71	$22.79	$1,363.50
170	CAI YONG G & HUANG WO Q	3123	ZACHARY CT	TRACY	CA	95377	570	TENNYSON RD	$ 1,171.97	$50.00	$1,221.97	$20.77	$1,242.74
171	CALDERON DENNIS H/LEOP	1633	EASTORI PL	HAYWARD	CA	94545	1633	EASTORI PL	$ 647.48	$50.00	$697.48	$11.86	$709.34
172	CALDERON ELEANOR	1144	TIEGEN DR	HAYWARD	CA	94542	1144	TIEGEN DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
173	CALDERON NORBERTO/RUB	2456	OLIVER DR	HAYWARD	CA	94545	2456	OLIVER DR	$ 409.57	$50.00	$459.57	$7.81	$467.38
174	CALLEROS VERNA L	24324	EDITH ST	HAYWARD	CA	94544	24324	EDITH ST	$ 331.85	$50.00	$381.85	$6.49	$388.34
175	CAMACHO ALEXANDER V & E	3665	GLASGOW CIR	LIVERMORE	CA	94551	1378	INGLEWOOD ST	$ 147.02	$50.00	$197.02	$3.35	$200.37
176	CAMACHO JOSE & GEMA S	2233	KELLY ST	HAYWARD	CA	94541	2233	KELLY ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
177	CANADA RICHARD G & LEZLI	24843	WOODACRE AVE	HAYWARD	CA	94544	24843	WOODACRE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
178	CANO KIMBERLEE S & RAFAE	169	GOODWIN ST	HAYWARD	CA	94544	169	GOODWIN ST	$ 674.21	$50.00	$724.21	$12.31	$736.52
179	CANO MARIA/CANOROJAS R	175	OSWOSSO PL	HAYWARD	CA	94544	175	OSWOSSO PL	$ 647.48	$50.00	$697.48	$11.86	$709.34
180	CAO MINH C & TA RANDY	1185	HURON LN	HAYWARD	CA	94545	1185	HURON LN	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
181	CAPPICCILLE, RUSSELL & DI	1684	16TH AVE	SAN FRANC	CA	94122	22542	AMADOR ST	$ 444.33	$50.00	$494.33	$8.40	$502.73
182	CARA, CHRISTOPHER	2443	COLUMBINE CT	HAYWARD	CA	94545-4	2443	COLUMBINE CT	$ 93.60	$50.00	$143.60	$2.44	$146.04
183	CARBONEL MARLO E/CARBO	752	CITY WALK PL APT 9	HAYWARD	CA	94541-6	752	CITY WALK PL	$ 653.78	$50.00	$703.78	$11.96	$715.74

184	CARDENAS RONALD R	2874	TRIBUNE AVE	HAYWARD	CA	94542	2874	TRIBUNE AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
185	CARDENAS RONALD R	400	COUNTRYWIDE WA	SIMI VALLEY	CA	93065	2858	TRIBUNE AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
186	CARDONA, JOSE A R	26248	STRYKER ST	HAYWARD	CA	94545	26248	STRYKER ST	$ 298.27	$50.00	$348.27	$5.92	$354.19
187	CARINO ANALYN B	912	SNOWBERRY CT	HAYWARD	CA	94544	912	SNOWBERRY CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
188	CARLOS AND VALERIA	401	BERRY AVE	HAYWARD	CA	94544	401	BERRY AVE	$ 1,186.82	$50.00	$1,236.82	$21.03	$1,257.85
189	CARRANZA FRANCISCO	30667	VANDERBILT ST	HAYWARD	CA	94544	30667	VANDERBILT ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
190	CARRILLO FRANCISCO	27680	LA PORTE AVE	HAYWARD	CA	94545	27680	LA PORTE AVE	$ 641.54	$50.00	$691.54	$11.76	$703.30
191	CARTAGENA BALBINO M	27335	MARIGOLD CT	HAYWARD	CA	94545	27335	MARIGOLD CT	$ 290.80	$50.00	$340.80	$5.79	$346.59
192	CASTANEDA SALVADOR	242	LANGLEY WAY	HAYWARD	CA	94544	242	LANGLEY WAY	$ 623.36	$50.00	$673.36	$11.45	$684.81
193	CASTANEDA SIRIA ETAL	27884	HAVANA AVE	HAYWARD	CA	94544	27884	HAVANA AVE	$ 488.82	$50.00	$538.82	$9.16	$547.98
194	CASTELLANOS ALMA & ALMA	22223	MONTGOMERY ST	HAYWARD	CA	94541	22223	MONTGOMERY ST	$ 200.23	$50.00	$250.23	$4.25	$254.48
195	CASTELLANOS VICTOR D/NC	27842	ORMOND AVE	HAYWARD	CA	94544	27842	ORMOND AVE	$ 123.23	$50.00	$173.23	$2.94	$176.17
196	CASTILLO LINDA & YESICA	199	OSWOSSO PL	HAYWARD	CA	94544	199	OSWOSSO PL	$ 1,199.63	$50.00	$1,249.63	$21.24	$1,270.87
197	CASTRO BAUDELIO/ERASMC	417	OLIVINE AVE	LATHROP	CA	95330	278	JACARANDA DR	$ 292.45	$50.00	$342.45	$5.82	$348.27
198	CASTRO DAVID R & GLORIA	598	MINERVA ST	HAYWARD	CA	94544	598	MINERVA ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
199	CASTRO ISMAEL	1129	TIEGEN DR	HAYWARD	CA	94542	1129	TIEGEN DR	$ 472.64	$50.00	$522.64	$8.88	$531.52
200	CASTRO JOSE L & YESSICA D	1180	WESTWOOD ST	HAYWARD	CA	94544	1180	WESTWOOD ST	$ 1,146.61	$50.00	$1,196.61	$20.34	$1,216.95
201	CASTRO LAW TR	11750	RIPPLE RD	BOYNTON B	FL	33437	261	JACKSON ST	$ 2,033.18	$50.00	$2,083.18	$35.41	$2,118.59
202	CASTRO MARINA E	25036	PLEASANT WAY	HAYWARD	CA	94544	25036	PLEASANT WAY	$ 329.57	$50.00	$379.57	$6.45	$386.02
203	CASTRO MARLON R	28841	LOGAN WAY	HAYWARD	CA	94544	28841	LOGAN WAY	$ 839.28	$50.00	$889.28	$15.12	$904.40
204	CAZARES MARTIN & MARTHA	308	COPPERFIELD AVE	HAYWARD	CA	94544	308	COPPERFIELD AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
205	CECIL PALMA	25795	KAY AVE	HAYWARD	CA	94545	25795	KAY AVE	$ 673.35	$50.00	$723.35	$12.30	$735.65
206	CELANI ROBERT A & LINN S	22814	KIWANIS ST	HAYWARD	CA	94541	22814	KIWANIS ST	$ 300.78	$50.00	$350.78	$5.96	$356.74
207	CERA ELAINE V & GABRIEL K	2546	ADMIRAL CIR	HAYWARD	CA	94545	2546	ADMIRAL CIR	$ 590.97	$50.00	$640.97	$10.90	$651.87
208	CERDA RAUL	31104	HERSHEY WAY	HAYWARD	CA	94544	31104	HERSHEY WAY	$ 648.76	$50.00	$698.76	$11.88	$710.64
209	CERNA RENNE J/MAMARIL JE	25188	LINDENWOOD WA	HAYWARD	CA	94545	25188	LINDENWOOD WAY	$ 634.37	$50.00	$684.37	$11.63	$696.00
210	CERNIGLIA PETER J & CATHY	1177	HURON LN	HAYWARD	CA	94545	1177	HURON LN	$ 647.48	$50.00	$697.48	$11.86	$709.34
211	CERVANTEZ PETE V ETAL	426	SAINT ANDREWS ST	HAYWARD	CA	94544	426	ST ANDREWS ST	$ 629.57	$50.00	$679.57	$11.55	$691.12
212	CHAMBLISS KATHRYN/AUBR	28	TRESTLE DR	HAYWARD	CA	94544	28	TRESTLE DR	$ 144.73	$50.00	$194.73	$3.31	$198.04
213	CHAN BARCLAY/MONTEIRO	16044	VIA ANADE	SAN LOREN	CA	94580	29250	LONE TREE PL	$ 1,103.27	$50.00	$1,153.27	$19.61	$1,172.88
214	CHAN Z T & LI H P TRUST	28853	ROCHELLE AVE	HAYWARD	CA	94544-5	28853	ROCHELLE AVE	$ 257.41	$50.00	$307.41	$5.23	$312.64
215	CHAN, KAREN	1658	ASHBURY LN	HAYWARD	CA	94545-4	1658	ASHBURY LN	$ 243.93	$50.00	$293.93	$5.00	$298.93
216	CHAN, KOON Y	18289	LAKE CHABOT RD	CASTRO VA	CA	94541	778	DEAN PL	$ 243.48	$50.00	$293.48	$4.99	$298.47
217	CHAND RAKESH/CHAND RO	1252	THIEL RD	HAYWARD	CA	94544-6	1252	THIEL RD	$ 277.64	$50.00	$327.64	$5.57	$333.21
218	CHAND SURAS	24651	SOTO RD	HAYWARD	CA	94544	22667	7TH ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
219	CHAND SURAS	24631	SOTO RD	HAYWARD	CA	94544	1425	THIEL RD	$ 495.18	$50.00	$545.18	$9.27	$554.45
220	CHANDEL RENU & VAISH GA	138	LUND AVE	HAYWARD	CA	94544	138	LUND AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
221	CHANDRA VIJAY R & SHANTI	1532	CATHY WAY	HAYWARD	CA	94545	1532	CATHY WAY	$ 349.56	$50.00	$399.56	$6.79	$406.35
222	CHANG CHYI J	1158	CITRON WAY	HAYWARD	CA	94545-2	1158	CITRON WAY	$ 280.64	$50.00	$330.64	$5.62	$336.26
223	CHANG OF QUAN LIVING TRI	2929	BAILEY WAY	SAN RAMON	CA	94582	22917	KINGSFORD WAY	$ 154.91	$50.00	$204.91	$3.48	$208.39
224	CHANG PETER & EPPIE TRS	260	ROBLES RD	ARROYO GF	CA	93420-2	693	ATHERTON PL	$ 1,110.41	$50.00	$1,160.41	$19.73	$1,180.14
225	CHAPMAN JANICE L	31142	MEADOWBROOK A	HAYWARD	CA	94544	31142	MEADOWBROOK A	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
226	CHARLOTTE HUFF	2369	BERMUDA LN	HAYWARD	CA	94545	2369	BERMUDA LN	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
227	CHATMAN GRACE M	30472	HOYLAKE ST	HAYWARD	CA	94544	30472	HOYLAKE ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
228	CHAVEZ ANDREZ & NHUNG I	1067	SILVER MAPLE LN	HAYWARD	CA	94544	1067	SILVER MAPLE LN	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
229	CHAVEZ CARLOS/COVARRU	401	BERRY AVE	HAYWARD	CA	94544	399	BERRY AVE	$ 839.35	$50.00	$889.35	$15.12	$904.47
230	CHAVEZ EDGAR & THANNIA	1456	B ST	HAYWARD	CA	94541	1456	B ST	$ 324.07	$50.00	$374.07	$6.36	$380.43

231	CHAVEZ MARIA J	1210	MCBRIDE LN	HAYWARD	CA	94544	1210	MCBRIDE LN	$ 647.48	$50.00	$697.48	$11.86	$709.34
232	CHAVEZ RICHARD	3259	N FILBERT AVE	FRESNO	CA	93727	22128	MONTGOMERY ST	$ 469.44	$50.00	$519.44	$8.83	$528.27
233	CHAVEZ VALDEMAR	1518	RIEGER AVE	HAYWARD	CA	94544-4	1518	RIEGER AVE	$ 136.77	$50.00	$186.77	$3.18	$189.95
234	CHAVEZBAEZ BRENDA V	3058	CROMWELL PL	HAYWARD	CA	94542	1166	LOVELOCK WAY	$ 670.70	$50.00	$720.70	$12.25	$732.95
235	CHEEPATI MADHU S/UMMAI	27475	PALMWOOD AVE	HAYWARD	CA	94545	27475	PALMWOOD AVE	$ 100.60	$50.00	$150.60	$2.56	$153.16
236	CHEN ALAN	4008	ALAMEDA DE LAS P	SAN MATEO	CA	94403	25416	BROOKS WAY	$ 688.12	$50.00	$738.12	$12.55	$750.67
237	CHEN ALAN/TAM KRISTIE	3034	LANSDALE ST	SAN MATEO	CA	94403	513	RAMOS AVE	$ 290.80	$50.00	$340.80	$5.79	$346.59
238	CHEN DAIFANG	2406	HIBISCUS DR	HAYWARD	CA	94545	2406	HIBISCUS DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
239	CHEN JOE & JENNY TRS	260	LOYOLA DR	MILBRAE	CA	94030	26927	MANON AVE	$ 187.28	$50.00	$237.28	$4.03	$241.31
240	CHEN SEAN & LI QIHONG	1375	BRUSSELS ST	SAN FRANC	CA	94134	124	WHITTIER LN	$ 185.82	$50.00	$235.82	$4.01	$239.83
241	CHEN TOM Z & HUANG YAN I	4008	ALAMEDA DE LAS P	SAN MATEO	CA	94403-4	24797	JOYCE ST	$ 981.59	$50.00	$1,031.59	$17.54	$1,049.13
242	CHEN TONY & JANETTE	1327	RADCLIFF LN	HAYWARD	CA	94545	1327	RADCLIFF LN	$ 540.71	$50.00	$590.71	$10.04	$600.75
243	CHEN WENJUAN	3821	S 2740 E	SALT LAKE C	UT	84109	512	SMALLEY AVE	$ 440.27	$50.00	$490.27	$8.33	$498.60
244	CHEN YONG Q & YONG S	24605	TOWNSEND AVE	HAYWARD	CA	94544	24605	TOWNSEND AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
245	CHENOWETH TIFFANY R	2644	NORTHERN CROSS	HAYWARD	CA	94545	2644	NORTHERN CROSS	$ 190.20	$50.00	$240.20	$4.08	$244.28
246	CHEUNG CHRISTINA	22123	PERALTA ST	HAYWARD	CA	94541	729	SUNSET BLVD	$ 1,102.54	$50.00	$1,152.54	$19.59	$1,172.13
247	CHEUNG WAN H & WANG PC	1972	LEWELLING BLVD	SAN LEAND	CA	94579	25562	DEL MAR AVE	$ 401.12	$50.00	$451.12	$7.67	$458.79
248	CHEW CAROLYN & DONALD	531	ERICA PL	HAYWARD	CA	94544	531	ERICA PL	$ 647.48	$50.00	$697.48	$11.86	$709.34
249	CHHADDVA HANSA V/GOGR	46297	RAINDANCE RD	FREMONT	CA	94539	22646	MISSION BLVD	$ 1,440.95	$50.00	$1,490.95	$25.35	$1,516.30
250	CHICCHON EDWIN & DIAZ R	130	FAIRWAY ST	HAYWARD	CA	94544	130	FAIRWAY ST	$ 592.71	$50.00	$642.71	$10.93	$653.64
251	CHIN MARIA C & STEVEN K	20939	CABOT BLVD	HAYWARD	CA	94545	354	A ST	$ 953.96	$50.00	$1,003.96	$17.07	$1,021.03
252	CHINAR LLC	4847	HOPYARD RD STE 4	PLEASANTC	CA	94588-2	2155	KELLY ST	$ 1,434.59	$50.00	$1,484.59	$25.24	$1,509.83
253	CHING JAME T	200	NAYLOR ST	SAN FRANC	CA	94112	735	LONGWOOD AVE	$ 85.61	$50.00	$135.61	$2.31	$137.92
254	CHING JAME T	200	NAYLOR ST	SAN FRANC	CA	94112	737	LONGWOOD AVE	$ 623.60	$50.00	$673.60	$11.45	$685.05
255	CHIPRES ESMERALDA	31153	OAKHILL WAY	HAYWARD	CA	94544	31153	OAKHILL WAY	$ 777.71	$50.00	$827.71	$14.07	$841.78
256	CHO MUN C	529	SYCAMORE AVE	HAYWARD	CA	94544-1	527	SYCAMORE AVE	$ 424.66	$50.00	$474.66	$8.07	$482.73
257	CHOPRA SAMIR	1578	PEBBLE BEACH CT	MILPITAS	CA	95035	1151	ROXANNE AVE	$ 139.77	$50.00	$189.77	$3.23	$193.00
258	CHRISTIAN RETIREMENT CTF	22427	MONTGOMERY ST	HAYWARD	CA	94541-3	22416	PERALTA ST	$ 757.41	$50.00	$807.41	$13.73	$821.14
259	CHRISTIANSEN ELINOR R TR	1400	CALHOUN ST	HAYWARD	CA	94544	1534	GLENN ST	$ 661.96	$50.00	$711.96	$12.10	$724.06
260	CHRISTIANSEN MARC A/CHF	1404	CALHOUN ST	HAYWARD	CA	94544-4	28025	DOBBEL AVE	$ 1,599.86	$50.00	$1,649.86	$28.05	$1,677.91
261	CHRISTIANSEN, MARC & ELI	1404	CALHOUN ST	HAYWARD	CA	94544-4	28023	DOBBEL AVE	$ 1,101.77	$50.00	$1,151.77	$19.58	$1,171.35
262	CHU JOSEPHINE	24645	DIAMOND RIDGE W	HAYWARD	CA	94544	24645	DIAMOND RIDGE DF	$ 647.48	$50.00	$697.48	$11.86	$709.34
263	CHUKWU EMEKA & RAHEL TF	3243	GUILLERMO PL	HAYWARD	CA	94542	3243	GUILLERMO PL	$ 1,090.97	$50.00	$1,140.97	$19.40	$1,160.37
264	CISNEROS KASI T TR	371	BURKE DR	HAYWARD	CA	94544	371	BURKE DR	$ 642.98	$50.00	$692.98	$11.78	$704.76
265	CISNEROS MARIO	22104	PERALTA ST	HAYWARD	CA	94541	22104	PERALTA ST	$ 454.65	$50.00	$504.65	$8.58	$513.23
266	CLARK FREDA C LIVING TRUS	5498	CANYON RIDGE WA	ANTIOCH	CA	94531	27723	BARCELONA AVE	$ 195.41	$50.00	$245.41	$4.17	$249.58
267	CLAVERIA ELLEN/GUINO JOF	25417	PARKLANE DR	HAYWARD	CA	94544-3	25417	PARKLANE DR	$ 424.66	$50.00	$474.66	$8.07	$482.73
268	CLUCAS ROBERT E & GERAL'	27989	EL PORTAL DR	HAYWARD	CA	94542	27989	EL PORTAL DR	$ 186.36	$50.00	$236.36	$4.02	$240.38
269	CO ALEXANDER S TR	29982	BELLO VIEW PL	HAYWARD	CA	94544	29982	BELLO VIEW PL	$ 622.67	$50.00	$672.67	$11.44	$684.11
270	COBB KAREN/GALLARDO PR	298	JERILYNN LN	HAYWARD	CA	94541	298	JERILYNN LN	$ 338.80	$50.00	$388.80	$6.61	$395.41
271	COH KATHERINE J/COH CHF	3317	ROSENBLATT ST	HAYWARD	CA	94544-1	3317	ROSENBLATT ST	$ 287.89	$50.00	$337.89	$5.74	$343.63
272	COLEMAN MICHEAL J	317	TENNYSON RD	HAYWARD	CA	94544-5	28375	COLE PL	$ 743.23	$50.00	$793.23	$13.48	$806.71
273	COLLIER GERARD A	1378	DENTON AVE	HAYWARD	CA	94545	1011	IMPERIAL PL	$ 981.51	$50.00	$1,031.51	$17.54	$1,049.05
274	COMMON AREA TR 8222	4750	WILLOW RD STE 15	PLEASANTC	CA	94588-2	23877	EDEN AVE	$ 424.66	$50.00	$474.66	$8.07	$482.73
275	COMMON AREA TRACT 8152	1671	E MONTE VISTA AVE	VACAVILLE	CA	95688-3	24250	EDEN AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
276	CONCEPCION LUIGI R	2454	CRYER ST	HAYWARD	CA	94545	2454	CRYER ST	$ 424.66	$50.00	$474.66	$8.07	$482.73
277	CONTI THOMAS A & TERESA /	25525	DEL MAR AVE	HAYWARD	CA	94542	25525	DEL MAR AVE	$ 48.23	$50.00	$98.23	$1.67	$99.90

278	CONTRERAS JOSE L/MARIA C	23948	SAKLAN RD	HAYWARD	CA	94545	1705	W WINTON AVE	$ 250.55	$50.00	$300.55	$5.11	$305.66
279	CONTRERAS JOSE L/MARIA C	23948S	AKLAN RD	HAYWARD	CA	94545	23948	SAKLAN RD UNIT A	$ 194.40	$50.00	$244.40	$4.15	$248.55
280	CONTRERAS PAULA	28498	DICKENS AVE	HAYWARD	CA	94544	28498	DICKENS AVE	$ 104.23	$50.00	$154.23	$2.62	$156.85
281	COOK DAVID W	31595	CHICOINE AVE	HAYWARD	CA	94544	31595	CHICOINE AVE	$ 93.60	$50.00	$143.60	$2.44	$146.04
282	COON DONALD E & MAY F/M	28333	ROCHELLE AVE	HAYWARD	CA	94544-5	28333	ROCHELLE AVE	$ 424.66	$50.00	$474.66	$8.07	$482.73
283	COOPER MARK/COOPER JUL	1026	IMPERIAL PL	HAYWARD	CA	94541-4	1026	IMPERIAL PL	$ 331.66	$50.00	$381.66	$6.49	$388.15
284	CORBINS/RUSSELLCORBINS	30074	WOODTHRUSH PL	HAYWARD	CA	94544	30074	WOODTHRUSH PL	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
285	CORN CHARLES S/DELUNA M	1114	RED WING DR	HAYWARD	CA	94541-6	1114	RED WING DR	$ 424.66	$50.00	$474.66	$8.07	$482.73
286	CORRAL DOMINGO TR	25238	CENTURY OAKS CIF	CASTRO VA	CA	94552	22287	PERALTA ST	$ 473.33	$50.00	$523.33	$8.90	$532.23
287	CORRAL, CARLOS & CARMEI	2067	NOME ST	SAN LEAND	CA	94577	22866	MYRTLE ST	$ 159.31	$50.00	$209.31	$3.56	$212.87
288	CORREA R/BARRAGANANDR	330	BERRY AVE	HAYWARD	CA	94544	330	BERRY AVE	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
289	CORREIA NORRY S & SHIRLE	1059	MARLOWE LN	HAYWARD	CA	94544	1059	MARLOWE LN	$ 190.20	$50.00	$240.20	$4.08	$244.28
290	CORTES AMELIA J	10	BROOKSTONE WAY	HAYWARD	CA	94544	10	BROOKSTONE WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
291	CORTES JESUS F & MARIA R T	59	SKYVIEW WAY	SAN FRANC	CA	94131	27862	BISCAYNE AVE	$ 78.00	$50.00	$128.00	$2.18	$130.18
292	CORTEZ LEONARDO/ORTEN	27691	ORLANDO AVE	HAYWARD	CA	94545	27691	ORLANDO AVE	$ 850.95	$50.00	$900.95	$15.32	$916.27
293	CORTEZ RICHARD G	28463	THACKERAY AVE	HAYWARD	CA	94544	28463	THACKERAY AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
294	COST SHIGEKO T & TASHIMA	1790	CATALPA CT	HAYWARD	CA	94545	1790	CATALPA CT	$ 29.48	$50.00	$79.48	$1.35	$80.83
295	COTTAGE PARK ASSOCIATIO	7770	DEAN MARTIN DR #	LAS VEGAS	NV	89139	26521	WHITMAN ST	$ 424.66	$50.00	$474.66	$8.07	$482.73
296	COX LOIS	4725	1ST ST STE 150	PLEASANTC	CA	94566-7	30569	MIDLOTHIAN WAY	$ 340.95	$50.00	$390.95	$6.65	$397.60
297	CR PARTNERS/CHRISTIANSE	22320	FOOTHILL BLVD	HAYWARD	CA	94541	22284	MONTGOMERY ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
298	CRAIG HOWARD M IV	29312	TAYLOR AVE	HAYWARD	CA	4544-65	375	CARSON DR	$ 764.51	$50.00	$814.51	$13.85	$828.36
299	CRAWFORD JOANN L TR		PO BOX 2915	CASTRO VA	CA	94546	587	SMALLEY AVE	$ 629.57	$50.00	$679.57	$11.55	$691.12
300	CRAWFORD JOANN L TR		PO BOX 2915	CASTRO VA	CA	94546	369	SMALLEY AVE	$ 140.87	$50.00	$190.87	$3.24	$194.11
301	CRAWFORD JOANN L TR		PO BOX 2915	CASTRO VA	CA	94546	367	SMALLEY AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
302	CRAWFORD SHALONNA	2001	CONTINENTAL AVE	HAYWARD	CA	94545	2001	CONTINENTAL AVE	$ 378.79	$50.00	$428.79	$7.29	$436.08
303	CROOMS SHERYLLOVE P & M	25383	PARKLANE DR	HAYWARD	CA	94544	25383	PARKLANE DR	$ 1,844.18	$50.00	$1,894.18	$32.20	$1,926.38
304	CROSETTI JACK P TR	27929	EDGECLIFF WAY	HAYWARD	CA	94542	27929	EDGECLIFF WAY	$ 290.80	$50.00	$340.80	$5.79	$346.59
305	CRUZ GLORIA A/HERBERT GI	235	VALLE VISTA AVE	HAYWARD	CA	94544	235	VALLE VISTA AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
306	CRUZ GLORIA A/HERBERT GI	235	VALLE VISTA AVE	HAYWARD	CA	94544	233	VALLE VISTA AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
307	CRUZ MARIA M	358	BURKE DR	HAYWARD	CA	94544	358	BURKE DR	$ 193.02	$50.00	$243.02	$4.13	$247.15
308	CRYER RANCH HOMEOWNE	90	EL CAMINO REAL	BURLINGAM	CA	94010-5	2141	CRYER PL	$ 424.66	$50.00	$474.66	$8.07	$482.73
309	CUI YAN F	27752	CALAROGA AVE	HAYWARD	CA	94545	27752	CALAROGA AVE	$ 688.30	$50.00	$738.30	$12.55	$750.85
310	CULVER BARBARA TR	1537	155TH AVE	SAN LEAND	CA	94578	383	HURLEY DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
311	CURA CRESENCIO E & CHRIS	1868	CATALPA WAY	HAYWARD	CA	94545	1868	CATALPA WAY	$ 211.66	$50.00	$261.66	$4.45	$266.11
312	CURTIS LINDA TR/CURTIS ME	369	C ST	HAYWARD	CA	94541	2645	LEEWARD ST	$ 323.27	$50.00	$373.27	$6.35	$379.62
313	CUTLER STEVEN M	473	SCHAFER RD	HAYWARD	CA	94544	473	SCHAFER RD	$ 443.00	$50.00	$493.00	$8.38	$501.38
314	CZARNECKI THEODORE HEIF	27538	MIAMI AVE	HAYWARD	CA	94545	27538	MIAMI AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
315	DAHAL KRISHNA P & DAWAD	1532	HIGHLAND BLVD	HAYWARD	CA	94542-1	1532	HIGHLAND BLVD	$ 447.02	$50.00	$497.02	$8.45	$505.47
316	DALAL SUNNY K	25503	HUNTWOOD AVE	HAYWARD	CA	94544	25503	HUNTWOOD AVE	$ 343.89	$50.00	$393.89	$6.70	$400.59
317	DANG LINH D & VU KIM L TRS	3866	LENELLE CT	FREMONT	CA	94538	26171	MOCINE AVE	$ 716.39	$50.00	$766.39	$13.03	$779.42
318	DAOUDI AYMAN/KHOURY & I	103	LASATA CT	DANVILLE	CA	94526	1539	D ST	$ 136.77	$50.00	$186.77	$3.18	$189.95
319	DARNIS A BANKS IRREVOC T	118	DUNFIRTH DR	HAYWARD	CA	94542	118	DUNFIRTH CT	$ 307.86	$50.00	$357.86	$6.08	$363.94
320	DAROSA MANUEL C/ELMIRA	22261	MAIN ST	HAYWARD	CA	94541	1045	ARMSTRONG ST	$ 369.67	$50.00	$419.67	$7.13	$426.80
321	DAVIS FRANCHESCA/DAVIS	28720	ROCHELLE AVE	HAYWARD	CA	94544	28720	ROCHELLE AVE	$ 247.87	$50.00	$297.87	$5.06	$302.93
322	DAVIS JIM J & RONA B	25809	BRYN MAWR AVE	HAYWARD	CA	94542	25809	BRYN MAWR AVE	$ 684.27	$50.00	$734.27	$12.48	$746.75
323	DEA WILBER W/OKINO LOIS	1478	PRINCE EDWARD W	SUNNYVALI	CA	94087	27724	GAINESVILLE AVE	$ 68.58	$50.00	$118.58	$2.02	$120.60
324	DEAGUILAR MAGDALENA S	31479	CARROLL AVE	HAYWARD	CA	94544-8	31479	CARROLL AVE	$ 694.27	$50.00	$744.27	$12.65	$756.92

325	DEAN SALITA L & SHAREEZA I	2410	HIBISCUS DR	HAYWARD	CA	94545	2410	HIBISCUS DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
326	DEANDA ANITA H & AUGUSTI	389	MEEK AVE	HAYWARD	CA	94541	389	MEEK AVE	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
327	DEANKU LLC	1284	HIGHLAND BLVD	HAYWARD	CA	94542	1284	HIGHLAND BLVD	$ 190.88	$50.00	$240.88	$4.09	$244.97
328	DEFLORIN LAURA N	1741	DAYTON AVE	SAN LEAND	CA	94579	1115	GASSETT CT	$ 77.54	$50.00	$127.54	$2.17	$129.71
329	DEGUZMAN JOSE JR & CARIN	27651	CALAROGA AVE	HAYWARD	CA	94545	27651	CALAROGA AVE	$ 611.66	$50.00	$661.66	$11.25	$672.91
330	DEGUZMAN REYNALDO	22275	PEARCE ST	HAYWARD	CA	94541-3	25801	WHITMAN ST	$ 804.82	$50.00	$854.82	$14.53	$869.35
331	DEJESUS JUAN/HERNANDEZ	25857	BRYN MAWR AVE	HAYWARD	CA	94542	25857	BRYN MAWR AVE	$ 293.42	$50.00	$343.42	$5.84	$349.26
332	DEJESUSCALDERON MARGA	26984	HEMMINGWAY CT	HAYWARD	CA	94542	26984	HEMMINGWAY CT	$ 93.60	$50.00	$143.60	$2.44	$146.04
333	DELACRUZ ERLINDA & JOSEI	28237	CAPITOLA ST	HAYWARD	CA	94545	28237	CAPITOLA ST	$ 593.75	$50.00	$643.75	$10.94	$654.69
334	DELACRUZ FRANCISCO J	1528	B ST	HAYWARD	CA	94541	1528	B ST	$ 927.02	$50.00	$977.02	$16.61	$993.63
335	DELACRUZ ROY	2494	OLIVER DR	HAYWARD	CA	94545	2494	OLIVER DR	$ 144.53	$50.00	$194.53	$3.31	$197.84
336	DELAMATER LEE	25996	HICKORY AVE	HAYWARD	CA	94544	25996	HICKORY AVE	$ 599.72	$50.00	$649.72	$11.05	$660.77
337	DELEON RONI N/GARCIA VIC	2566	BRADFORD AVE	HAYWARD	CA	94545	2566	BRADFORD AVE	$ 343.00	$50.00	$393.00	$6.68	$399.68
338	DELGADILLO JOSEFINA/RUIZ	28297	CARDINAL ST	HAYWARD	CA	94545	28297	CARDINAL ST	$ 773.21	$50.00	$823.21	$13.99	$837.20
339	DELGADO APOLONIO & HOF	26848	GADING RD	HAYWARD	CA	94544	26848	GADING RD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
340	DELMURO HECTOR & MARIA	22432	MISSION BLVD	HAYWARD	CA	94541	22432	MISSION BLVD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
341	DELROSARIO MA N & NEMES	26642	JOSHUA ST	HAYWARD	CA	94544	26642	JOSHUA ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
342	DEMIGUEL MICHAEL M/DENI	3752	TRENERY DR	PLEASANTC	CA	94588	230	B ST	$ 47.19	$50.00	$97.19	$1.65	$98.84
343	DEMPS DELANO J & DELORIS	2108	PANAMA ST	HAYWARD	CA	94545	2108	PANAMA ST	$ 280.64	$50.00	$330.64	$5.62	$336.26
344	DERAS WILLIAM S	25986	ELDRIDGE AVE	HAYWARD	CA	94544-2	25986	ELDRIDGE AVE	$ 1,134.96	$50.00	$1,184.96	$20.14	$1,205.10
345	DEREK HAWKRIDGE	396	ARC CT	HAYWARD	CA	94544	396	ARC CT	$ 148.60	$50.00	$198.60	$3.38	$201.98
346	DESANDIES KAIWO A	35167	CHARMWOOD CT	NEWARK	CA	94560	1202	MCBRIDE LN	$ 400.04	$50.00	$450.04	$7.65	$457.69
347	DEUTSCHE BANK NATIONAL	27828	MANDARIN AVE	HAYWARD	CA	94544	27828	MANDARIN AVE	$ 198.40	$50.00	$248.40	$4.22	$252.62
348	DEVI MONIKA & ALI ZAHEED	793	CINNAMON CT	HAYWARD	CA	94544	793	CINNAMON CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
349	DEVOL JESSICA C	2360	BOURBON DR	HAYWARD	CA	94545-4	2360	BOURBON DR	$ 141.12	$50.00	$191.12	$3.25	$194.37
350	DHA ONKAR & DOSANJH NAI	320	WINTON AVE	HAYWARD	CA	94544	320	WINTON AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
351	DHA ONKAR/DOSANJH NARI	320	WINTON AVE	HAYWARD	CA	94544-1	24080	DOTSON CT	$ 763.88	$50.00	$813.88	$13.84	$827.72
352	DHAMI DAVINDER K	3146	SANTA INEZ CT	UNION CITY	CA	94587-2	2943	BAUMBERG AVE	$ 1,360.37	$50.00	$1,410.37	$23.98	$1,434.35
353	DHINGRA RUCHI/SINGH BAL	25942	STANWOOD AVE	HAYWARD	CA	94544-2	25942	STANWOOD AVE	$ 600.00	$50.00	$650.00	$11.05	$661.05
354	DHUGGA KASHMIR & GURJIT	2390	PAPPAS PL	HAYWARD	CA	94542-2	2390	PAPPAS PL	$ 984.43	$50.00	$1,034.43	$17.59	$1,052.02
355	DIAZ ARTURO M	28133	E 11TH ST	HAYWARD	CA	94544	28133	E 11TH ST	$ 485.45	$50.00	$535.45	$9.10	$544.55
356	DIAZ DORSI L	26646	COLETTE ST	HAYWARD	CA	94544	26646	COLETTE ST	$ 479.01	$50.00	$529.01	$8.99	$538.00
357	DIAZ JAIME C & JESSICA M	31468	HUGH WAY	HAYWARD	CA	94544	31468	HUGH WAY	$ 50.00	$50.00	$100.00	$1.70	$101.70
358	DIAZ ROXANA C & LAFLAMMI	214	VERANO DR	SOUTH SAN	CA	94080	25647	WHITMAN ST	$ 581.81	$50.00	$631.81	$10.74	$642.55
359	DILLEY JASON C/IBARRA ART	2450	HIBISCUS DR	HAYWARD	CA	94545	2450	HIBISCUS DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
360	DIMALANTA MARLON/ZURITA	28315	MUSTANG DR	HAYWARD	CA	94545	28315	MUSTANG DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
361	DING YUAN	30279	BROOKFIELD RD	HAYWARD	CA	94544-6	30279	BROOKFIELD RD	$ 190.20	$50.00	$240.20	$4.08	$244.28
362	DINGLASAN FERNANDO O/C	1811	WELFORD LN	HAYWARD	CA	94544	1811	WELFORD LN	$ 277.83	$50.00	$327.83	$5.57	$333.40
363	DIXIT ANOOP&SANJEEV/VINI	39819	SAN MORENO CT	FREMONT	CA	94539	1780	EGRET CT	$ 274.67	$50.00	$324.67	$5.52	$330.19
364	DIXIT KRITIKA	27704	PERSIMMON DR	HAYWARD	CA	94544	27704	PERSIMMON DR	$ 502.50	$50.00	$552.50	$9.39	$561.89
365	DIXIT S&A/SOWJANYA TRS/ E	39819	SAN MORENO CT	FREMONT	CA	94539	1496	WEST ST	$ 479.01	$50.00	$529.01	$8.99	$538.00
366	DIXIT S/A/SOWJANYA TRS/ ET	39819	SAN MORENO CT	FREMONT	CA	94539	27725	MELBOURNE AVE	$ 307.44	$50.00	$357.44	$6.08	$363.52
367	DIXIT SANJEEV & SOWJANYA	2238	WESTON DR	SAN JOSE	CA	95130	25279	IRONWOOD CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
368	DO LILY C	86	ARUNDEL DR	HAYWARD	CA	94542	1530	D ST # 1	$ 615.64	$50.00	$665.64	$11.32	$676.96
369	DOCTOR MARTHA G & MARA	24043	SILVA AVE	HAYWARD	CA	94544	24043	SILVA AVE	$ 64.98	$50.00	$114.98	$1.95	$116.93
370	DODDAPANENI GEETHA	164	LAFAYETTE AVE	HAYWARD	CA	94544	164	LAFAYETTE AVE	$ 247.59	$50.00	$297.59	$5.06	$302.65
371	DOLIVO GEORGE III	546	E PINTADO RD	DANVILLE	CA	94526	24631	ONEIL AVE	$ 442.63	$50.00	$492.63	$8.37	$501.00

372	Domenic Marcheschi	1115	PALOMAR CT	TRACY	CA	95377	27910	BRUNO ST	$ 344.20	$50.00	$394.20	$6.70	$400.90
373	DOMINGO RYAN & GRACE B	706	CITY WALK PL 3	HAYWARD	CA	94541	706	CITY WALK PL	$ 439.81	$50.00	$489.81	$8.33	$498.14
374	DOSSEY GWENDA	353	LAFAYETTE AVE	HAYWARD	CA	94544	353	LAFAYETTE AVE	$ 418.52	$50.00	$468.52	$7.96	$476.48
375	DU WEI	1504	SHORTCUT RD	VANCOUVE	CA	FORGN	1012	OLD OAK LN	$ 643.34	$50.00	$693.34	$11.79	$705.13
376	DUARTE JEANNE A	2849	TRIMBLE CT	HAYWARD	CA	94542	2849	TRIMBLE CT	$ 277.64	$50.00	$327.64	$5.57	$333.21
377	DUBLIN DAN T & EDNA	1580	MIDDLE LN	HAYWARD	CA	94545	1580	MIDDLE LN	$ 140.87	$50.00	$190.87	$3.24	$194.11
378	DULANEY DANIEL S	28378	E 12TH ST	HAYWARD	CA	94544	28378	E 12TH ST	$ 136.77	$50.00	$186.77	$3.18	$189.95
379	DUNLAP LAUREN N TR & DUI	31351	PEBBLE BEACH CT	SAN LEAND	CA	94544	31351	PEBBLE BEACH CT	$ 611.66	$50.00	$661.66	$11.25	$672.91
380	DUNN DENNIS M	26746	CALAROGA AVE	HAYWARD	CA	94545	26746	CALAROGA AVE	$ 1,487.89	$50.00	$1,537.89	$26.14	$1,564.03
381	EBERHARDT, SCHRAMM	28378	BRADSHIRE RD	HAYWARD	CA	94545-4	28373	BRADSHIRE RD	$ 56.94	$50.00	$106.94	$1.82	$108.76
382	ECLIPSE ALFRED A	21754	WESTERN BLVD	HAYWARD	CA	94541	21754	WESTERN BLVD	$ 418.52	$50.00	$468.52	$7.96	$476.48
383	EDMONSON KARL K	2974	SANDPOINT CT	SAN JOSE	CA	95148	24679	ONEIL AVE	$ 1,294.96	$50.00	$1,344.96	$22.86	$1,367.82
384	EDWARDS REGINALD E	22706	ATHERTON ST	HAYWARD	CA	94541	22706	ATHERTON ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
385	EKEJIUBA UZOMA		PO BOX 3863	HAYWARD	CA	94540	461	LARCHMONT ST	$ 1,731.54	$50.00	$1,781.54	$30.29	$1,811.83
386	ELLIS GARY & KAREN	916	COLLINS CT	HAYWARD	CA	94544	916	COLLINS CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
387	ELLIS SHAWN/ELLIS ELDREA	25530	DEL MAR AVE	HAYWARD	CA	94542-1	25530	DEL MAR AVE	$ 214.53	$50.00	$264.53	$4.50	$269.03
388	EMERSON RICHARD D & VIR	25728	WESTVIEW WAY	HAYWARD	CA	94542	25728	WESTVIEW WAY	$ 281.81	$50.00	$331.81	$5.64	$337.45
389	ENCISO JOSE A	27842	HAVANA AVE	HAYWARD	CA	94544	27842	HAVANA AVE	$ 101.20	$50.00	$151.20	$2.57	$153.77
390	ENERO JOHN M & SHERIN R	24548	EDEN AVE	HAYWARD	CA	94545	24548	EDEN AVE	$ 233.24	$50.00	$283.24	$4.82	$288.06
391	EPPERSON LODEMA D TR	2750	HILLCREST AVE	HAYWARD	CA	94542	2750	HILLCREST AVE	$ 495.24	$50.00	$545.24	$9.27	$554.51
392	ESCARREOLA ISIDRO & ANA	1857	FLORIDA ST	HAYWARD	CA	94545	1857	FLORIDA ST	$ 588.26	$50.00	$638.26	$10.85	$649.11
393	ESCOBEDOCESANA CARMEN		PO BOX 7285	HAYWARD	CA	94544-1	24149	PARK ST	$ 1,671.39	$50.00	$1,721.39	$29.26	$1,750.65
394	ESPINOZA FRANCISCO/VALE	28293	CAPITOLA ST	HAYWARD	CA	94545	28293	CAPITOLA ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
395	ESPINOZA NANCY	22337	PERALTA ST	HAYWARD	CA	94541	22337	PERALTA ST	$ 336.30	$50.00	$386.30	$6.57	$392.87
396	ESPINOZA, RODRIGO JR	262	DENNIS DR	DALY CITY	CA	94015-2	27498	LEMON TREE CT	$ 277.64	$50.00	$327.64	$5.57	$333.21
397	ESTRELLA DIANA	24314	ALVES ST	HAYWARD	CA	94544	24314	ALVES ST	$ 96.60	$50.00	$146.60	$2.49	$149.09
398	ETU KELEKOLIO	456	SMALLEY AVE	HAYWARD	CA	94541	456	SMALLEY AVE	$ 447.48	$50.00	$497.48	$8.46	$505.94
399	EVANS JUANITA	29983	VANDERBILT ST	HAYWARD	CA	94544	29983	VANDERBILT ST	$ 749.17	$50.00	$799.17	$13.59	$812.76
400	EVANS JUANITA	29983	VANDERBILT ST	HAYWARD	CA	94544	29985	VANDERBILT ST	$ 491.01	$50.00	$541.01	$9.20	$550.21
401	EVANS MELISSA/CASILLAS A	22749	3RD ST	HAYWARD	CA	94541	22749	3RD ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
402	F.UNITD METHDIST CHURCH	1183	B ST	HAYWARD	CA	94541	1181	B ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
403	FADDEN CHRISTOPHER/CAF	1265	SIXTH AVE	BELMONT	CA	94602	1247	RIEGER AVE	$ 629.57	$50.00	$679.57	$11.55	$691.12
404	FAGGIOLLY JUDAS JR/EDITH	23951	CLAWITER RD	HAYWARD	CA	94545	23951	CLAWITER RD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
405	FAJARDO JEFFREY A/FLORES	26783	CALAROGA AVE	HAYWARD	CA	94545	26783	CALAROGA AVE	$ 684.38	$50.00	$734.38	$12.48	$746.86
406	FALLA SAMANTHA & ANA	579	MARDIE ST	HAYWARD	CA	94544	579	MARDIE ST	$ 460.57	$50.00	$510.57	$8.68	$519.25
407	FALLEY GEORGE D TR	1409	POPPY LN	HAYWARD	CA	94545	1409	POPPY LN	$ 430.76	$50.00	$480.76	$8.17	$488.93
408	FANG CHAOQUN/WANG SH	28559	STARBOARD LN	HAYWARD	CA	94545-4	28559	STARBOARD LN	$ 1,301.10	$50.00	$1,351.10	$22.97	$1,374.07
409	FANGALAHI, JONATHAN	1103	D ST	HAYWARD	CA	94541-4	1103	D ST	$ 379.28	$50.00	$429.28	$7.30	$436.58
410	FANNING JEFFREY & ESTHER	27492	MANON AVE	HAYWARD	CA	94544	27492	MANON AVE	$ 193.20	$50.00	$243.20	$4.13	$247.33
411	FAROOK, MOHAMMAD	4958	MASSACHUSETTS I	SAN JOSE	CA	95136	29480	SAL CT	$ 469.44	$50.00	$519.44	$8.83	$528.27
412	FARR TERRANCE O & KAESH	24152	AMARANTH LOOP	HAYWARD	CA	94541	24152	AMARANTH LOOP	$ 40.67	$50.00	$90.67	$1.54	$92.21
413	FARZAN GITY S/KASHANI KH	719	N CRESCENT HEIGI	LOS ANGEL	CA	90046	24507	ONEIL AVE	$ 127.64	$50.00	$177.64	$3.02	$180.66
414	FEDENA JOYCE M TR	4255	STONEY CREEK RD	IONE	CA	95640-9	22843	2ND ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
415	FELARDO THOMAS A	34383	ALVARADO NILES R	UNION CITY	CA	94587-4	551	MEEK AVE	$ 818.24	$50.00	$868.24	$14.76	$883.00
416	FELDER OMAR X & TERESA R	69	FERNRIDGE CT	HAYWARD	CA	94544	69	FERNRIDGE CT	$ 311.83	$50.00	$361.83	$6.15	$367.98
417	FELSON STAN TR	22237	MAIN ST # 2	HAYWARD	CA	94541	22237	MAIN ST	$ 140.07	$50.00	$190.07	$3.23	$193.30
418	FENG WEN/GUAN WAN TR/W	1524	PURDUE ST	SAN LEAND	CA	94579	22215	MISSION BLVD	$ 44.92	$50.00	$94.92	$1.61	$96.53

419	FENG XIUPING	26720	PATRICK AVE	HAYWARD	CA	94544	26720	PATRICK AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
420	FENG YUEQIN & WU XUEWEI	4427	AMADOR RD	FREMONT	CA	94538	27317	TYRRELL AVE	$ 105.75	$50.00	$155.75	$2.65	$158.40
421	FERNANDES D & R HEIRS OF	517	EVANGELINE WAY	HAYWARD	CA	94544	517	EVANGELINE WAY	$ 190.20	$50.00	$240.20	$4.08	$244.28
422	FERNANDESPINTO NOELLA J	607	ARTISAN PL	HAYWARD	CA	94541-6	607	ARTISAN PL	$ 611.66	$50.00	$661.66	$11.25	$672.91
423	FERNANDEZ FRANCISCO	921	CHENAULT WAY	HAYWARD	CA	94541	921	CHENAULT WAY	$ 656.30	$50.00	$706.30	$12.01	$718.31
424	FERNANDEZ JESUS & MARIA	1886	DOVE WAY	HAYWARD	CA	94545	1886	DOVE WAY	$ 135.60	$50.00	$185.60	$3.16	$188.76
425	FERREIRA NICANDRA ETAL	27410	TYRRELL AVE	HAYWARD	CA	94544	27412	TYRRELL AVE	$ 634.49	$50.00	$684.49	$11.64	$696.13
426	FERREIRA NICANDRA ETAL	27410	TYRRELL AVE	HAYWARD	CA	94544	27410	TYRRELL AVE	$ 280.63	$50.00	$330.63	$5.62	$336.25
427	FIDEL ANTHONY	25588	MAITLAND DR	FAIRVIEW	CA	94542	25588	MAITLAND DR	$ 495.18	$50.00	$545.18	$9.27	$554.45
428	FIGUEROA RENE H	27573	E 12TH ST	HAYWARD	CA	94544-4	27573	E 12TH ST	$ 743.23	$50.00	$793.23	$13.48	$806.71
429	FIHAKI EFALAME L & MOHUT.	1274	WEST ST	HAYWARD	CA	94545	1274	WEST ST	$ 770.77	$50.00	$820.77	$13.95	$834.72
430	FIHAKI EFALAME L & MOHUT.	27376	CAPRI AVE	HAYWARD	CA	94545	27376	CAPRI AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
431	FINAU MOLI & TAKAPU LOISI	24742	BROADMORE AVE	HAYWARD	CA	94544	24742	BROADMORE AVE	$ 500.00	$50.00	$550.00	$9.35	$559.35
432	FISHER ROBYN T	28160	RIGGS CT	HAYWARD	CA	94542	28160	RIGGS CT	$ 136.77	$50.00	$186.77	$3.18	$189.95
433	FITZPATRICK LAWRENCE M	25767	FRANKLIN AVE	HAYWARD	CA	94544	25767	FRANKLIN AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
434	FLITTER ROSA L TR	834	WESTWOOD ST	HAYWARD	CA	94544	834	WESTWOOD ST	$ 861.02	$50.00	$911.02	$15.49	$926.51
435	FLORES FRANCISCO T & SIL\	280	TRAYNOR ST	HAYWARD	CA	94544	149	TRAYNOR ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
436	FOHL LESLIE W TR	22326	MAIN ST	HAYWARD	CA	94541	311	HARRIS RD	$ 427.56	$50.00	$477.56	$8.12	$485.68
437	FOHL, LESLIE W & HERNAND	27905	EDGECLIFF WAY	HAYWARD	CA	94542	250	MEEK AVE	$ 190.88	$50.00	$240.88	$4.09	$244.97
438	FOO ALLEN TR	27966	THACKERAY AVE	HAYWARD	CA	94544	27966	THACKERAY AVE	$ 139.77	$50.00	$189.77	$3.23	$193.00
439	FOREMAN SUSAN S TR	2124	ENCINAL AVE	ALAMEDA	CA	94501	27691	HAVANA AVE	$ 243.93	$50.00	$293.93	$5.00	$298.93
440	FORTE FRANK & MCNEAL GA	22770	TEMPLETON ST	HAYWARD	CA	94541	22770	TEMPLETON ST	$ 443.00	$50.00	$493.00	$8.38	$501.38
441	FOSTER MAXIII/HINTON DEM	24415	MACHADO CT	HAYWARD	CA	94541	659	ARCADIA DR	$ 260.00	$50.00	$310.00	$5.27	$315.27
442	FRANCIS DAVID ETAL	21652	PROSPECT CT	HAYWARD	CA	94541	21652	PROSPECT CT	$ 1,090.97	$50.00	$1,140.97	$19.40	$1,160.37
443	FRANCISPAULRAJ KEVIN/JOS	561	COTTAGE PARK DR	HAYWARD	CA	94544	561	COTTAGE PARK DR	$ 1,156.22	$50.00	$1,206.22	$20.51	$1,226.73
444	FRANCK PAUL J	22303	PERALTA ST	HAYWARD	CA	94541	22303	PERALTA ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
445	FREY ROBERT M	17923	TRENTON DR	CASTRO VA	CA	94546	26730	TYRRELL AVE	$ 1,726.01	$50.00	$1,776.01	$30.19	$1,806.20
446	FU ZEFAN	2110	BOLERO AVE	HAYWARD	CA	94545	2110	BOLERO AVE	$ 362.38	$50.00	$412.38	$7.01	$419.39
447	FULLER RAY C	357	WHITE DR	HAYWARD	CA	94544	357	WHITE DR	$ 1,014.91	$50.00	$1,064.91	$18.10	$1,083.01
448	FULLERBRYANT TONJA/JEFFI	25075	OAKRIDGE CT	HAYWARD	CA	94541	25075	OAKRIDGE CT	$ 1,150.70	$50.00	$1,200.70	$20.41	$1,221.11
449	FUNG PUI T A	1028	OLD OAK LN	HAYWARD	CA	94541-6	1028	OLD OAK LN	$ 124.83	$50.00	$174.83	$2.97	$177.80
450	FURMANOV YURY	28049	THORUP LN	HAYWARD	CA	94542	28049	THORUP LN	$ 647.48	$50.00	$697.48	$11.86	$709.34
451	Gabriel Flores Maria Dejesus	27231	HUNTWOOD AVE	HAYWARD	CA	94544-3	27033	HUNTWOOD AVE	$ 1,201.02	$50.00	$1,251.02	$21.27	$1,272.29
452	GAGNET RONALD W/DOUGL	2709	OCALA ST	HAYWARD	CA	94545	2709	OCALA ST	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
453	GALANG FORTUNATO P JR &	857	RESOTA ST	HAYWARD	CA	94545	857	RESOTA ST	$ 612.50	$50.00	$662.50	$11.26	$673.76
454	GALAURA FELICITAS C & FEL	27294	GADING RD	HAYWARD	CA	94544	27294	GADING RD	$ 115.20	$50.00	$165.20	$2.81	$168.01
455	GALINDO MICHAEL R/ALCAL	316	WARNER AVE	HAYWARD	CA	94544	316	WARNER AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
456	GALLEGOS CHRISTOPHER D	221	VIRGINIA ST	HAYWARD	CA	94544	221	VIRGINIA ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
457	GANAL PRISCILIO R & JOSIE	318	BROOKVIEW WAY	HAYWARD	CA	94544	318	BROOKVIEW WAY	$ 623.36	$50.00	$673.36	$11.45	$684.81
458	GARCIA ARCELIA/NAVARRO	28092	BUNTING ST	HAYWARD	CA	94545	28092	BUNTING ST	$ 29.00	$50.00	$79.00	$1.34	$80.34
459	GARCIA DANIEL & JULIETA G	733	ELLEN ST	HAYWARD	CA	94544	733	ELLEN AVE	$ 139.77	$50.00	$189.77	$3.23	$193.00
460	GARCIA DAVID/GARCIA LIDI/	31141	BRIER ST	UNION CITY	CA	94587-2	22173	MAIN ST	$ 555.89	$50.00	$605.89	$10.30	$616.19
461	GARCIA DAVID/GARCIA LIDI/	31141	BRIER ST	UNION CITY	CA	94587-2	22175	MAIN ST	$ 77.64	$50.00	$127.64	$2.17	$129.81
462	GARCIA OCTAVIO & DORA TF	30250	BROOKSIDE LN	HAYWARD	CA	94544	27556	GAINESVILLE AVE	$ 393.87	$50.00	$443.87	$7.55	$451.42
463	GARCIA THOMAS A & TOMLI	22780	HESPERIAN BLVD	HAYWARD	CA	94541	22780	HESPERIAN BLVD	$ 729.08	$50.00	$779.08	$13.24	$792.32
464	GARCIA VERONIA/GUERRER	176	ISABELLA ST	HAYWARD	CA	94544	176	ISABELLA ST	$ 674.21	$50.00	$724.21	$12.31	$736.52
465	GARCIA WILFREDO E/RIOS ERICKA		PO BOX 284	BELMONT	CA	94002-0	2623	CRYER ST	$ 629.57	$50.00	$679.57	$11.55	$691.12

466	GARCIABOLANOS ERICA TR	57	INA CT	SAN FRANC	CA	94112	26287	REGAL AVE	$ 57.00	$50.00	$107.00	$1.82	$108.82
467	GARCIAS ORLANDO/GARCIA	1840	NATIONAL AVE	HAYWARD	CA	94545	26974	HALIFAX PL	$ 568.60	$50.00	$618.60	$10.52	$629.12
468	GARDE JONATHAN	30279	WILLOWBROOK RD	HAYWARD	CA	94544	30279	WILLOWBROOK RD	$ 647.48	$50.00	$697.48	$11.86	$709.34
469	GARG DINESH K & DIVYA	301	TOSCANA WAY	HAYWARD	CA	94545-1	301	TOSCANA WAY	$ 964.50	$50.00	$1,014.50	$17.25	$1,031.75
470	GARG SHAILY	1061	STERLING AVE	BERKELEY	CA	94708	24065	DOTSON CT	$ 469.44	$50.00	$519.44	$8.83	$528.27
471	GARICA, DEEANN	361	TIPPECANOE AVE	HAYWARD	CA	94544-8	361	TIPPECANOE AVE	$ 902.87	$50.00	$952.87	$16.20	$969.07
472	GARIETZ WALLACE R JR	945	BROADWAY ST	HAYWARD	CA	94544	945	BROADWAY ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
473	GARIETZ WALLACE SR/VICTC	921	BROADWAY ST	HAYWARD	CA	94544	921	BROADWAY ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
474	GARRIDO SUZETTE A & KENN	301	BRIDGECREEK WAY	HAYWARD	CA	94544	301	BRIDGECREEK WAY	$ 664.39	$50.00	$714.39	$12.14	$726.53
475	GARZA RUBEN & RENE	28273	HESSE DR	HAYWARD	CA	94545	28273	HESSE DR	$ 147.48	$50.00	$197.48	$3.36	$200.84
476	GATAN ROSALIA C & JEAN C	24483	PLUMMER CT	HAYWARD	CA	94545	24483	PLUMMER CT	$ 495.43	$50.00	$545.43	$9.27	$554.70
477	GEBREGIORGES, MERIAM	25912	GUSHUE ST	HAYWARD	CA	94544-2	25912	GUSHUE ST	$ 243.93	$50.00	$293.93	$5.00	$298.93
478	GEE JUNG Y & JOEY P	340	WOOLSEY ST	SAN FRANC	CA	94134	26268	COLEMAN AVE	$ 136.24	$50.00	$186.24	$3.17	$189.41
479	GENG, GANG & LI, JIE	33	COUNTRY CLUB DF	HAYWARD	CA	94542	33	COUNTRY CLUB DR	$ 249.73	$50.00	$299.73	$5.10	$304.83
480	GEORGE REGINALD	3629	SEABREEZE CT	HAYWARD	CA	94542	3629	SEABREEZE CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
481	Gerald R Sobeck	1055	RIDGEMONT DR	MILPITAS	CA	95035	27178	BELVEDERE CT	$ 703.42	$50.00	$753.42	$12.81	$766.23
482	GERDTS ANISSA	226	GOODRICH ST	HAYWARD	CA	94544	226	GOODRICH ST	$ 1,034.17	$50.00	$1,084.17	$18.43	$1,102.60
483	GHOTRA, AMANPREET S	29249	LASSEN ST	HAYWARD	CA	94544	29249	LASSEN ST	$ 547.73	$50.00	$597.73	$10.16	$607.89
484	GIANG TRI K & CHAU NHU P	2151	OAKLAND RD SPC 5	SAN JOSE	CA	95131-1	1508	FRY LN	$ 287.68	$50.00	$337.68	$5.74	$343.42
485	GILL GURPINDER K & HARVE	118	SIERRAWOOD AVE	HAYWARD	CA	94544	22695	VERMONT ST	$ 26.05	$50.00	$76.05	$1.29	$77.34
486	GILL INDERJIT/SARUP SURES	610	SONIA VIEW CT	HAYWARD	CA	94542-1	1307	HIGHLAND BLVD	$ 603.65	$50.00	$653.65	$11.11	$664.76
487	GILL IRMA M & LOPEZ ALFRE	23703	NEVADA RD	HAYWARD	CA	94541	23703	NEVADA RD	$ 443.00	$50.00	$493.00	$8.38	$501.38
488	GILMORE RICHARD A	22738	SOUZA CT	HAYWARD	CA	94541	22738	SOUZA CT	$ 194.40	$50.00	$244.40	$4.15	$248.55
489	GIN JEFF	24065	WRIGHT DR	HAYWARD	CA	94545-1	24065	WRIGHT DR	$ 743.23	$50.00	$793.23	$13.48	$806.71
490	GINEZ JOY C & RODIVIC V ET	27592	GAINESVILLE AVE	HAYWARD	CA	94545	27592	GAINESVILLE AVE	$ 840.19	$50.00	$890.19	$15.13	$905.32
491	GIRON ELDA M & RIVAS ALLA	26324	STANWOOD AVE	HAYWARD	CA	94544	26324	STANWOOD AVE	$ 192.19	$50.00	$242.19	$4.12	$246.31
492	GIRON FRANCISCO A/AYALA	27905	HAVANA AVE	HAYWARD	CA	94544	27872	ANDREA ST	$ 729.08	$50.00	$779.08	$13.24	$792.32
493	GIRON FRANCISCO M & MAF	267	EDWIN WAY	HAYWARD	CA	94544	267	EDWIN WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
494	GLAUDE EARL Q & GLAUDE J	25467	DEL MAR AVE	HAYWARD	CA	94542-1	25467	DEL MAR AVE	$ 769.96	$50.00	$819.96	$13.94	$833.90
495	GLORIA ANDREI F & ELA C	279	EBONY WAY	HAYWARD	CA	94544	279	EBONY WAY	$ 483.78	$50.00	$533.78	$9.07	$542.85
496	GO MARIE E	1435	ROOSEVELT AVE	HAYWARD	CA	94544	1435	ROOSEVELT AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
497	GOCE BERNADETTE	321	ARROWHEAD WAY	HAYWARD	CA	94544	321	ARROWHEAD WAY	$ 457.20	$50.00	$507.20	$8.62	$515.82
498	GOCO CYNTHIA M/NAKAR C.	27935	MIAMI AVE	HAYWARD	CA	94545	27935	MIAMI AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
499	GOLLIER, GERARD	1378	DENTON AVE	HAYWARD	CA	94545-2	1378	DENTON AVE	$ 282.86	$50.00	$332.86	$5.66	$338.52
500	GOMEZ DENISE D & VINCEN	2535	OAKES DR	HAYWARD	CA	94542	2535	OAKES DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
501	GOMEZ JESUS/SANDOVAL F/	27426	MITCHELL PL	HAYWARD	CA	94544	27426	MITCHELL PL	$ 847.35	$50.00	$897.35	$15.25	$912.60
502	GOMEZ JORGE V & GUTIERRE	24750	JOANNE ST	HAYWARD	CA	94544	24750	JOANNE ST	$ 514.76	$50.00	$564.76	$9.60	$574.36
503	GOMEZ LUIS R/PRADA SARA	2026	CHIPLAY CT	HAYWARD	CA	94545-3	2026	CHIPLAY CT	$ 1,599.86	$50.00	$1,649.86	$28.05	$1,677.91
504	GOMEZ, KRISTINE M & SINGH	22882	UPLAND WAY	HAYWARD	CA	94541	22882	UPLAND WAY	$ 497.91	$50.00	$547.91	$9.31	$557.22
505	GONSALVES TINA T & JOSEPI	27494	LA PORTE AVE	HAYWARD	CA	94545	27494	LA PORTE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
506	GONZALES GERARDO/TOMA	22755	FIRST ST 3	HAYWARD	CA	94541	22823	1ST ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
507	GONZALES REGUINALDO/PL	2743	DARWIN ST	HAYWARD	CA	94545-3	2743	DARWIN ST	$ 740.72	$50.00	$790.72	$13.44	$804.16
508	GONZALEZ ALBERTO/RAMOS	27770	MANDARIN AVE	HAYWARD	CA	94544	27770	MANDARIN AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
509	GONZALEZ ALFREDO & MARI	27030	JENNINGS WAY	HAYWARD	CA	94544	27030	JENNINGS WAY	$ 93.60	$50.00	$143.60	$2.44	$146.04
510	GONZALEZ ANGELINA TR	31645	GREENBRIER LN	HAYWARD	CA	94544	31645	GREENBRIER LN	$ 620.36	$50.00	$670.36	$11.40	$681.76
511	GONZALEZ CAMILO & LLIAN/	26423	HUNTWOOD AVE	HAYWARD	CA	94544	26423	HUNTWOOD AVE	$ 291.13	$50.00	$341.13	$5.80	$346.93
512	GONZALEZ CARLOS E JR	25482	LINDENWOOD WAY	HAYWARD	CA	945452€	25482	LINDENWOOD WAY	$ 56.99	$50.00	$106.99	$1.82	$108.81

513	GONZALEZ EDGAR & GLADYS	346	DUTCHESS LN	HAYWARD	CA	94544	346	DUTCHESS LN	$ 647.48	$50.00	$697.48	$11.86	$709.34
514	GONZALEZ ERNESTO	234	VIRGINIA ST	HAYWARD	CA	94544	234	VIRGINIA ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
515	GONZALEZ ERNESTO & MARI	24767	JOANNE ST	HAYWARD	CA	94544	24766	JOANNE ST	$ 1,102.04	$50.00	$1,152.04	$19.58	$1,171.62
516	GONZALEZ GARY & MARIA E	171	MARBLY AVE	DALY CITY	CA	94015	2309	CATALPA WAY	$ 136.77	$50.00	$186.77	$3.18	$189.95
517	GONZALEZ JOSE A/GONZLAE	22232	WESTERN BLVD	HAYWARD	CA	94541	22232	WESTERN BLVD	$ 647.48	$50.00	$697.48	$11.86	$709.34
518	GONZALEZ PEDRO G/IGNAC	158	NEWTON ST	HAYWARD	CA	94544	9	CRYSTAL GATE CON	$ 498.68	$50.00	$548.68	$9.33	$558.01
519	GONZALEZ VERONICA G	27564	ORLANDO AVE	HAYWARD	CA	94545	27564	ORLANDO AVE	$ 407.48	$50.00	$457.48	$7.78	$465.26
520	GOOD SHEPHERD LUTHERAI	166	W HARDER RD	HAYWARD	CA	94544	26734	UNDERWOOD AVE	$ 1,453.14	$50.00	$1,503.14	$25.55	$1,528.69
521	GOUNDER ROSELINE/GOUN	27576	MANDARIN AVE	HAYWARD	CA	94544-5	27576	MANDARIN AVE	$ 757.41	$50.00	$807.41	$13.73	$821.14
522	GRAHAM RICHARD A & LYNE	3281	RED LEAF CT	HAYWARD	CA	94542	3281	RED LEAF CT	$ 122.49	$50.00	$172.49	$2.93	$175.42
523	GRAND HOMES LLC	2269	CHESTNUT ST 298	SAN FRANC	CA	94123	545	SAINT ANTON WAY	$ 585.09	$50.00	$635.09	$10.80	$645.89
524	GRAVES JOHN H JR & JOHN H	27828	E15TH ST	HAYWARD	CA	94544	27828	E 15TH ST	$ 1,210.64	$50.00	$1,260.64	$21.43	$1,282.07
525	GRAY JONATHAN	24839	ARVILLA LN	HAYWARD	CA	94544-2	24839	ARVILLA LN	$ 424.66	$50.00	$474.66	$8.07	$482.73
526	GREAT VISION INVESTMENT	1085	FOLSOM AVE	HAYWARD	CA	94544	1085	FOLSOM AVE	$ 668.66	$50.00	$718.66	$12.22	$730.88
527	GREGORIO SHEILA V	27750	DEL NORTE CT	HAYWARD	CA	94545	27750	DEL NORTE CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
528	GRISHAM SHANNON & BEVE	27022	GRANDVIEW AVE	HAYWARD	CA	94542	27022	GRANDVIEW AVE	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
529	GU JING & PAN XIUWEN	1429	MAPLE ST	SAN MATEO	CA	94402	566	TENNYSON RD	$ 636.72	$50.00	$686.72	$11.67	$698.39
530	GUADALUPE RODERICK W	582	MINERVA ST	HAYWARD	CA	94544	582	MINERVA ST	$ 506.54	$50.00	$556.54	$9.46	$566.00
531	GUAN TOM J & AU PUI S	770	DELTA ST	SAN FRANC	CA	94134	25667	DONALD AVE	$ 1,044.65	$50.00	$1,094.65	$18.61	$1,113.26
532	GUERRERO CARLOS B TR	28291	TAMPA AVE	HAYWARD	CA	94544-5	234	VALLE VISTA AVE	$ 577.83	$50.00	$627.83	$10.67	$638.50
533	GUERRERO CARLOS B TR	28291	TAMPA AVE	HAYWARD	CA	94544-5	236	VALLE VISTA AVE	$ 1,121.04	$50.00	$1,171.04	$19.91	$1,190.95
534	GULINAO JOSEPH T/GULINA	281	ARROWHEAD WAY	HAYWARD	CA	94544	281	ARROWHEAD WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
535	GUNTURI MADHU B	90	VAN WYK RD	LAKE HIAWA	NJ	07034-1	24584	DIAMOND RIDGE DR	$ 1,254.42	$50.00	$1,304.42	$22.18	$1,326.60
536	GUO JIAN/GUO RUI	2001	PARKHURST ST	HAYWARD	CA	94541-6	2001	PARKHURST ST	$ 743.23	$50.00	$793.23	$13.48	$806.71
537	GUPTA SOM D & LALITA	2224	RAILROAD AVE	PITTSBURG	CA	94565	29486	CHANCE ST	$ 415.94	$50.00	$465.94	$7.92	$473.86
538	GURULE LAWRENCE M & SU	31039	EVERETT CT APT 15	HAYWARD	CA	94544-7	31039	EVERETT CT	$ 743.23	$50.00	$793.23	$13.48	$806.71
539	GUTIERREZ MANUEL & ESPEI	32208	SENECA ST	HAYWARD	CA	94544	32208	SENECA ST	$ 447.48	$50.00	$497.48	$8.46	$505.94
540	GUTIERREZ MARCELINO J/M/	27879	HAVANA AVE	HAYWARD	CA	94544	27879	HAVANA AVE	$ 549.64	$50.00	$599.64	$10.19	$609.83
541	GUTMANN BERNARD & KELL	150	BENMORE DR	HAYWARD	CA	94542	150	BENMORE DR	$ 495.18	$50.00	$545.18	$9.27	$554.45
542	GUZMAN ALMA J	1051	THIEL RD	HAYWARD	CA	94544	1051	THIEL RD	$ 1,059.02	$50.00	$1,109.02	$18.85	$1,127.87
543	GUZMAN BENITO/GUZMAN E	16665	FREEMAN ST	ESPARTO	CA	95627-2	994	ROSE ST	$ 1,176.70	$50.00	$1,226.70	$20.85	$1,247.55
544	GUZMAN GABRIEL/CAMPOS	1267	HIGHLAND BLVD	HAYWARD	CA	94542	1267	HIGHLAND BLVD	$ 209.71	$50.00	$259.71	$4.42	$264.13
545	GUZMAN LEOPOLDO/QUIJAN	27737	MIAMI AVE	HAYWARD	CA	94545	27737	MIAMI AVE	$ 347.48	$50.00	$397.48	$6.76	$404.24
546	HA RICK & LAM SUONG	1425	7TH AVE	OAKLAND	CA	94606	22980	ALICE ST	$ 262.23	$50.00	$312.23	$5.31	$317.54
547	HA RICK & LAM SUONG T	1425	7TH AVE	OAKLAND	CA	94606	22684	7TH ST	$ 729.08	$50.00	$779.08	$13.24	$792.32
548	HA RICK & LAM SUONG T	1425	7TH AVE	OAKLAND	CA	94606	22686	7TH ST	$ 328.44	$50.00	$378.44	$6.43	$384.87
549	HA TAC T & BUI NGA T & TRS	3145	WATER LILY CT	ROSEVILLE	CA	95747	26457	HICKORY AVE	$ 74.00	$50.00	$124.00	$2.11	$126.11
550	HA, DUC B	1390	SANGAMORE ST	HAYWARD	CA	94545-2	1390	SANGAMORE ST	$ 280.64	$50.00	$330.64	$5.62	$336.26
551	HAKIMI HOSS R	18037	REDWOOD DR	LOS GATOS	CA	95033-8	1548	HIGHLAND BLVD	$ 496.14	$50.00	$546.14	$9.28	$555.42
552	HAMID HEDAYAT U	28200	CAPITOLA ST	HAYWARD	CA	94545	28200	CAPITOLA ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
553	HAMIDI TRENA	27811	HUMMINGBIRD CT	HAYWARD	CA	94545	27811	HUMMINGBIRD CT	$ 140.87	$50.00	$190.87	$3.24	$194.11
554	HANCOCK TERRY J TR	2573	KELLY ST	HAYWARD	CA	94541	2573	KELLY ST	$ 729.08	$50.00	$779.08	$13.24	$792.32
555	HANS JAGMAIL S & SARBJEET	631	CARLSBAD CT	MILPITAS	CA	95035	337	SHEPHERD AVE	$ 110.05	$50.00	$160.05	$2.72	$162.77
556	HANSEN LAWRENCE D & DIA	1486	ROOSEVELT AVE	HAYWARD	CA	94544	1486	ROOSEVELT AVE	$ 319.49	$50.00	$369.49	$6.28	$375.77
557	HARRIS SONYA L/JONES JOV	469	VALLE VISTA AVE	HAYWARD	CA	94544	469	VALLE VISTA AVE	$ 118.15	$50.00	$168.15	$2.86	$171.01
558	HART ANNASTASIA L	113	CASSIA DR	HAYWARD	CA	94544	113	CASSIA DR	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
559	HASIBULLAH AREF/FARIBA V	1015	EVANS CT	HAYWARD	CA	94544-3	1015	EVANS CT	$ 187.20	$50.00	$237.20	$4.03	$241.23

560	HASSAN KAMAL U	4275	PEREGRINE WAY	FREMONT	CA	94555-1	24453	CALAVERAS RD	$ 1,363.07	$50.00	$1,413.07	$24.02	$1,437.09
561	HASSON CHERI TR	31341	CARROLL AVE	HAYWARD	CA	94544	31341	CARROLL AVE	$ 479.01	$50.00	$529.01	$8.99	$538.00
562	HAV MONIRATH	35995	FREMONT BLVD	FREMONT	CA	94536	24101	AMARANTH LOOP	$ 280.00	$50.00	$330.00	$5.61	$335.61
563	HAYDEN CATHLEEN E	2801	BAUMBERG AVE	HAYWARD	CA	94545-4	2724	CRYER ST	$ 174.66	$50.00	$224.66	$3.82	$228.48
564	HAYES JESSE L	27679	ORLANDO AVE	HAYWARD	CA	94545	27679	ORLANDO AVE	$ 733.18	$50.00	$783.18	$13.31	$796.49
565	HAYRE DUPINDERDEEP S & F	30263	BROOKSIDE LN	HAYWARD	CA	94544	25753	WHITMAN ST	$ 1,201.02	$50.00	$1,251.02	$21.27	$1,272.29
566	HAYTER VERN L & CAROL J	25246	CALAROGA AVE	HAYWARD	CA	94545	25246	CALAROGA AVE	$ 1,106.47	$50.00	$1,156.47	$19.66	$1,176.13
567	HAYWARD SOMI LLC	12647	ALCOSTA BLVD 470	SAN RAMOI	CA	94583	635	SOMI CT	$ 428.39	$50.00	$478.39	$8.13	$486.52
568	HEDRICK ROBERT W & SAND	27807	BARCELONA AVE	HAYWARD	CA	94545	27807	BARCELONA AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
569	HENRY DARRYL J & KALIA N	1330	MCFARLANE LN	HAYWARD	CA	94544	1330	MCFARLANE LN	$ 226.67	$50.00	$276.67	$4.70	$281.37
570	HENRY RACHEL L & RACHEL	23171	STONEWALL AVE	HAYWARD	CA	94541	23171	STONEWALL AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
571	HERBERT GEORGE W	24652	SANTA CLARA ST	HAYWARD	CA	94544	24652	SANTA CLARA ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
572	HERCE REGINA M	22778	ATHERTON ST	HAYWARD	CA	94541	22778	ATHERTON ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
573	HERNANDEZ ALFREDO & SAI	566	CHERRY WAY	HAYWARD	CA	94541	389	SMALLEY AVE	$ 479.01	$50.00	$529.01	$8.99	$538.00
574	HERNANDEZ ALONZO TR	27760	SEMINOLE WAY	HAYWARD	CA	94544	27660	SEMINOLE WAY	$ 648.83	$50.00	$698.83	$11.88	$710.71
575	HERNANDEZ ANGEL	24849	WILLIMET WAY	HAYWARD	CA	94544	24849	WILLIMET WAY	$ 659.13	$50.00	$709.13	$12.06	$721.19
576	HERNANDEZ ARTURO H & PA	22711	6TH ST	HAYWARD	CA	94541	22711	6TH ST	$ 1,294.96	$50.00	$1,344.96	$22.86	$1,367.82
577	HERNANDEZ CARLOS & RIC/	22162	WESTERN BLVD	HAYWARD	CA	94541	22162	WESTERN BLVD	$ 280.64	$50.00	$330.64	$5.62	$336.26
578	HERNANDEZ CARLOS H & AI	28432	BRIGHTON ST	HAYWARD	CA	94544	28432	BRIGHTON ST	$ 433.96	$50.00	$483.96	$8.23	$492.19
579	HERNANDEZ DAISY & FIDELI/	1628	D ST	HAYWARD	CA	94541	1628	D ST	$ 853.45	$50.00	$903.45	$15.36	$918.81
580	HERNANDEZ ELISEO	1285	MCFARLANE LN	HAYWARD	CA	94544	1285	MCFARLANE LN	$ 658.97	$50.00	$708.97	$12.05	$721.02
581	HERNANDEZ ROBERTO	27518	WHITMAN ST	HAYWARD	CA	94544	27518	WHITMAN ST	$ 479.01	$50.00	$529.01	$8.99	$538.00
582	HERNANDEZ VIRGINIA/FRAN	23753	NEVADA RD	HAYWARD	CA	94541	23753	NEVADA RD	$ 205.42	$50.00	$255.42	$4.34	$259.76
583	HERRERA LORETTA M ETAL	2452	OLIVER DR	HAYWARD	CA	94545	27816	ORLANDO AVE	$ 100.45	$50.00	$150.45	$2.56	$153.01
584	HERRERA OSCAR H	26847	GAITHER WAY	HAYWARD	CA	94544-3	26847	GAITHER WAY	$ 136.77	$50.00	$186.77	$3.18	$189.95
585	HERVEY SHANNON	410	PUERTO PL	HAYWARD	CA	94541-7	410	PUERTO PL	$ 277.64	$50.00	$327.64	$5.57	$333.21
586	HICKS REGINALD V/NOVELL/	200	OLD OAK LN 4	HAYWARD	CA	94541	200	OLD OAK LN	$ 435.24	$50.00	$485.24	$8.25	$493.49
587	HIGGINS JERRY J & CHERYL I	28266	PEACHTREE DR	HAYWARD	CA	94545	28266	PEACHTREE DR	$ 502.39	$50.00	$552.39	$9.39	$561.78
588	HILD FABRICIO A/HILD GLEN	2739	OCALA ST	HAYWARD	CA	94545-4	2739	OCALA ST	$ 1,866.98	$50.00	$1,916.98	$32.59	$1,949.57
589	HINDENBURG HANSON & D/	22525	6TH ST	HAYWARD	CA	94541	22525	6TH ST	$ 658.17	$50.00	$708.17	$12.04	$720.21
590	HINOSTROZA EDSON/LEON/	24838	BROADMORE AVE	HAYWARD	CA	94544	24838	BROADMORE AVE	$ 743.23	$50.00	$793.23	$13.48	$806.71
591	HO JEFFREY K & JENNIFER L	176	ELDER AVE	MILLBRAE	CA	94030	24621	SOTO RD	$ 642.95	$50.00	$692.95	$11.78	$704.73
592	HO JEFFREY K & JENNIFER L	176	ELDER AVE	MILLBRAE	CA	94030	24621	SOTO RD	$ 232.86	$50.00	$282.86	$4.81	$287.67
593	HO RAYMOND K	2836	OLIVER DR	HAYWARD	CA	94545	2836	OLIVER DR	$ 1,100.69	$50.00	$1,150.69	$19.56	$1,170.25
594	HOANG HIEN V & TUYET T	25640	LINDENWOOD WA\	HAYWARD	CA	94545	25640	LINDENWOOD WAY	$ 136.77	$50.00	$186.77	$3.18	$189.95
595	HODGES OLISHA TR	7100	NW 84TH ST	TAMARAC	FL	33321	125	CORNUCOPIA WAY	$ 673.35	$50.00	$723.35	$12.30	$735.65
596	HOLLAND ALLYSIA D TR	22873	UPLAND WAY	HAYWARD	CA	94541	22873	UPLAND WAY	$ 443.00	$50.00	$493.00	$8.38	$501.38
597	HOM MEI F TR	655	ORCHARD COURSE	LAS VEGAS	NV	89148	1972	DEPOT RD	$ 593.75	$50.00	$643.75	$10.94	$654.69
598	HONG Q WANG/KIRK LI	644	ARTISAN PL	HAYWARD	CA	94541	644	ARTISAN PL	$ 201.40	$50.00	$251.40	$4.27	$255.67
599	HORTON ANGELIQUE	414	SAINT ANDREWS ST	HAYWARD	CA	94544	414	ST ANDREWS ST	$ 214.29	$50.00	$264.29	$4.49	$268.78
600	HOSSIEN A MEHRZI		PO BOX 2062	SAN LEAND	CA	94577	668	MEEK AVE	$ 270.09	$50.00	$320.09	$5.44	$325.53
601	HOTKI, HIMAYAT	29237	ALBATROSS RD	HAYWARD	CA	94545-1	29237	ALBATROSS RD	$ 139.77	$50.00	$189.77	$3.23	$193.00
602	HOUSLEY DEBBY M FAMILY T	5128	JENSEN RD	CASTRO VA	CA	94552-2	25635	DONALD AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
603	HOUSLEY GENE R (TE)/DEBB	5128	JENSEN RD	CASTRO VA	CA	94552-5	25643	DONALD AVE	$ 1,380.46	$50.00	$1,430.46	$24.32	$1,454.78
604	HOUSTON GARY & PATRICIA	29077	STRATFORD RD	HAYWARD	CA	94544	29077	STRATFORD RD	$ 345.18	$50.00	$395.18	$6.72	$401.90
605	HOWELL FRANK J TR	31103	HERSHEY WAY	HAYWARD	CA	94544	31103	HERSHEY WAY	$ 443.00	$50.00	$493.00	$8.38	$501.38
606	HSU SHUN & HUANG HUAXI/	32	CRYSTAL GATE CT	HAYWARD	CA	94544-1	32	CRYSTAL GATE CON	$ 428.76	$50.00	$478.76	$8.14	$486.90

607	HUA XIAOXI	500	ALDER DR	MILPITAS	CA	95035	420	HARRIS RD	$ 923.27	$50.00	$973.27	$16.55	$989.82
608	HUMADI YASER & AMEERI AMINAH		PO BOX 344	SAN LOREN	CA	94580	27559	ORLANDO AVE	$ 734.11	$50.00	$784.11	$13.33	$797.44
609	HUNDAL AMRITPAL S & KAUF	29784	HANSEN ST	HAYWARD	CA	94544	29784	HANSEN ST	$ 281.74	$50.00	$331.74	$5.64	$337.38
610	HUNDLEY JO A TR	90	BROOKSTONE WAY	HAYWARD	CA	94544	90	BROOKSTONE WAY	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
611	HUNT BETTIEMAE E	27962	ORMOND AVE	HAYWARD	CA	94544	27962	ORMOND AVE	$ 424.66	$50.00	$474.66	$8.07	$482.73
612	HUNT DONALD	24444	ALVES ST	HAYWARD	CA	94544	24444	ALVES ST	$ 540.01	$50.00	$590.01	$10.03	$600.04
613	HUYNH, SON V & SON T	24410	CALAVERAS RD	HAYWARD	CA	94545	24410	CALAVERAS RD	$ 1,715.85	$50.00	$1,765.85	$30.02	$1,795.87
614	HWANG DAEHANG/LEE YOU	1275	WALPERT ST	HAYWARD	CA	94541-6	1275	WALPERT ST	$ 615.71	$50.00	$665.71	$11.32	$677.03
615	HYDER JUDY A	4941	BEACON HILL DR	CASTRO VA	CA	94552-3	1337	C ST	$ 174.43	$50.00	$224.43	$3.82	$228.25
616	IBARRA ELISA E/VELAZQUEZ	1782	OLIVEWOOD AVE	MANTECA	CA	95336	27894	BRUNO ST	$ 642.12	$50.00	$692.12	$11.77	$703.89
617	IBHAWO CHRIS & GRACE	1166	DENTON AVE	HAYWARD	CA	94545	1166	DENTON AVE	$ 591.28	$50.00	$641.28	$10.90	$652.18
618	IGLEHART HOWARD L JR	25658	UNIVERSITY CT	HAYWARD	CA	94542	25658	UNIVERSITY CT	$ 1,144.01	$50.00	$1,194.01	$20.30	$1,214.31
619	ILUNGA JEREMIE K	28057	MIAMI AVE	HAYWARD	CA	94545	28057	MIAMI AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
620	INAHARA SUSAN TR	2724	DARWIN ST	HAYWARD	CA	94545	2724	DARWIN ST	$ 259.41	$50.00	$309.41	$5.26	$314.67
621	IQBAL & ASSOCIATES LLC	922	WILKS ST	PALO ALTO	CA	94303	25159	SOTO RD	$ 808.28	$50.00	$858.28	$14.59	$872.87
622	IQBAL & ASSOCIATES LLC	116	PLYMOUTH CIR	DALY CITY	CA	94015	25151	SOTO RD	$ 673.35	$50.00	$723.35	$12.30	$735.65
623	ISKANDER ROMANY G & REZ	492	A ST	HAYWARD	CA	94541	22848	MYRTLE ST	$ 153.17	$50.00	$203.17	$3.45	$206.62
624	IZRAILEVSKY YURI	6030	MOUNTAIN RANCH	PARK CITY	UT	84098-6	2390	RAINBOW CT	$ 1,445.51	$50.00	$1,495.51	$25.42	$1,520.93
625	J/J PROPERTY INVESTMENTS LLC		PO BOX 627	HAYWARD	CA	94543	776	WEBSTER ST	$ 624.40	$50.00	$674.40	$11.46	$685.86
626	JACINTO NICOLLE A/AGRAVA	1511	GLENN ST	HAYWARD	CA	94545-2	1511	GLENN ST	$ 424.66	$50.00	$474.66	$8.07	$482.73
627	JACKSON AARON J & DIARA I	255	ELMWOOD LN	HAYWARD	CA	94541	255	ELMWOOD LN	$ 30.64	$50.00	$80.64	$1.37	$82.01
628	JACKSON DEGARTRIA G III	2764	GAMBLE CT	HAYWARD	CA	94542	2764	GAMBLE CT	$ 146.16	$50.00	$196.16	$3.33	$199.49
629	JACKSON PHILLIP D	1087	PALISADE ST	HAYWARD	CA	94542	1087	PALISADE ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
630	JACKSON VICTAVIAN	1149	MARTIN LUTHER KII	HAYWARD	CA	94541	1149	MARTIN LUTHER KIN	$ 641.48	$50.00	$691.48	$11.76	$703.24
631	JACOB LIOR	22595	6TH ST	HAYWARD	CA	94541	22595	6TH ST	$ 1,482.78	$50.00	$1,532.78	$26.06	$1,558.84
632	JAIMAHHUGHES ALICE Y	27494	LEMON TREE CT	HAYWARD	CA	94545	27494	LEMON TREE CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
633	JAIN, RAJIV	1089	PIEMONTE DR	PLEASANTC	CA	94566	32324	UTICA ST	$ 518.54	$50.00	$568.54	$9.67	$578.21
634	JAM NAVID & GLORIA TRS	2309	FORINO DR	DUBLIN	CA	94568	992	TORRANO AVE	$ 305.00	$50.00	$355.00	$6.04	$361.04
635	James A Morsilli	22320	FOOTHILL BLVD STI	HAYWARD	CA	94541	26007	GADING RD	$ 428.55	$50.00	$478.55	$8.14	$486.69
636	JAMES LEROY E TR	27692	E 16TH ST	HAYWARD	CA	94544	27692	E 16TH ST	$ 251.25	$50.00	$301.25	$5.12	$306.37
637	JAN, MENGWEN & HSINGYI	27785	HUMMINGBIRD CT	HAYWARD	CA	94545	27785	HUMMINGBIRD CT	$ 386.35	$50.00	$436.35	$7.42	$443.77
638	JARIN MERCEDITA I	26329	MOCINE AVE	HAYWARD	CA	94544	26329	MOCINE AVE	$ 614.30	$50.00	$664.30	$11.29	$675.59
639	JASMANIKA ROBINSON	1372	HIGHLAND BLVD	HAYWARD	CA	94542	1372	HIGHLAND BLVD	$ 577.85	$50.00	$627.85	$10.67	$638.52
640	JASMINE 20 HAYWARD LLC	467	SARATOGA AVE 148	SAN JOSE	CA	95129	27357	MANON AVE	$ 287.65	$50.00	$337.65	$5.74	$343.39
641	JASPER BRAD F	30545	HOYLAKE ST	HAYWARD	CA	94544	30545	HOYLAKE ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
642	JASPER BRAD F	30545	HOYLAKE ST	HAYWARD	CA	94544	26558	VOLTAIRE ST	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
643	JEE RICHARD T & SALLY/SALI	863	GENEVA AVE	SAN FRANC	CA	94112-3	26458	MOCINE AVE	$ 472.17	$50.00	$522.17	$8.88	$531.05
644	JERA CHIMDA REICHERT	118	FAIRWAY STREET	HAYWARD	CA	94544	118	FAIRWAY ST	$ 277.64	$50.00	$327.64	$5.57	$333.21
645	JESADAVISUT WITHOON	29136	MARSHBROOK DR	HAYWARD	CA	94545	29136	MARSHBROOK DR	$ 761.07	$50.00	$811.07	$13.79	$824.86
646	Jessica V Sales	386	RHYTHM LN	HAYWARD	CA	94544	386	RHYTHM LN	$ 290.80	$50.00	$340.80	$5.79	$346.59
647	JEUNG HARRY K	1350	BAYSHORE HWY #9	BURLINGAN	CA	94010-1	1209	RICHARD PL	$ 611.66	$50.00	$661.66	$11.25	$672.91
648	JIA QINGQUAN	22425	FLAGG ST	HAYWARD	CA	94541-4	22425	FLAGG ST	$ 568.60	$50.00	$618.60	$10.52	$629.12
649	JIANG JIE J & SIMING	1351	INGLEWOOD ST	HAYWARD	CA	94544	1351	INGLEWOOD ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
650	JIMENEZ MERCEDES/MARTIN	25143	DEL MAR AVE	HAYWARD	CA	94542	25143	DEL MAR AVE	$ 1,045.98	$50.00	$1,095.98	$18.63	$1,114.61
651	JIMENEZA FREDY B	191	ORCHARD AVE	HAYWARD	CA	94544	191	ORCHARD AVE	$ 2,309.26	$50.00	$2,359.26	$40.11	$2,399.37
652	JIN CHENGSHU & JIN WEN D	26137	CLOVER RD	HAYWARD	CA	94542	287	EDWIN WAY	$ 472.05	$50.00	$522.05	$8.87	$530.92
653	JING MUQING & LUO QIHUA	42003	VIA SAN CARLOS	FREMONT	CA	94539	26733	CLARKFORD ST	$ 419.58	$50.00	$469.58	$7.98	$477.56

654	JOHN ALLEN J JR/MARY ISABI	790	PANJON ST	HAYWARD	CA	94544	28087	E 12TH ST	$ 446.46	$50.00	$496.46	$8.44	$504.90
655	JOHNSON DEETTA V & THOM	25076	CALAROGA AVE	HAYWARD	CA	94545	25076	CALAROGA AVE	$ 1,156.13	$50.00	$1,206.13	$20.50	$1,226.63
656	JOHNSON LISA A TR	27615	MANDARIN AVE	HAYWARD	CA	94544	27615	MANDARIN AVE	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
657	JONES ALEX	1930	BOCA RATON ST	HAYWARD	CA	94545-3	1930	BOCA RATON ST	$ 62.23	$50.00	$112.23	$1.91	$114.14
658	JONES GEORGE JR & JACQUI	24202	WILLIMET WAY	HAYWARD	CA	94544	24202	WILLIMET WAY	$ 629.57	$50.00	$679.57	$11.55	$691.12
659	JONES RAVEN N	259	BRIDGEWATER RD	HAYWARD	CA	94544	259	BRIDGEWATER RD	$ 367.89	$50.00	$417.89	$7.10	$424.99
660	JOSEPH & HOPKINS LLC		PO BOX 3106	FREMONT	CA	94539	377	BERRY AVE	$ 1,208.69	$50.00	$1,258.69	$21.40	$1,280.09
661	JOSEPH & HOPKINS LLC		PO BOX 3106	FREMONT	CA	94539	379	BERRY AVE	$ 243.48	$50.00	$293.48	$4.99	$298.47
662	JOSEPH & HOPKINS LLC		PO BOX 3106	FREMONT	CA	94539	381	BERRY AVE	$ 1,125.47	$50.00	$1,175.47	$19.98	$1,195.45
663	JOSEPH & HOPKINS LLC		PO BOX 3106	FREMONT	CA	94539	387	BERRY AVE	$ 324.10	$50.00	$374.10	$6.36	$380.46
664	JOSEPH & HOPKINS LLC		PO BOX 3106	FREMONT	CA	94539	393	BERRY AVE	$ 688.28	$50.00	$738.28	$12.55	$750.83
665	JOSEPH & HOPKINS LLC		PO BOX 3106	FREMONT	CA	94539	395	BERRY AVE	$ 355.27	$50.00	$405.27	$6.89	$412.16
666	JOSEPH JOHN/CASEY MARAI	28101	THORUP LN	HAYWARD	CA	94542	28101	THORUP LN	$ 93.60	$50.00	$143.60	$2.44	$146.04
667	JOSEPH R SILVA & RONALD S	351	BLOSSOM WAY	HAYWARD	CA	94541	22171	MONTGOMERY ST	$ 115.20	$50.00	$165.20	$2.81	$168.01
668	JOSHI SONAL	2468	CONSTELLATION D	HAYWARD	CA	94545-4	2468	CONSTELLATION DI	$ 443.00	$50.00	$493.00	$8.38	$501.38
669	JUAREZ JONATHAN P	285	REDBUD LN	HAYWARD	CA	94541	285	REDBUD LN	$ 852.38	$50.00	$902.38	$15.34	$917.72
670	KAAR SYLVESTER S & LINDA S	27527	PONDEROSA CT	HAYWARD	CA	94545	27527	PONDEROSA CT	$ 307.30	$50.00	$357.30	$6.07	$363.37
671	KAFOA KOLOPANO H & TANI	2558	BRADFORD AVE	HAYWARD	CA	94545	2558	BRADFORD AVE	$ 695.95	$50.00	$745.95	$12.68	$758.63
672	KALLSTROM GABRIEL	22901	KINGSFORD WAY	HAYWARD	CA	94541	22901	KINGSFORD WAY	$ 911.31	$50.00	$961.31	$16.34	$977.65
673	KANINDA MALOU K	2785	COOK PL	HAYWARD	CA	94545	2785	COOK PL	$ 673.35	$50.00	$723.35	$12.30	$735.65
674	KAPOOR SUMAN & ANIL	32329	UTICA ST	HAYWARD	CA	94544	32329	UTICA ST	$ 1,112.15	$50.00	$1,162.15	$19.76	$1,181.91
675	KARIM SOHAIL	692	BERRY AVE	HAYWARD	CA	94544	688	BERRY AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
676	KARIM SOHAIL	692	BERRY AVE	HAYWARD	CA	94544	690	BERRY AVE	$ 611.66	$50.00	$661.66	$11.25	$672.91
677	KASARAVALLI VISHWANATH/	41	W HIGHWAY 14	SPEARFISH	SD	57783	349	BRIDGECREEK WAY	$ 471.90	$50.00	$521.90	$8.87	$530.77
678	KAUR AMANDEEP	25423	PARKLANE DR	HAYWARD	CA	94544-3	25423	PARKLANE DR	$ 516.81	$50.00	$566.81	$9.64	$576.45
679	KAUR DALJIT & TAKHAR JASB	29689	DIXON ST	HAYWARD	CA	94544	29689	DIXON ST	$ 427.66	$50.00	$477.66	$8.12	$485.78
680	KAUR DALJIT/TAKHAR JASBI	29442	TAYLOR AVE	HAYWARD	CA	94544-6	29442	TAYLOR AVE	$ 424.66	$50.00	$474.66	$8.07	$482.73
681	KAUR INDERPREET/SINGH JA	28760	VISTA GRANDE DR	HAYWARD	CA	94544	28760	VISTA GRANDE DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
682	KAUR JASVIR & SANDHU PAR	5686	GREELEY PL	FREMONT	CA	94538-1	24276	BROADMORE AVE	$ 713.83	$50.00	$763.83	$12.99	$776.82
683	KAUR KIRANJIT;KULAR GURD	4408	QUEENSBORO WA	UNION CITY	CA	94587-3	23384	IDA LN	$ 36.30	$50.00	$86.30	$1.47	$87.77
684	KAUR SIMERJEET	329	CHAMBOSSE DR	HAYWARD	CA	94544	329	CHAMBOSSE DR	$ 479.01	$50.00	$529.01	$8.99	$538.00
685	KAUR SIMERJEET LIVING TRU	329	CHAMBOSSE DR	HAYWARD	CA	94544	1235	WESTWOOD ST	$ 1,719.45	$50.00	$1,769.45	$30.08	$1,799.53
686	KAUTAI SIAOSI T & LINITA K	1164	CORTEZ ST	HAYWARD	CA	94544	1164	CORTEZ ST	$ 106.69	$50.00	$156.69	$2.66	$159.35
687	KECK DAVID J & MARILYN C	27675S	EBASTIAN WAY	HAYWARD	CA	94544	27675	SEBASTIAN WAY	$ 243.93	$50.00	$293.93	$5.00	$298.93
688	KELLER ADDIE K (TE)/ASHLEY SH		PO BOX 1149	SAN LEAND	CA	94577-7	593	HARRIS RD	$ 926.74	$50.00	$976.74	$16.60	$993.34
689	KELLER ADDIE/ASHLEY SHEI		PO BOX 1149	SAN LEAND	CA	94577	597	HARRIS RD	$ 93.20	$50.00	$143.20	$2.43	$145.63
690	KELLOGG DALE E HEIRS OF E	3414	AUGUSTA CT	HAYWARD	CA	94542	3414	AUGUSTA CT	$ 729.08	$50.00	$779.08	$13.24	$792.32
691	KELLY CARMEN S TR	24100	MONUMENT BLVD	HAYWARD	CA	94545	24100	MONUMENT BLVD	$ 509.66	$50.00	$559.66	$9.51	$569.17
692	KELSEY MARY	1479	HIGHLAND BLVD	HAYWARD	CA	94542	1474	HIGHLAND BLVD	$ 470.00	$50.00	$520.00	$8.84	$528.84
693	KELSEY MARY	1479	HIGHLAND BLVD	HAYWARD	CA	94542	1479	HIGHLAND BLVD	$ 319.28	$50.00	$369.28	$6.28	$375.56
694	KEMP JOSEPHINE P	27791	DEL NORTE CT	HAYWARD	CA	94545	27791	DEL NORTE CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
695	KEWAL SEJAY K & BASANT K	922	ROCK CANYON CIF	SAN JOSE	CA	95127	727	HARRIS CT	$ 378.51	$50.00	$428.51	$7.28	$435.79
696	KEWAL SEJAY K & BASANT K T	922	ROCK CANYON CIF	SAN JOSE	CA	95127	727	HARRIS CT	$ 517.82	$50.00	$567.82	$9.65	$577.47
697	KHAN ZAIN S	1469	CHRISTINA CT	HAYWARD	CA	94545	1469	CHRISTINA CT	$ 428.04	$50.00	$478.04	$8.13	$486.17
698	KHOKHAR KHALID M	3059	CHRONICLE AVE	HAYWARD	CA	94542	3059	CHRONICLE AVE	$ 136.77	$50.00	$186.77	$3.18	$189.95
699	KHOSLA NAVEEN & SONIA	913	CENTRAL BLVD	HAYWARD	CA	94542-1	913	CENTRAL BLVD	$ 577.83	$50.00	$627.83	$10.67	$638.50
700	KHOURY & DAOUDI BROTHE	103	LASATA CT	DANVILLE	CA	94526	1543	D ST	$ 198.40	$50.00	$248.40	$4.22	$252.62

701	KIM JIMMY P TR	2010	SAN LUIS RD	WALNUT CF	CA	94597	755	WILLIS AVE	$ 475.48	$50.00	$525.48	$8.93	$534.41
702	KIM MAN S & ALICE Y	26624	DURHAM WAY	HAYWARD	CA	94541-4	200	A ST	$ 570.71	$50.00	$620.71	$10.55	$631.26
703	KIM MAN S & ALICE Y TRS	26624	DURHAM WAY	HAYWARD	CA	94542	198	A ST	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
704	KIM MAN S & ALICE Y TRS	26624	DURHAM WAY	HAYWARD	CA	94542	196	A ST	$ 432.62	$50.00	$482.62	$8.20	$490.82
705	KIM MAN S (TE)/KIM ALICE Y	26624	DURHAM WAY	HAYWARD	CA	94542-1	192	A ST	$ 1,157.12	$50.00	$1,207.12	$20.52	$1,227.64
706	KINTREE PROPERTY VENTUR	3391	MT DIABLO BLVD A	LAFAYETTE	CA	94549	24423	THOMAS AVE	$ 1,085.96	$50.00	$1,135.96	$19.31	$1,155.27
707	KIRBY BARBARA/PIZZI PAMEI	944	BARCELONA DR	FREMONT	CA	94536	25223	SOTO RD	$ 300.46	$50.00	$350.46	$5.96	$356.42
708	KNOWLTON ADRIENNE TR	31835	CHICOINE AVE	HAYWARD	CA	94544	31835	CHICOINE AVE	$ 280.64	$50.00	$330.64	$5.62	$336.26
709	KODE USHASREE/KONERU N	147	RACOON CT	FREMONT	CA	94539	490	SHEPHERD AVE	$ 454.01	$50.00	$504.01	$8.57	$512.58
710	KONARK LLC		PO BOX 1104	FREMONT	CA	94538	800	PINEDALE CT	$ 678.08	$50.00	$728.08	$12.38	$740.46
711	KOO ANNA TR	4473	CALYPSO TER	FREMONT	CA	94555	24176	MAGNA AVE	$ 79.52	$50.00	$129.52	$2.20	$131.72
712	KOO ANNA TR	4473	CALYPSO TER	FREMONT	CA	94555	232	SHEPHERD AVE	$ 438.04	$50.00	$488.04	$8.30	$496.34
713	KOO ANNA TR	4473	CALYPSO TER	ALAMEDA	CA	94555	234	SHEPHERD AVE	$ 385.79	$50.00	$435.79	$7.41	$443.20
714	KRAMBULE GARY L/POON AL	35571	ROCA DR	FREMONT	CA	94536	27722	DEL NORTE CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
715	KRATSAS LAVENDAR/KRATSA	544	JILLIENE WAY	HAYWARD	CA	94544-7	544	JILLIENE WAY	$ 496.52	$50.00	$546.52	$9.29	$555.81
716	KU O N & IN N TRS	224	N RANCHO PL	EL SOBRAN	CA	94803	424	RAMOS AVE	$ 398.53	$50.00	$448.53	$7.63	$456.16
717	KUAN, MAN W	22903	GRAND ST	HAYWARD	CA	94541	22903	GRAND ST	$ 696.19	$50.00	$746.19	$12.69	$758.88
718	KUKADIYA NIKUNJ K/KUMAR	25403	CUSTOM DR	HAYWARD	CA	94544	25403	CUSTOM DR	$ 428.64	$50.00	$478.64	$8.14	$486.78
719	KUMAR JITENDRA & ASHLEY	24199	MONUMENT BLVD	HAYWARD	CA	94545	24199	MONUMENT BLVD	$ 647.48	$50.00	$697.48	$11.86	$709.34
720	KUMAR NAVNEET	133	ORCHARD PARK PL	HAYWARD	CA	9454412	133	ORCHARD PARK PL	$ 714.89	$50.00	$764.89	$13.00	$777.89
721	KUPPAM SAI S/TAMMANA BA	24240	NORA CIR	HAYWARD	CA	94545	24240	NORA CIR	$ 330.00	$50.00	$380.00	$6.46	$386.46
722	KWAN TONY C & LUU P TRS	2605	CORONET BLVD	BELMONT	CA	94002	24735	WHITMAN ST	$ 282.41	$50.00	$332.41	$5.65	$338.06
723	LABRADOR NANETTE T & JOS	1743	SOUTHGATE ST	HAYWARD	CA	94545	1743	SOUTHGATE ST	$ 389.95	$50.00	$439.95	$7.48	$447.43
724	LADRILLONO MAY R	23933	CARMELITA DR	HAYWARD	CA	94541	23933	CARMELITA DR	$ 604.41	$50.00	$654.41	$11.12	$665.53
725	LAFFERTY LISA K & DALE R	210	VIRGINIA ST	HAYWARD	CA	94544	210	VIRGINIA ST	$ 37.89	$50.00	$87.89	$1.49	$89.38
726	LAGUIO JERRICO & MIYOKO	171	BURBANK ST	HAYWARD	CA	94541	171	BURBANK ST	$ 433.01	$50.00	$483.01	$8.21	$491.22
727	LAI, SIU	1372	PALOS VERDES DR	SAN MATEO	CA	94403	1338	C ST	$ 125.37	$50.00	$175.37	$2.98	$178.35
728	LAIN ADAM & DIANE ETAL	25119	VISTA GREENS CT	HAYWARD	CA	94541	2793	COOK PL	$ 729.08	$50.00	$779.08	$13.24	$792.32
729	LAKDAWALA RAJENDRA/TAIL	27458	WHITETREE ST	HAYWARD	CA	94544	27458	WHITETREE ST	$ 472.48	$50.00	$522.48	$8.88	$531.36
730	LAL BOB A & ANITA D	27425	CAPRI AVE	HAYWARD	CA	94545	27425	CAPRI AVE	$ 444.35	$50.00	$494.35	$8.40	$502.75
731	LAL BOB/LAL ANITA D	27425	CAPRI AVE	HAYWARD	CA	94545-4	537	A ST	$ 580.83	$50.00	$630.83	$10.72	$641.55
732	LALLI MANPREET S & SANDEI	132	CARRICK CIR	HAYWARD	CA	94542	132	CARRICK CIR	$ 247.48	$50.00	$297.48	$5.06	$302.54
733	LAM, HARRISON	2604	ADMIRAL CIRCLE	HAYWARD (	CA	94545	2604	ADMIRAL CIR	$ 1,016.79	$50.00	$1,066.79	$18.14	$1,084.93
734	LAMB RHONDA J	31855	VERIL WAY	HAYWARD	CA	94544	31855	VERIL WAY	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
735	LAMBERT VELMA M TR	2456	BRADFORD AVE	HAYWARD	CA	94545	2456	BRADFORD AVE	$ 427.66	$50.00	$477.66	$8.12	$485.78
736	LANGI ALANI	24336	GROOM ST	HAYWARD	CA	94544-1	24336	GROOM ST	$ 757.41	$50.00	$807.41	$13.73	$821.14
737	LANGI ANA S TR	542	BISHOP AVE	HAYWARD	CA	94544	542	BISHOP AVE	$ 1,814.58	$50.00	$1,864.58	$31.70	$1,896.28
738	LAO RAUL L & NINFA I	31837	POTSDAM ST	HAYWARD	CA	94544	31837	POTSDAM ST	$ 547.48	$50.00	$597.48	$10.16	$607.64
739	LAPINA ROGER S	24633	WILLIMET WAY	HAYWARD	CA	94544	24633	WILLIMET WAY	$ 436.13	$50.00	$486.13	$8.26	$494.39
740	LARA MARIA D/GONZALEZ D/	524	RAMOS AVE	HAYWARD	CA	94544	524	RAMOS AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
741	LASSALLE GERALD & MARIE	25832	SCRIPPS ST	HAYWARD	CA	94545	25832	SCRIPPS ST	$ 443.00	$50.00	$493.00	$8.38	$501.38
742	LAU, ALAN F	5645	VIA LUGANO	FREMONT	CA	94555	30375	VANDERBILT ST	$ 382.31	$50.00	$432.31	$7.35	$439.66
743	LAWSON GREG		PO BOX 32234	OAKLAND	CA	94604-3	1526	GLENN ST	$ 424.66	$50.00	$474.66	$8.07	$482.73
744	LEAL JESSE & DOLORES	24574	SYBIL AVE	HAYWARD	CA	94542	24574	SYBIL AVE	$ 639.52	$50.00	$689.52	$11.72	$701.24
745	LEBLANC RACHELLE R	684	ATHERTON PL	HAYWARD	CA	94541	684	ATHERTON PL	$ 647.48	$50.00	$697.48	$11.86	$709.34
746	LEE ANYU TR	520	MILL CREEK RD	FREMONT	CA	94539	715	SCHAFER RD	$ 418.98	$50.00	$468.98	$7.97	$476.95
747	LEE CAROLYN P	1136	WALPERT ST	HAYWARD	CA	94541	1136	WALPERT ST	$ 136.77	$50.00	$186.77	$3.18	$189.95

748	LEE TIMOTHY W & ANNA M TI	15554	RUBICON AVE	BAKERSFIEL	CA	93314	27726	EUCALYPTUS CT	$ 1,152.35	$50.00	$1,202.35	$20.44	$1,222.79
749	LEGARDA N./HORNBACKLEG	29841	VENTNOR CT	HAYWARD	CA	94544	29841	VENTNOR CT	$ 316.85	$50.00	$366.85	$6.24	$373.09
750	LEI HAO	27925	BISCAYNE AVE	HAYWARD	CA	94544-5	27925	BISCAYNE AVE	$ 124.66	$50.00	$174.66	$2.97	$177.63
751	LEON GARY A & SHARL A	2232	MORROW ST	HAYWARD	CA	94541	2232	MORROW ST	$ 1,030.62	$50.00	$1,080.62	$18.37	$1,098.99
752	LEONARD JAMES & JAMES	1528	STAFFORD AVE	HAYWARD	CA	94541	1528	STAFFORD AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
753	LEW, ELLSWORTH	2080	DUVAL LN	HAYWARD	CA	94545-4	2080	DUVAL LN	$ 896.34	$50.00	$946.34	$16.09	$962.43
754	LI BINBIN/LI YOU	87	MIDDLETON PL	HAYWARD	CA	94544-8	87	MIDDLETON PL	$ 136.77	$50.00	$186.77	$3.18	$189.95
755	LI BINGZHUANG	403	SMALLEY AVE	HAYWARD	CA	94541-4	403	SMALLEY AVE	$ 273.21	$50.00	$323.21	$5.49	$328.70
756	LI CRYSTAL J	26967	PARKSIDE DR	HAYWARD	CA	94542-2	26967	PARKSIDE DR	$ 424.66	$50.00	$474.66	$8.07	$482.73
757	LI JIE	520	SEQUOIA CT	HAYWARD	CA	94541	520	SEQUOIA RD	$ 247.59	$50.00	$297.59	$5.06	$302.65
758	LI JUN	40311	ROBIN ST	FREMONT	CA	94538	442	BALMORAL WAY	$ 295.58	$50.00	$345.58	$5.87	$351.45
759	LI KANG W	25043	DISCOVERER PL	HAYWARD	CA	94544	25043	DISCOVERER PL	$ 283.58	$50.00	$333.58	$5.67	$339.25
760	LI XUE Z	22869	5TH ST	HAYWARD	CA	94541-4	22869	5TH ST	$ 280.64	$50.00	$330.64	$5.62	$336.26
761	LI YUEXIN & TAI WILLIAM	22860	7TH ST	HAYWARD	CA	94541	22860	7TH ST	$ 136.77	$50.00	$186.77	$3.18	$189.95
762	LI, ZEKUN	25579	CALAROGA AVE	HAYWARD	CA	94545	25579	CALAROGA AVE	$ 169.84	$50.00	$219.84	$3.74	$223.58
763	LIANG GUANG JI & YANHUA I	619	FRANCE AVE	SAN FRANC	CA	94112	21863	MAIN ST	$ 426.04	$50.00	$476.04	$8.09	$484.13
764	LIBIAN KATHLEEN/SULOG AN	24801	MANGO ST	HAYWARD	CA	94545	24801	MANGO ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
765	LIEN WILSON T	1886	S WESTSIDE DR UN	ANAHEIM	CA	92805	22123	PERALTA ST	$ 1,225.19	$50.00	$1,275.19	$21.68	$1,296.87
766	LIGGINS SHARON	24028	SAN BLAS RD 41	HAYWARD	CA	94541	24028	SAN BLAS RD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
767	LIM JOHN Q TR	24817	SANTA CLARA ST	HAYWARD	CA	94544	24817	SANTA CLARA ST	$ 443.00	$50.00	$493.00	$8.38	$501.38
768	LIM RAFAEL & TRUONG AI H	27675	PERSIMMON DR	HAYWARD	CA	94544	27675	PERSIMMON DR	$ 279.10	$50.00	$329.10	$5.59	$334.69
769	LIMACO ISIDRO B/CARMELIT	1680	MONTEREY DR	SAN BRUNC	CA	94066	421	SMALLEY AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
770	LIMON FRANCISCO A	26637	JOSHUA ST	HAYWARD	CA	94544	26637	JOSHUA ST	$ 757.41	$50.00	$807.41	$13.73	$821.14
771	LIMON JOSE J/FERNANDEZ M	27767	MIAMI AVE	HAYWARD	CA	94545	27772	MIAMI AVE	$ 143.95	$50.00	$193.95	$3.30	$197.25
772	LIN CINDY & RONG J	24882	CYPRESS AVE	HAYWARD	CA	94544	24882	CYPRESS AVE	$ 418.52	$50.00	$468.52	$7.96	$476.48
773	LIN HSIN Y	25787	ELDRIGE AVE	HAYWARD	CA	94544	25787	ELDRIDGE AVE	$ 362.40	$50.00	$412.40	$7.01	$419.41
774	LIN SZU Y TR/LIN INGRID Y TI	2805	TROUSDALE DR	BURLINGAM	CA	94010	29239	DIXON ST	$ 755.68	$50.00	$805.68	$13.70	$819.38
775	LIN ZHENG	4795	QUADRES CT	FREMONT	CA	94538-1	1343	SANGAMORE ST	$ 136.77	$50.00	$186.77	$3.18	$189.95
776	LIN ZHENG	4795	QUADRES CT	FREMONT	CA	94538-1	2725	CRYER ST	$ 147.06	$50.00	$197.06	$3.35	$200.41
777	LIN, ZHENG	4795	QUADRES CT	FREMONT	CA	94538	393	LAFAYETTE AVE	$ 315.66	$50.00	$365.66	$6.22	$371.88
778	LIN, ZHONGXIA	24746	STONE CT	HAYWARD	CA	94545-2	24746	STONE CT	$ 93.60	$50.00	$143.60	$2.44	$146.04
779	LINA MA	121	ESTRADA DR	MOUNTAIN	CA	94043	111	BURBANK ST	$ 155.79	$50.00	$205.79	$3.50	$209.29
780	LINA T PERRY/ELIO TAVARES	65	MOSSWOOD CT	LIVERMORE	CA	94551	489	LAUREL AVE	$ 182.69	$50.00	$232.69	$3.96	$236.65
781	LIRIO JUANITO G & ADRINEL	224	LOVERIN CT	HAYWARD	CA	94544	224	LOVERIN CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
782	LIU YONGCI	22418	MISSION BLVD	HAYWARD	CA	94541-3	22418	MISSION BLVD	$ 1,089.73	$50.00	$1,139.73	$19.38	$1,159.11
783	LLEWIRA LLC	1432	RAMON DR	SUNNYVALI	CA	94087	1187	OVERLOOK AVE	$ 247.59	$50.00	$297.59	$5.06	$302.65
784	LOCSIN HERMAN R TR	1555	D ST	HAYWARD	CA	94541-4	1559	D ST	$ 352.65	$50.00	$402.65	$6.85	$409.50
785	LOGAN HELEN ETAL	24645	MISSION BLVD	HAYWARD	CA	94544	24645	MISSION BLVD	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
786	LOLOHEA SIONE F & FOLOLE	25769	DONALD AVE	HAYWARD	CA	94544	25769	DONALD AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
787	LOLOHEA TEVITA M & TILISA	27953	BISCAYNE AVE	HAYWARD	CA	94544-5	27953	BISCAYNE AVE	$ 602.46	$50.00	$652.46	$11.09	$663.55
788	LOMAS JESSE & BERNICE	1218	HIGHLAND BLVD	HAYWARD	CA	94542	1218	HIGHLAND BLVD	$ 798.38	$50.00	$848.38	$14.42	$862.80
789	LOMIK PROPERTIES LLC & RE	871	38TH AVE	SANTA CRU	CA	95062-4	1150	W WINTON AVE	$ 96.60	$50.00	$146.60	$2.49	$149.09
790	LOMIK PROPERTIES LLC & RE	871	38TH AVE	SANTA CRU	CA	95062-4	1150	W WINTON AVE	$ 107.00	$50.00	$157.00	$2.67	$159.67
791	LOMIK PROPERTIES LLC ETAI	871	38 TH AVE	SANTA CRU	CA	95062	1150	W WINTON AVE	$ 328.91	$50.00	$378.91	$6.44	$385.35
792	LONG JR, JAMES ANTHONY	24454	MARIE DR	HAYWARD	CA	94542-1	24454	MARIE DR	$ 638.69	$50.00	$688.69	$11.71	$700.40
793	LOPETI MAKA & MALIA L	26592	COLETTE ST	HAYWARD	CA	94544	26592	COLETTE ST	$ 1,156.13	$50.00	$1,206.13	$20.50	$1,226.63
794	LOPEZ ALVARO	22860	5TH ST	HAYWARD	CA	94541	22860	5TH ST	$ 148.60	$50.00	$198.60	$3.38	$201.98

795	LOPEZ GERARDO A	1325	HOWARD AVE 114	BURLINGAN	CA	94010	339	COPPERFIELD AVE	$ 677.32	$50.00	$727.32	$12.36	$739.68
796	LOPEZ JOSE D/PICOS OFELI/	143	N GRANT ST	SAN MATEO	CA	94401	1387	THAIS LN	$ 647.48	$50.00	$697.48	$11.86	$709.34
797	LOPEZ MARGARITA C/PEREZ	27693	SEBASTIAN WAY	HAYWARD	CA	94544	27693	SEBASTIAN WAY	$ 622.48	$50.00	$672.48	$11.43	$683.91
798	LOPEZ RAYMUNDO S & MEL/	1343	LINFIELD LN	HAYWARD	CA	94545	1343	LINFIELD LN	$ 720.69	$50.00	$770.69	$13.10	$783.79
799	LOW JONATHON	8712	AUGUSTA CT	DUBLIN	CA	94568	22580	CHESTNUT ST	$ 248.31	$50.00	$298.31	$5.07	$303.38
800	LOW JONATHON	8712	AUGUSTA CT	DUBLIN	CA	94568	22584	CHESTNUT ST	$ 934.01	$50.00	$984.01	$16.73	$1,000.74
801	LOWE EDWARD A	24017	EDLOE DR	HAYWARD	CA	94541	24017	EDLOE DR	$ 443.00	$50.00	$493.00	$8.38	$501.38
802	LOYA JULISSA & MIGUEL	27227	LEMAY WAY	HAYWARD	CA	94544	27227	LEMAY WAY	$ 123.01	$50.00	$173.01	$2.94	$175.95
803	LOYA VERONICA & MIGUEL	1005	CURRANT WAY	HAYWARD	CA	94545	1005	CURRANT WAY	$ 697.67	$50.00	$747.67	$12.71	$760.38
804	LUCAS ANTHONY L	22359	FLAGG ST	HAYWARD	CA	94541	22359	FLAGG ST	$ 424.73	$50.00	$474.73	$8.07	$482.80
805	LUDTKE, ANNETTE	3466	BAUMBERG AVE	HAYWARD	CA	94545-4	3466	BAUMBERG AVE	$ 159.31	$50.00	$209.31	$3.56	$212.87
806	LUGO ATILANO & ISABEL TRS		PO BOX 458	MOUNT EDI	CA	94557	27719	MANON AVE	$ 80.64	$50.00	$130.64	$2.22	$132.86
807	LUGO ATILANO & ISABEL TRS		PO BOX 458	MOUNT EDI	CA	94557	27743	MANON AVE	$ 808.28	$50.00	$858.28	$14.59	$872.87
808	LUGO ROBERTSON/ROSADC	1859	ELDER CT	HAYWARD	CA	94545	611	HARRIS RD	$ 344.55	$50.00	$394.55	$6.71	$401.26
809	LUGO ROBERTSON/ROSADC	1859	ELDER CT	HAYWARD	CA	94545	1859	ELDER CT	$ 300.57	$50.00	$350.57	$5.96	$356.53
810	LUI DUNG R TR	11983	RUE DES AMIS	SAN DIEGO	CA	92131	25930	MADELINE LN	$ 277.64	$50.00	$327.64	$5.57	$333.21
811	LUM KOON K & PING Y	28269	PEACHTREE DR	HAYWARD	CA	94545	28269	PEACHTREE DR	$ 1,700.35	$50.00	$1,750.35	$29.76	$1,780.11
812	LUNA JOSE & ANNA M	5339	CASTLEFORD CT	NEWARK	CA	94560	26280	UNDERWOOD AVE	$ 806.25	$50.00	$856.25	$14.56	$870.81
813	LUNA, ABIGAIL	24541	LONG CT	HAYWARD	CA	94545-2	24541	LONG CT	$ 415.49	$50.00	$465.49	$7.91	$473.40
814	LUNADAMIAN ANA M	26700	PETERMAN AVE	HAYWARD	CA	94545	26700	PETERMAN AVE	$ 35.21	$50.00	$85.21	$1.45	$86.66
815	LYNCH JOHN/MAXINE TRS/C	37405	JOSEPH ST	FREMONT	CA	94536	1432	RIEGER AVE	$ 139.77	$50.00	$189.77	$3.23	$193.00
816	LYONS RICHARD A	2517	CARISBROOK CT	HAYWARD	CA	94542	2517	CARISBROOK CT	$ 243.93	$50.00	$293.93	$5.00	$298.93
817	LYONS WILLIAM P	25511	HUNTWOOD AVE	HAYWARD	CA	94544	25511	HUNTWOOD AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
818	MA BO	23748	ODOM DR	HAYWARD	CA	94541-7	23748	ODOM DR	$ 743.23	$50.00	$793.23	$13.48	$806.71
819	MA TIAN	167	GOLD TREE WAY	HAYWARD	CA	94544	167	GOLD TREE WAY	$ 807.33	$50.00	$857.33	$14.57	$871.90
820	MACALMA LUZVIMINDA/REM	31967	ALBANY ST	HAYWARD	CA	94544	31967	ALBANY ST	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
821	MACASPAC ARNEL G & MARI	2700	SEADRIFT LN	HAYWARD	CA	94545	2700	SEADRIFT LN	$ 126.68	$50.00	$176.68	$3.00	$179.68
822	MACIEL ALEX J	22831	FIRST ST	HAYWARD	CA	94541	22831	1ST ST	$ 443.00	$50.00	$493.00	$8.38	$501.38
823	MACIEL CARL & AIDA	699	LAKE ROYALE DR	LOUISBURG	NC	27549	1627	D ST APT 13	$ 647.48	$50.00	$697.48	$11.86	$709.34
824	MACIEL CARL & AIDA	699	LAKE ROYALE DR	LOUISBURG	NC	27549	1627	D ST	$ 443.00	$50.00	$493.00	$8.38	$501.38
825	MACIEL CARL/MACIEL AIDA	699	LAKE ROYALE DR	LOUISBURG	NC	27549	1627	D ST	$ 1,630.51	$50.00	$1,680.51	$28.57	$1,709.08
826	MACIEL DAVID & SURITA CR\	2136	PANAMA ST	HAYWARD	CA	94545	2136	PANAMA ST	$ 112.58	$50.00	$162.58	$2.76	$165.34
827	MACK ERICK U & SONIA A	25072	MEREDITH CT	HAYWARD	CA	94545	25072	MEREDITH CT	$ 136.86	$50.00	$186.86	$3.18	$190.04
828	MADANAT NABEEL & EMAN	1328	CORTES AVE	BURLINGAN	CA	94010	22598	NORWOOD DR	$ 512.42	$50.00	$562.42	$9.56	$571.98
829	MADINA VERONICA	474	OCIE WAY	HAYWARD	CA	94541	474	OCIE WAY	$ 443.00	$50.00	$493.00	$8.38	$501.38
830	MADISON CONNIE R/TURNE	3507	SKYLINE DR	HAYWARD	CA	94542	3507	SKYLINE DR	$ 1,262.14	$50.00	$1,312.14	$22.31	$1,334.45
831	MADISON DEAVALON L	27832	HUMMINGBIRD CT	HAYWARD	CA	94545	27832	HUMMINGBIRD CT	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
832	MAGALLANES 2023 LIVING T	27797	MANDARIN AVE	HAYWARD	CA	94544	27797	MANDARIN AVE	$ 517.33	$50.00	$567.33	$9.64	$576.97
833	MAGALLANES CARLOS	24551	SURREY WAY	HAYWARD	CA	94544	24551	SURREY WAY	$ 287.89	$50.00	$337.89	$5.74	$343.63
834	MAGALLANES ROQUE/BUG/	29486	SAL CT	HAYWARD	CA	94544-6	29486	SAL CT	$ 323.14	$50.00	$373.14	$6.34	$379.48
835	MAGANA ABEL M & CLAUDIA	27017	FIELDING DR	HAYWARD	CA	94542	27017	FIELDING DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
836	MAGANA CONNIE J	1533	DEZZANI LN	MODESTO	CA	95358-5	22856	MYRTLE ST	$ 96.60	$50.00	$146.60	$2.49	$149.09
837	MAGANA CRISTOBAL		PO BOX 60593	SUNNYVALI	CA	94088	22750	SOUZA CT	$ 629.57	$50.00	$679.57	$11.55	$691.12
838	MAGANA INGRI Y	1331	MCBRIDE LN	HAYWARD	CA	94544	1331	MCBRIDE LN	$ 350.40	$50.00	$400.40	$6.81	$407.21
839	MAGANA JOSE A & LETICIA	24863	ARVILLA LN	HAYWARD	CA	94544	24863	ARVILLA LN	$ 648.92	$50.00	$698.92	$11.88	$710.80
840	MAGHACOT, ANNA V	31862	VALLEY FORGE ST	HAYWARD	CA	94544	31862	VALLEY FORGE ST	$ 304.10	$50.00	$354.10	$6.02	$360.12
841	MAGNESIUM 1031 LLC	1600	SHATTUCK AVE 106	BERKELEY	CA	94709	22816	ALICE ST	$ 443.00	$50.00	$493.00	$8.38	$501.38

842	MAGNESIUM 1031 LLC	1600	SHATTUCK AVE 106	BERKELEY	CA	94709	22832	ALICE ST	$ 539.01	$50.00	$589.01	$10.01	$599.02
843	MAHE VILIAMI	24690	WILLIMET WAY	HAYWARD	CA	94544	24690	WILLIMET WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
844	MAHONEY LOUISE TR	151	ROUSSEAU ST	HAYWARD	CA	94544	151	ROUSSEAU ST	$ 274.53	$50.00	$324.53	$5.52	$330.05
845	MAI KATHLEEN & RAMIREZ N	24525	BLOSSOM ACRE W/	HAYWARD	CA	94544	24525	BLOSSOM ACRE WA	$ 277.64	$50.00	$327.64	$5.57	$333.21
846	MAJANO ELIZABETH	608	SEQUOIA RD	HAYWARD	CA	94541	608	SEQUOIA RD	$ 647.48	$50.00	$697.48	$11.86	$709.34
847	MALABEY THEODORE K /MAS	122	FANUNCIO LN	HAYWARD	CA	94542-1	122	FANUNCIO LN	$ 136.77	$50.00	$186.77	$3.18	$189.95
848	MANALILI ANTHONY D & LIG/	1719	TULIP AVE	HAYWARD	CA	94545	1719	TULIP AVE	$ 136.77	$50.00	$186.77	$3.18	$189.95
849	MANANSALA ELIZA C & ESTEI	24541	PONTIAC ST	HAYWARD	CA	94544	24541	PONTIAC ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
850	MANON VILLAGE LLC	672	VARESE CT	PLEASANTC	CA	94566	27438	MANON AVE	$ 1,170.44	$50.00	$1,220.44	$20.75	$1,241.19
851	MANON VILLAGE LLC	672	VARESE CT	PLEASANTC	CA	94566-6	27444	MANON AVE	$ 506.77	$50.00	$556.77	$9.47	$566.24
852	MANON VILLAGE LLC	672	VARESE CT	PLEASANTC	CA	94566	27446	MANON AVE	$ 143.61	$50.00	$193.61	$3.29	$196.90
853	MANSALAY SOFRONIO/PENE	2348	CABRILLO DR	HAYWARD	CA	94545	2348	CABRILLO DR	$ 488.82	$50.00	$538.82	$9.16	$547.98
854	MANUEL G FERREIRA/CONN	3350	OAKES DR	HAYWARD	CA	94542	789	BLUEFIELD LN	$ 1,094.52	$50.00	$1,144.52	$19.46	$1,163.98
855	MANZANAREZ RODOLFO/VA	26230	STANWOOD AVE	HAYWARD	CA	94544	26230	STANWOOD AVE	$ 124.66	$50.00	$174.66	$2.97	$177.63
856	MANZO ANNA	22809	MYRTLE ST	HAYWARD	CA	94541	22809	MYRTLE ST	$ 277.64	$50.00	$327.64	$5.57	$333.21
857	MAPALO KRYSTLE & VAN T	1352	THAIS LN	HAYWARD	CA	94544	1352	THAIS LN	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
858	MARCOS GASPAR & MARIA E	27652	CORONADO WAY	HAYWARD	CA	94545	27652	CORONADO WAY	$ 659.13	$50.00	$709.13	$12.06	$721.19
859	MAREK BREZULA	22897	KINGSFORD WAY	HAYWARD	CA	94541-6	22897	KINGSFORD WAY	$ 1,344.90	$50.00	$1,394.90	$23.71	$1,418.61
860	MARINAI DALMA TR	22	STAUFFER CT	OAKLAND	CA	94619	22140	PERALTA ST	$ 427.66	$50.00	$477.66	$8.12	$485.78
861	MARINDA REBECCA F/TERES	31537	HUGH WAY	HAYWARD	CA	94544	31537	HUGH WAY	$ 762.93	$50.00	$812.93	$13.82	$826.75
862	MARQUEZ JOSEPH M & RAYL	28318	CAPITOLA ST	HAYWARD	CA	94545	26932	MANON AVE	$ 699.92	$50.00	$749.92	$12.75	$762.67
863	MARQUEZ JOSEPH M & RAYL	28318	CAPITOLA ST	HAYWARD	CA	94545	26934	MANON AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
864	MARQUEZ JOSEPH M & RAYL	28318	CAPITOLA ST	HAYWARD	CA	94545	26938	MANON AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
865	MARQUEZ JOSEPH M & RAYL	28318	CAPITOLA ST	HAYWARD	CA	94545	26940	MANON AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
866	MARQUEZ JOSEPH M & RAYL	28318	CAPITOLA ST	HAYWARD	CA	94545	26944	MANON AVE	$ 151.54	$50.00	$201.54	$3.43	$204.97
867	MARQUEZ RAUL C/CRUZ NAI	170	NEWTON ST	HAYWARD	CA	94544	170	NEWTON ST	$ 247.48	$50.00	$297.48	$5.06	$302.54
868	MARQUEZ ROSE TR ETAL	31901	CHICOINE AVE	HAYWARD	CA	94544	31901	CHICOINE AVE	$ 473.13	$50.00	$523.13	$8.89	$532.02
869	MARTINEZ EMA	32224	PAYNE ST	HAYWARD	CA	94544	32224	PAYNE ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
870	MARTINEZ ERNIE D & MAXIN/	24575	ARDENWOOD CT	HAYWARD	CA	94545	24575	ARDENWOOD CT	$ 462.17	$50.00	$512.17	$8.71	$520.88
871	MARTINEZ ISIDRO ETAL	24306	MAGNA AVE	HAYWARD	CA	94544	24308	MAGNA AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
872	MARTINEZ JAIME C	25884	CALAROGA AVE	HAYWARD	CA	94545	25884	CALAROGA AVE	$ 319.01	$50.00	$369.01	$6.27	$375.28
873	MARTINEZ JEREMIAS Y	383	HARDER RD	HAYWARD	CA	94544	383	HARDER RD	$ 338.68	$50.00	$388.68	$6.61	$395.29
874	MARTINEZ JUANA & TREJO BI	1124	BISHOP AVE	HAYWARD	CA	94544	1124	BISHOP AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
875	MARTINEZ MACK & LISA J	27625	HAVANA AVE	HAYWARD	CA	94544	27625	HAVANA AVE	$ 1,040.87	$50.00	$1,090.87	$18.54	$1,109.41
876	MARTINEZ MARCELLA M & N/	25142	SOTO RD	HAYWARD	CA	94544	25142	SOTO RD	$ 80.64	$50.00	$130.64	$2.22	$132.86
877	MARTINEZ PETER G JR/FRAN(	2627	SLEEPY HOLLOW A	HAYWARD	CA	94545	2627	SLEEPY HOLLOW A\	$ 647.48	$50.00	$697.48	$11.86	$709.34
878	MARTINEZ PHILIP C/PATRICI/	2415	OLIVER DR	HAYWARD	CA	94545	2415	OLIVER DR	$ 443.00	$50.00	$493.00	$8.38	$501.38
879	MARTINEZ ROBERT & JANET /	27769	E11TH ST	HAYWARD	CA	94544	27769	E 11TH ST	$ 140.87	$50.00	$190.87	$3.24	$194.11
880	MARTINEZ, SAILA Z	27943	E 11TH ST	HAYWARD	CA	94544	27943	E 11TH ST	$ 198.40	$50.00	$248.40	$4.22	$252.62
881	MASHAW BIJAN & DELARAM	2626	DRYDEN CT	HAYWARD	CA	94542	453	DUTCHESS LN	$ 110.12	$50.00	$160.12	$2.72	$162.84
882	MASHRIQUE DAVID M	28851	TUCKER ST	HAYWARD	CA	94544	28851	TUCKER ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
883	MASHRIQUE NAJIA	3244	OAKES DR	HAYWARD	CA	94542	3244	OAKES DR	$ 274.53	$50.00	$324.53	$5.52	$330.05
884	MATHEWS TANNA R	65	GRESEL ST	HAYWARD	CA	94544	65	GRESEL ST	$ 461.66	$50.00	$511.66	$8.70	$520.36
885	MATHYS MARSELIS	1205	MCFARLANE LN	HAYWARD	CA	94544-3	1205	MCFARLANE LN	$ 616.38	$50.00	$666.38	$11.33	$677.71
886	MATIONG EDGARDO TR	3180	ARDEN RD	HAYWARD	CA	94545	3180	ARDEN RD	$ 514.96	$50.00	$564.96	$9.60	$574.56
887	MATTED, JENNIFER J	2069	BOLERO AVE	HAYWARD	CA	94545	2069	BOLERO AVE	$ 498.84	$50.00	$548.84	$9.33	$558.17
888	MAURICIO ROBERTO & ROBI	687	FIESTA PL	HAYWARD	CA	94544	687	FIESTA PL	$ 550.01	$50.00	$600.01	$10.20	$610.21

889	MAW THIDAR & PHYO W	31953	TREVOR AVE	HAYWARD	CA	94544	31953	TREVOR AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
890	Mayar Kandil Family Trust	1014	SHASTA ST	ROSEVILLE	CA	95678	24411	ANNA ST	$ 55.45	$50.00	$105.45	$1.79	$107.24
891	MCDANIEL HOPE	1299	HOMESTEAD LN	HAYWARD	CA	94545	1299	HOMESTEAD LN	$ 647.48	$50.00	$697.48	$11.86	$709.34
892	MCFARLAND BRENDA S TR	28614	BARN ROCK DR	HAYWARD	CA	94542	28614	BARN ROCK DR	$ 577.83	$50.00	$627.83	$10.67	$638.50
893	MEDINA MARIA L TR	1060	SUMATRA ST	HAYWARD	CA	94544	1060	SUMATRA ST	$ 611.66	$50.00	$661.66	$11.25	$672.91
894	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	660	MEEK AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
895	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	658	MEEK AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
896	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	664	MEEK AVE	$ 387.22	$50.00	$437.22	$7.43	$444.65
897	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	665	MEEK AVE	$ 495.18	$50.00	$545.18	$9.27	$554.45
898	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	24073	SILVA AVE	$ 658.97	$50.00	$708.97	$12.05	$721.02
899	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	24085	SILVA AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
900	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	24091	SILVA AVE	$ 247.48	$50.00	$297.48	$5.06	$302.54
901	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	24103	SILVA AVE	$ 441.65	$50.00	$491.65	$8.36	$500.01
902	MEHRIZI HOSSIEN A		PO BOX 2062	SAN LEAND	CA	94577	27365	TYRRELL AVE	$ 452.76	$50.00	$502.76	$8.55	$511.31
903	MEHTAB SHAFIQ A & ALI NUF	2026	BOCA RATON ST	HAYWARD	CA	94545	2026	BOCA RATON ST	$ 674.21	$50.00	$724.21	$12.31	$736.52
904	MEJIA FELIPE A	651	HUNTER ST	OCEANSIDE	CA	92058	3450	BAUMBERG AVE	$ 495.18	$50.00	$545.18	$9.27	$554.45
905	MELENDEZ MICHAEL A & CRI	32186	CARROLL AVE	HAYWARD	CA	94544	32186	CARROLL AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
906	MELVIN RONALD D	1268	MARTIN LUTHER KII	HAYWARD	CA	94541	1268	MARTIN LUTHER KIN	$ 141.74	$50.00	$191.74	$3.26	$195.00
907	MENCHACA JOSE A ETAL		PO BOX 13	KNIGHTSEN	CA	94548	24028	PARK ST	$ 598.79	$50.00	$648.79	$11.03	$659.82
908	MENDEZ JOSE M & GRACIELA	26713	PETERMAN AVE	HAYWARD	CA	94545	26713	PETERMAN AVE	$ 238.38	$50.00	$288.38	$4.90	$293.28
909	MENDOZA ALEJANDRO	543	DEAN ST	HAYWARD	CA	94541-6	545	DEAN ST	$ 593.92	$50.00	$643.92	$10.95	$654.87
910	MENDOZA FRANCISCO & TEI	441	SCHAFER RD	HAYWARD	CA	94544	441	SCHAFER RD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
911	MENDOZA MIGUEL	139	ISABELLA ST	HAYWARD	CA	94544	139	ISABELLA ST	$ 287.89	$50.00	$337.89	$5.74	$343.63
912	MERAZ GUADALUPE P & MAF	255	STANISLAUS WAY	HAYWARD	CA	94544	255	STANISLAUS WAY	$ 631.40	$50.00	$681.40	$11.58	$692.98
913	MERCEDES BROOME	22812	HIGH ST	HAYWARD	CA	94541	22812	HIGH ST	$ 84.78	$50.00	$134.78	$2.29	$137.07
914	MERID GIZACHEW & MICHAE	28280	KARN DR	HAYWARD	CA	94544	28280	KARN DR	$ 429.57	$50.00	$479.57	$8.15	$487.72
915	MEROLA THEODELINDE Q TF	23	WATERBURY LN	NOVATO	CA	94949	27037	DUFFEL PL	$ 689.75	$50.00	$739.75	$12.58	$752.33
916	MERRIN HELEN E TR & MIRREN	HEL	PO BOX 56030	HAYWARD	CA	94545	26095	UNDERWOOD AVE	$ 136.77	$50.00	$186.77	$3.18	$189.95
917	MESMA LLC	715	EL CAMINO REAL 2:	SAN BRUNC	CA	94066	440	SMALLEY AVE	$ 119.04	$50.00	$169.04	$2.87	$171.91
918	MESMA LLC	715	EL CAMINO REAL 2:	SAN BRUNC	CA	94066	442	SMALLEY AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
919	MEZA JIMMY/AGUIRRE XOCH	1147	COTTER WAY	HAYWARD	CA	94541	1147	COTTER WAY	$ 635.65	$50.00	$685.65	$11.66	$697.31
920	MEZHVINSKY JOSHUA/LEON	1960	PARKSIDE AVE	HILLSBORO	CA	94010	27792	DOLPHIN LN	$ 632.02	$50.00	$682.02	$11.59	$693.61
921	MEZHVINSKY JOSHUA/LEON	1960	PARKSIDE AVE	HILLSBORO	CA	94010	27974	ORMOND AVE	$ 635.02	$50.00	$685.02	$11.65	$696.67
922	MFSMALLEY HAYWARD LLC	426	SARATOGA AVE # 1	SAN JOSE	CA	95129	420	SMALLEY AVE	$ 410.12	$50.00	$460.12	$7.82	$467.94
923	Michael Kuzn/Sarah Kuzn	22450	CHARLENE WAY	CASTRO VA	CA	94546	22145	MONTGOMERY ST	$ 283.79	$50.00	$333.79	$5.67	$339.46
924	MICHEL MANUEL Q EST/MAN	2535	DENNING CT	CASTRO VA	CA	94546-5	24383	SILVA AVE	$ 568.60	$50.00	$618.60	$10.52	$629.12
925	MILIAN JESSICA G/MILLAN P/	21636	PROSPECT CT	HAYWARD	CA	94541-2	21636	PROSPECT CT	$ 167.92	$50.00	$217.92	$3.70	$221.62
926	MILLAN MIGUEL/MILLAN VIC	23700	NEVADA RD	HAYWARD	CA	94541	23700	NEVADA RD	$ 452.64	$50.00	$502.64	$8.54	$511.18
927	MINTER KIMBERLY A	27824	HUMMINGBIRD CT	HAYWARD	CA	94545	27824	HUMMINGBIRD CT	$ 660.98	$50.00	$710.98	$12.09	$723.07
928	MIRANDA LEONARDO/ELIAS	24130	ALICE ST	HAYWARD	CA	94544-1	24130	ALICE ST	$ 599.35	$50.00	$649.35	$11.04	$660.39
929	MIRANDA RAFAEL	243	NUEVA AVE	SAN FRANC	CA	94134	730	LILLY AVE	$ 639.96	$50.00	$689.96	$11.73	$701.69
930	MIRBAGHERI, ALIREZA	25526	HUNTWOOD AVE	HAYWARD	CA	94544-2	25526	HUNTWOOD AVE	$ 547.73	$50.00	$597.73	$10.16	$607.89
931	MIRZA, FAIZAN	273	ARROWHEAD WAY	HAYWARD	CA	94544-6	273	ARROWHEAD WAY	$ 280.64	$50.00	$330.64	$5.62	$336.26
932	MISHRA ABINESH P/PRASAD	1580	RIEGER AVE	HAYWARD	CA	94544	1580	RIEGER AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
933	MISHRA HARISH C & SUJLA	2420	LA SALLE CT	FAIRFIELD	CA	94533	1126	ARMSTRONG ST	$ 1,457.48	$50.00	$1,507.48	$25.63	$1,533.11
934	MISKE PABLO A/MARTINEZ A	24449	MARGARET DR	HAYWARD	CA	94542	24449	MARGARET DR	$ 1,177.45	$50.00	$1,227.45	$20.87	$1,248.32
935	MISKIC SLAVKO S & CECILIA	31251	CHICOINE AVE	HAYWARD	CA	94544	31251	CHICOINE AVE	$ 247.48	$50.00	$297.48	$5.06	$302.54

936	MOALA HEIMULI	26407	HUNTWOOD AVE	HAYWARD	CA	94544-3	26407	HUNTWOOD AVE	$ 1,325.87	$50.00	$1,375.87	$23.39	$1,399.26
937	MOCK AMELITA G/GALICIA E	1763	S CRESCENT HEIGH	LOS ANGEL	CA	90035	23659	SANTA CLARA ST	$ 353.21	$50.00	$403.21	$6.85	$410.06
938	MOHAJER MARIA A & KEYVAN	2783	BREAKER CIR	HAYWARD	CA	94545	2783	BREAKER CIR	$ 647.48	$50.00	$697.48	$11.86	$709.34
939	MOHSENI PARWEZ & MONES	27695	PORTSMOUTH AVE	HAYWARD	CA	94545	27695	PORTSMOUTH AVE	$ 685.90	$50.00	$735.90	$12.51	$748.41
940	MOJADDIDI FAWADA	25240	MONTE VISTA DR	HAYWARD	CA	94545	25240	MONTE VISTA DR	$ 670.70	$50.00	$720.70	$12.25	$732.95
941	MOLINA HECTOR & LUCERO	725	LONGWOOD AVE	HAYWARD	CA	94541	725	LONGWOOD AVE	$ 624.34	$50.00	$674.34	$11.46	$685.80
942	MOLINA HECTOR & LUCERO	725	LONGWOOD AVE	HAYWARD	CA	94541	22640	HESPERIAN BLVD	$ 621.61	$50.00	$671.61	$11.42	$683.03
943	MONER AFSCHAR	173	SONAS DR	HAYWARD	CA	94542-7	173	SONAS DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
944	MONICA DEL RIO & MONICA	254	STATES ST	HAYWARD	CA	94544	29254	STATES ST	$ 136.77	$50.00	$186.77	$3.18	$189.95
945	MONTALVO ANTONIO	25835	SPRING DR	HAYWARD	CA	94542-1	25835	SPRING DR	$ 1,470.83	$50.00	$1,520.83	$25.85	$1,546.68
946	MONTENEGRO ANAIS A & W	2756	BAL HARBOR LN	HAYWARD	CA	94545	2756	BAL HARBOR LN	$ 941.22	$50.00	$991.22	$16.85	$1,008.07
947	MONTENEGRO ERNESTO SR	456	SYCAMORE AVE	HAYWARD	CA	94544	456	SYCAMORE AVE	$ 406.36	$50.00	$456.36	$7.76	$464.12
948	MONTERO JASMIN & RODRIG	3576	SISKIYOU CT	HAYWARD	CA	94542	3576	SISKIYOU CT	$ 577.83	$50.00	$627.83	$10.67	$638.50
949	MOORE CHARLES W & LINDA	27178	FIELDING DR	HAYWARD	CA	94542	27178	FIELDING DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
950	MOORE CRAIG E	22765	ATHERTON ST	HAYWARD	CA	94541	22765	ATHERTON ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
951	MOORE JENNIFER	24451	PLUMMER CT	HAYWARD	CA	94545	24451	PLUMMER CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
952	MOORE SHERMAN	10906	MCINTYRE ST	OAKLAND	CA	94605	1347	A ST	$ 808.28	$50.00	$858.28	$14.59	$872.87
953	MOORE SHERMAN	10906	MCINTYRE ST	OAKLAND	CA	94605	1345	A ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
954	MOORE SHERMAN	10906	MCINTYRE ST	OAKLAND	CA	94605	1349	A ST	$ 583.71	$50.00	$633.71	$10.77	$644.48
955	MORA ABEL P & MARTA P	25837	SCRIPPS ST	HAYWARD	CA	94545	25837	SCRIPPS ST	$ 483.23	$50.00	$533.23	$9.06	$542.29
956	MORALES ELISA	28750	ROANOKE ST	HAYWARD	CA	94544	28750	ROANOKE ST	$ 452.64	$50.00	$502.64	$8.54	$511.18
957	MORALES HUGO /GONZALEZ	2433	MISSION ST	SAN FRANC	CA	94110	963	DEVON DR	$ 311.08	$50.00	$361.08	$6.14	$367.22
958	MORALES LINO A & NOPRMA	2520	PHELAN AVE	HAYWARD	CA	94545	2520	PHELAN AVE	$ 430.69	$50.00	$480.69	$8.17	$488.86
959	MORAN JOSEPH Y & SADIE M	28586	COLERIDGE AVE	HAYWARD	CA	94544	28586	COLERIDGE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
960	MORENO ELVARO	418	DUTCHESS LN	HAYWARD	CA	94544	418	DUTCHESS LN	$ 669.66	$50.00	$719.66	$12.23	$731.89
961	MORENO MARCO A TR	22876	ARNOLD CT	HAYWARD	CA	94541	22876	ARNOLD CT	$ 274.53	$50.00	$324.53	$5.52	$330.05
962	MORRIS JEFFREY A	822	VOYAGER WAY	HAYWARD	CA	94544	822	VOYAGER WAY	$ 443.00	$50.00	$493.00	$8.38	$501.38
963	MORRISON DENNIS JR/CORI	564	SMALLEY AVE	HAYWARD	CA	94541	564	SMALLEY AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
964	MORROW TIM D & POLLY J	4140	FOREST HILL CT	HAYWARD	CA	94542	4140	FOREST HILL CT	$ 443.00	$50.00	$493.00	$8.38	$501.38
965	MORSILLI S&J/JULIE L TRS/ E	420	SAN DIEGO PL	SAN RAMON	CA	94583	24224	CLARENDALE ST	$ 599.65	$50.00	$649.65	$11.04	$660.69
966	MORSILLI S&J/JULIE L TRS/ E	420	SAN DIEGO PL	SAN RAMON	CA	94583	24226	CLARENDALE ST	$ 415.80	$50.00	$465.80	$7.92	$473.72
967	MOSLEMPOOR SCHWALI	24136	MONUMENT BLVD	HAYWARD	CA	94545	24136	MONUMENT BLVD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
968	MOSS STACEY S TR	14	CLAREMONT CRES	BERKELEY	CA	94705	22634	TEMPLETON ST	$ 207.69	$50.00	$257.69	$4.38	$262.07
969	MOTA ARACELI	25057	MOHR DR	HAYWARD	CA	94545	25057	MOHR DR	$ 241.89	$50.00	$291.89	$4.96	$296.85
970	MUAMBA LILIANE/MUAMBA I	135	CYPRESS LOOP	HAYWARD	CA	94544-2	135	CYPRESS LOOP	$ 111.83	$50.00	$161.83	$2.75	$164.58
971	MUAYDH KHALID	25073	DANIA LN	HAYWARD	CA	94545	25073	DANIA LN	$ 1,090.97	$50.00	$1,140.97	$19.40	$1,160.37
972	MUJAHED, MUWAFAQ & FAR	21668	PROSPECT CT	HAYWARD	CA	94541-2	21668	PROSPECT CT	$ 177.66	$50.00	$227.66	$3.87	$231.53
973	MUNAYER BASIMAH N/MUNI	25883	GUSHUE ST	HAYWARD	CA	94544	25883	GUSHUE ST	$ 739.77	$50.00	$789.77	$13.43	$803.20
974	MUNOZ BLANCA F	11968	W VOMAC RD	DUBLIN	CA	94568	407	RIVERCREST LN	$ 1,176.70	$50.00	$1,226.70	$20.85	$1,247.55
975	MUNOZ BLANCA F	11968	WEST VOMAC RD	DUBLIN	CA	94568	22115	MONTGOMERY ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
976	MUNOZ CARLOS A & CRUZ M	27412	LYFORD ST	HAYWARD	CA	94544	27412	LYFORD ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
977	MUNOZ HERBERT C	1177	THIEL RD	HAYWARD	CA	94544	1177	THIEL RD	$ 1,112.27	$50.00	$1,162.27	$19.76	$1,182.03
978	MUNOZ JOSEPH A	26709	PETERMAN AVE	HAYWARD	CA	94545	26709	PETERMAN AVE	$ 611.66	$50.00	$661.66	$11.25	$672.91
979	MURGA L/S L TRS/MASSONE	22320	FOOTHILL BLVD 10	HAYWARD	CA	94541	22796	ALICE ST	$ 432.03	$50.00	$482.03	$8.19	$490.22
980	MURGA LUIS E & S L TRS & M	22320	FOOTHILL BLVD ST	HAYWARD	CA	94541	22802	ALICE ST	$ 607.68	$50.00	$657.68	$11.18	$668.86
981	MURGA LUIS E & S L/MASSOI	22320	FOOTHILL BLVD 10	HAYWARD	CA	94541	22782	ALICE ST	$ 280.64	$50.00	$330.64	$5.62	$336.26
982	MURGA LUIS/S L TRS/MASSC	22320	FOOTHILL BLVD 10	HAYWARD	CA	94541	22798	ALICE ST	$ 607.68	$50.00	$657.68	$11.18	$668.86

983	MUSTION RANDY W & SUSIE	187	ROAN DR	DANVILLE	CA	94526-1	28375	RUUS RD	$ 243.93	$50.00	$293.93	$5.00	$298.93
984	NAEA NOLLY C TR	28319	MUSTANG DR	HAYWARD	CA	94545	28319	MUSTANG DR	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
985	NAIDU NARAYAN & ANITA	613	BARRON WAY	HAYWARD	CA	94544	613	BARRON WAY	$ 193.20	$50.00	$243.20	$4.13	$247.33
986	NAIKER HEMENDRA	22835	MONO ST	HAYWARD	CA	94541-6	22835	AMADOR ST	$ 1,176.70	$50.00	$1,226.70	$20.85	$1,247.55
987	NAIR CHANDRA K & PUSHPA	27990	HESSE DR	HAYWARD	CA	94545	27990	HESSE DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
988	NAND AMITESH/FERNANDE	27954	BISCAYNE AVE	HAYWARD	CA	94544-5	27954	BISCAYNE AVE	$ 1,209.08	$50.00	$1,259.08	$21.40	$1,280.48
989	NARAIN SHIU & CHANDRA W	441	BANBURY ST	HAYWARD	CA	94544	441	BANBURY ST	$ 843.55	$50.00	$893.55	$15.19	$908.74
990	NARAIN SHIU & CHANDRA W	146	N DELAWARE ST 6	SAN MATEO	CA	94401	319	BERRY AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
991	NARAIN SHIU & CHANDRA W	146	N DELAWARE ST 6	SAN MATEO	CA	94401	321	BERRY AVE	$ 960.44	$50.00	$1,010.44	$17.18	$1,027.62
992	NARANG HARMEET /NARANG	34304	LARKSPUR CT	UNION CITY	CA	94587	27810	POMPANO AVE	$ 1,115.82	$50.00	$1,165.82	$19.82	$1,185.64
993	NARCSO, JOSE	24921	JOYCE ST	HAYWARD	CA	94544-2	24921	JOYCE ST	$ 589.10	$50.00	$639.10	$10.86	$649.96
994	NATH VYAS V & SALESHNI D	25444	UNIVERSITY CT	HAYWARD	CA	94542	25444	UNIVERSITY CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
995	NAVARRO MANUEL A	27685	DECATUR WAY	HAYWARD	CA	94545	27685	DECATUR WAY	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
996	NEAL THOMAS R & MARY K	30	ARUNDEL DR	HAYWARD	CA	94542	30	ARUNDEL DR	$ 291.33	$50.00	$341.33	$5.80	$347.13
997	NEELESH PRASAD & SNEH PI	26797	ELDRIDGE AVE	HAYWARD	CA	94544	27872	MIAMI AVE	$ 201.40	$50.00	$251.40	$4.27	$255.67
998	NELSON ADELINE F	546	MESQUITE DR	PATTERSON	CA	95363	22735	WOODRIDGE DR	$ 808.28	$50.00	$858.28	$14.59	$872.87
999	NELSON MICHAE/HARPLANE	22807	ALICE ST	HAYWARD	CA	94541	22807	ALICE ST	$ 1,171.53	$50.00	$1,221.53	$20.77	$1,242.30
1000	NEVAREZ MARTINA	25098	MUIR ST	HAYWARD	CA	94544	25098	MUIR ST	$ 427.66	$50.00	$477.66	$8.12	$485.78
1001	NGUYEN ANDY H	976	JOLEEN CT	HAYWARD	CA	94544	976	JOLEEN CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
1002	NGUYEN DIEU & HYONG	174	VIRGINIA ST	HAYWARD	CA	94544-3	174	VIRGINIA ST	$ 97.64	$50.00	$147.64	$2.51	$150.15
1003	NGUYEN GIAO/NGUYEN QU/	29843	MISSION BLVD	HAYWARD	CA	94544	29843	MISSION BLVD	$ 153.15	$50.00	$203.15	$3.45	$206.60
1004	NGUYEN HAI V	1271	TERRACE AVE	HAYWARD	CA	94541	1271	TERRACE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1005	NGUYEN LOC	1321	W CERRITOS AVE 2	ANAHEIM	CA	92802	22334	FLAGG ST	$ 329.57	$50.00	$379.57	$6.45	$386.02
1006	NGUYEN THANH V & HO LINI	24609	SANTA CLARA ST	HAYWARD	CA	94544	24609	SANTA CLARA ST	$ 430.76	$50.00	$480.76	$8.17	$488.93
1007	NGUYEN THU T	249	W JACKSON ST 329	HAYWARD	CA	94544	480	LEXINGTON AVE	$ 442.63	$50.00	$492.63	$8.37	$501.00
1008	NGUYEN TRUC T	127	EUCALYPTUS KNL	HERCULES	CA	94547-2	24793	SANTA CLARA ST	$ 424.66	$50.00	$474.66	$8.07	$482.73
1009	NGUYEN VONG	24726	CALI CT	HAYWARD	CA	94545	24726	CALI CT	$ 629.39	$50.00	$679.39	$11.55	$690.94
1010	NGUYEN, HIEU & BICH N	27530	STROMBERG CT	HAYWARD	CA	94545	27530	STROMBERG CT	$ 302.90	$50.00	$352.90	$6.00	$358.90
1011	NINTH UNIT TRUST	25689	SUBLETT DR	HAYWARD	CA	94544-2	25689	SUBLETT DR	$ 727.74	$50.00	$777.74	$13.22	$790.96
1012	NOBIDA KIMBERLEE G & SAM	1013	EVANS CT	HAYWARD	CA	94544	1013	EVANS CT	$ 552.92	$50.00	$602.92	$10.25	$613.17
1013	NOBOA ROXANA M	28239	E11TH ST	HAYWARD	CA	94544	28239	E 11TH ST	$ 1,232.78	$50.00	$1,282.78	$21.81	$1,304.59
1014	NORDMAN DEBORAH A	4	ROUSSEAU ST	HAYWARD	CA	94544	4	ROUSSEAU ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1015	NUNEZ CARLOS A	2680	WARWICK PL	HAYWARD	CA	94542	2680	WARWICK PL	$ 61.40	$50.00	$111.40	$1.89	$113.29
1016	NUNEZ KATIA ETAL	24482	LEONA DR	HAYWARD	CA	94542	24482	LEONA DR	$ 506.30	$50.00	$556.30	$9.46	$565.76
1017	NUNO BENJAMIN	1002	THIEL RD	HAYWARD	CA	94544	1002	THIEL RD	$ 1,205.01	$50.00	$1,255.01	$21.34	$1,276.35
1018	NUSS EDWARD	26330	HICKORY AVE	HAYWARD	CA	94544	26330	HICKORY AVE	$ 153.20	$50.00	$203.20	$3.45	$206.65
1019	NYINT, KAYKHINE	27856	HUMMINGBIRD CT	HAYWARD	CA	94545-4	27856	HUMMINGBIRD CT	$ 277.64	$50.00	$327.64	$5.57	$333.21
1020	OATIS RONALD E II & HEIDI C	25	STIRLING WAY	HAYWARD	CA	94542	25	STIRLING WAY	$ 822.92	$50.00	$872.92	$14.84	$887.76
1021	O'BRIEN, CODY	1402	MANUEL DR	HAYWARD	CA	94544-6	1402	MANUEL DR	$ 243.93	$50.00	$293.93	$5.00	$298.93
1022	OCARANZA DAVID	25682	LEWIS DR	HAYWARD	CA	94544	25682	LEWIS DR	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
1023	OCONNELL HEATHER M TR	1675	EASTORI PL	HAYWARD	CA	94545	1675	EASTORI PL	$ 440.70	$50.00	$490.70	$8.34	$499.04
1024	OJASCASTRO ARTURO/VIRGI	27897	DOLPHIN LN	HAYWARD	CA	94545	27897	DOLPHIN LN	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1025	OJEDA HERMELO C (TE) OJEI	21374	TIMES AVE	HAYWARD	CA	94541-3	22287	PERALTA ST	$ 1,118.63	$50.00	$1,168.63	$19.87	$1,188.50
1026	OKAMURA LILYAN S TR	6	CORTE FRESCA	MORAGA	CA	94556	709	GRACE ST	$ 1,076.76	$50.00	$1,126.76	$19.15	$1,145.91
1027	OKWUEGBE KENNETH	1230	HALIFAX WAY	SAN RAMON	CA	94582	25198	MUIR ST	$ 4,524.31	$50.00	$4,574.31	$77.76	$4,652.07
1028	OLIVAS ELISA M/SCARBORO	378	MACKENZIE PL	HAYWARD	CA	94544	378	MACKENZIE PL	$ 647.48	$50.00	$697.48	$11.86	$709.34
1029	OLIVAS MARISOL/FAJARDO A	1480	HAMRICK LN	HAYWARD	CA	94544	1480	HAMRICK LN	$ 301.14	$50.00	$351.14	$5.97	$357.11

1030	OMAR MUSAED A	24463	MOHR DR	HAYWARD	CA	94545-1	24463	MOHR DR	$ 743.23	$50.00	$793.23	$13.48	$806.71
1031	OMEMA BASIL/OMEMA YAQU	4877	ESSEX WAY	FREMONT	CA	94538-3	24235	MAGNA AVE	$ 773.85	$50.00	$823.85	$14.01	$837.86
1032	ONG GORDON & ARLENE	29681	HOLIDAY ST	HAYWARD	CA	94544-6	29844	TAYLOR AVE	$ 136.77	$50.00	$186.77	$3.18	$189.95
1033	ONG JAMES M & JANE Y TRS	29681	HOLIDAY ST	HAYWARD	CA	94544	28477	TRITON ST	$ 247.97	$50.00	$297.97	$5.07	$303.04
1034	ONOFRE JESUS V & LAZARO	26	GRESEL ST	HAYWARD	CA	94544	26	GRESEL ST	$ 210.01	$50.00	$260.01	$4.42	$264.43
1035	ORECCHIA WILLIAM T & TERI	24773	PEAR ST	HAYWARD	CA	94545	24773	PEAR ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1036	OREJEL JESUS M	24486	EDEN AVE B	HAYWARD	CA	94545	24388	EDEN AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1037	OREJEL JESUS M	24486	EDEN AVE B	HAYWARD	CA	94545	24364	EDEN AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1038	OROZCO BERNARDO	26280	ADRIAN AVE	HAYWARD	CA	94545	26280	ADRIAN AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1039	ORTEGA GERARDO F	24472	EDITH ST	HAYWARD	CA	94544	24472	EDITH ST	$ 611.66	$50.00	$661.66	$11.25	$672.91
1040	ORTIZ BASISLIO S	190	WINTON AVE	HAYWARD	CA	94544	190	WINTON AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
1041	ORTIZ JESUINA	1113	D ST	HAYWARD	CA	94541	1113	D ST	$ 479.01	$50.00	$529.01	$8.99	$538.00
1042	ORTIZ JUAN M ETAL	23371	NEVADA RD	HAYWARD	CA	94541	23371	NEVADA RD	$ 647.48	$50.00	$697.48	$11.86	$709.34
1043	ORTIZ PAULA	28072	POMPANO AVE	HAYWARD	CA	94544	28072	POMPANO AVE	$ 123.39	$50.00	$173.39	$2.95	$176.34
1044	ORTIZ ROMAN & MARISA	676	LEBANON ST	HAYWARD	CA	94541	676	LEBANON ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1045	ORTIZ SUSANA TR	2018	DEPOT RD	HAYWARD	CA	94545	2018	DEPOT RD	$ 647.48	$50.00	$697.48	$11.86	$709.34
1046	ORTIZ TONY J & MICHELLE D	32043	AMELIA AVE	HAYWARD	CA	94544	32043	AMELIA AVE	$ 438.92	$50.00	$488.92	$8.31	$497.23
1047	ORTIZ VICTOR/REYES REBEC	29010	HILLVIEW ST	HAYWARD	CA	94544	29010	HILLVIEW ST	$ 1,119.76	$50.00	$1,169.76	$19.89	$1,189.65
1048	OSAYANDE ANGELA S	23640O	DOM DR	HAYWARD	CA	94541	23640	ODOM DR	$ 611.66	$50.00	$661.66	$11.25	$672.91
1049	OVERTON CHRISTOPHER/KII	16743	COLUMBIA DR	CASTRO VA	CA	94552	27475	DOBBEL AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1050	PABLO NOEL R	22625	WILDWOOD ST	HAYWARD	CA	94541	22625	WILDWOOD ST	$ 90.97	$50.00	$140.97	$2.40	$143.37
1051	PADILLA VICTOR	24315	ALVES ST	HAYWARD	CA	94544	24315	ALVES ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1052	PAHULU KATALINA/PAHULU	418	BISHOP AVE	HAYWARD	CA	94544	418	BISHOP AVE	$ 436.66	$50.00	$486.66	$8.27	$494.93
1053	PALAGANAS RONALD/URDU	21838	WESTERN BLVD	HAYWARD	CA	94541	21838	WESTERN BLVD	$ 259.26	$50.00	$309.26	$5.26	$314.52
1054	PALAU, JONATHAN	25945	PETERMAN AVE	HAYWARD	CA	94545-3	25945	PETERMAN AVE	$ 411.13	$50.00	$461.13	$7.84	$468.97
1055	PALOMINOS GUADALUPE ET	23695	NEVADA RD	HAYWARD	CA	94541	23695	NEVADA RD	$ 1,113.29	$50.00	$1,163.29	$19.78	$1,183.07
1056	PAMA BALVIR S & KULWANT	29296	TAYLOR AVE	HAYWARD	CA	94544	356	WARNER AVE	$ 291.76	$50.00	$341.76	$5.81	$347.57
1057	PANG KE /CUI SHULIN	42536	FERN CIR	FREMONT	CA	94538	840	FOLSOM AVE	$ 443.79	$50.00	$493.79	$8.39	$502.18
1058	PANTOJA ENRIQUE & VERON	40	SCHUYLER AVE	HAYWARD	CA	94544	40	SCHUYLER AVE	$ 347.48	$50.00	$397.48	$6.76	$404.24
1059	PARTHASARATHY VISWANAT	5716	OHANA PL	PLEASANTC	CA	94566	24499	PLUMMER CT	$ 435.06	$50.00	$485.06	$8.25	$493.31
1060	PARTNERS LLC, SJ PANTHER	184	A ST APT 3	HAYWARD	CA	94541-4	184	A ST	$ 425.91	$50.00	$475.91	$8.09	$484.00
1061	PASRICHA AKASH & KANCHA	3725	WARWICK RD	FREMONT	CA	94555	22828	5TH ST	$ 428.31	$50.00	$478.31	$8.13	$486.44
1062	PASUPULETI VENKATESHWA	2856	CHRONICLE AVE	HAYWARD	CA	94542	2856	CHRONICLE AVE	$ 121.54	$50.00	$171.54	$2.92	$174.46
1063	PATEL DEENA D	119	SNAPDRAGON WA\	HAYWARD	CA	94544	119	SNAPDRAGON WAY	$ 96.42	$50.00	$146.42	$2.49	$148.91
1064	PATIL, ANURAG & CHOPRA, I	2634	ADMIRAL CIR	HAYWARD	CA	94545	2634	ADMIRAL CIR	$ 611.66	$50.00	$661.66	$11.25	$672.91
1065	PAULEY MONICA E	2647	NAPLES ST	HAYWARD	CA	94545	2647	NAPLES ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1066	PAULITE MANUEL E HEIRS O	28635	TRITON ST	HAYWARD	CA	94544	28635	TRITON ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1067	PAYNE JASON A	30568	BRAE BURN AVE	HAYWARD	CA	94544	30568	BRAE BURN AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
1068	PEDERSON DEAN E/PEDERS	2697	D ST	HAYWARD	CA	94541-4	2697	D ST	$ 119.62	$50.00	$169.62	$2.88	$172.50
1069	PERALTA PORFIRIO & ROSAN	2728	HILLCREST AVE	HAYWARD	CA	94542-1	2728	HILLCREST AVE	$ 120.33	$50.00	$170.33	$2.90	$173.23
1070	PEREDA SERGIO N	2440	MISTLETOE DR	HAYWARD	CA	94545-4	2440	MISTLETOE DR	$ 146.72	$50.00	$196.72	$3.34	$200.06
1071	PEREGRINO ROLAND/DOLOI	22855	CHARING ST	HAYWARD	CA	94541	22855	CHARING ST	$ 375.73	$50.00	$425.73	$7.24	$432.97
1072	PEREIRA EDUARDO	28412	E13TH ST	HAYWARD	CA	94544	28406	E 13TH ST	$ 587.78	$50.00	$637.78	$10.84	$648.62
1073	PEREZ CONNIE	27770	LA PORTE AVE	HAYWARD	CA	94545	27770	LA PORTE AVE	$ 80.00	$50.00	$130.00	$2.21	$132.21
1074	PEREZ GREGORIO G & CYNTI	346	BARBARA CT	HAYWARD	CA	94544	346	BARBARA CT	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
1075	PEREZ GUSTAVO	24707	THOMAS AVE	HAYWARD	CA	94544-2	24707	THOMAS AVE	$ 424.66	$50.00	$474.66	$8.07	$482.73
1076	PEREZ JOSE M	26277	WHITMAN ST	HAYWARD	CA	94544	26277	WHITMAN ST	$ 194.40	$50.00	$244.40	$4.15	$248.55

1077	PEREZ JOSE R & GRACIELA M	2929	SUGARHILL TER	DUBLIN	CA	94568	977	LONGWOOD AVE	$ 1,240.50	$50.00	$1,290.50	$21.94	$1,312.44
1078	PEREZ MARIA C & EDUARDO	474	CULP AVE	HAYWARD	CA	94544	474	CULP AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1079	PEREZ WILFREDO J SR/GILM/	25826	BEL AIRE DR	HAYWARD	CA	94542	25826	BEL AIRE DR	$ 274.53	$50.00	$324.53	$5.52	$330.05
1080	PEREZ, DAVID	1024	THIEL RD	HAYWARD	CA	94544-6	1024	THIEL RD	$ 761.07	$50.00	$811.07	$13.79	$824.86
1081	PERKINS JERRY L TR	21650	WESTERN BLVD	HAYWARD	CA	94541	21650	WESTERN BLVD	$ 443.00	$50.00	$493.00	$8.38	$501.38
1082	PERKINS PETINA R	22962	AMADOR ST	HAYWARD	CA	94541	22962	AMADOR ST	$ 1,025.79	$50.00	$1,075.79	$18.29	$1,094.08
1083	Pf Hayward Llc	29	ORINDA WAY UNIT	ORINDA	CA	94563	24079	ALICE ST	$ 128.67	$50.00	$178.67	$3.04	$181.71
1084	PF HAYWARD LLC	29	ORINDA WAY UNIT	ORINDA	CA	94563-6	24071	ALICE ST	$ 764.51	$50.00	$814.51	$13.85	$828.36
1085	PHAM NGA T	2441	BRADFORD AVE	HAYWARD	CA	94545-2	2441	BRADFORD AVE	$ 283.56	$50.00	$333.56	$5.67	$339.23
1086	PHAM THUYTRANG T	2160	THAYER AVE	HAYWARD	CA	94545	2160	THAYER AVE	$ 683.63	$50.00	$733.63	$12.47	$746.10
1087	PHAN JENNIE D		PO BOX 21135	CASTRO VA	CA	94546	1122	D ST	$ 708.68	$50.00	$758.68	$12.90	$771.58
1088	PHAN PHUOC V & HUYNH TF	501	TEASDALE PL	HAYWARD	CA	94544	501	TEASDALE PL	$ 647.48	$50.00	$697.48	$11.86	$709.34
1089	PHAN THANH N TR/NGUYEN	951	ROSE ST	HAYWARD	CA	94541	951	ROSE ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1090	PHILLIPS RON/HINKSTONPH	842	WEBSTER ST	HAYWARD	CA	94544	842	WEBSTER ST	$ 128.83	$50.00	$178.83	$3.04	$181.87
1091	PHUNG MORGAN	22838	KIWANIS ST	HAYWARD	CA	94541-6	22838	KIWANIS ST	$ 424.66	$50.00	$474.66	$8.07	$482.73
1092	PHUNG PATRICK	3298	BRUNO DR	SAN JOSE	CA	95136	829	CINNAMON CT	$ 966.34	$50.00	$1,016.34	$17.28	$1,033.62
1093	PHUNG THANH N	450	N EL CAMINO REAL	SAN MATEO	CA	94401	122	NEWTON ST	$ 451.12	$50.00	$501.12	$8.52	$509.64
1094	PHUNG TUONG A/LAM HUOI	3605	KENWOOD AVE	SAN MATEO	CA	94403-4	27483	HUNTWOOD AVE	$ 147.15	$50.00	$197.15	$3.35	$200.50
1095	PHUNG TUONG A/LAM HUC	22150	THELMA ST	HAYWARD	CA	94541-5	972	FOLSOM AVE	$ 792.58	$50.00	$842.58	$14.32	$856.90
1096	PIERSON WILLIE C & LOWAN	24650	WILLIMET WAY	HAYWARD	CA	94544-1	24650	WILLIMET WAY	$ 232.00	$50.00	$282.00	$4.79	$286.79
1097	PINA FELIPE M	24865	TIOGA RD	HAYWARD	CA	94544	24865	TIOGA RD	$ 647.48	$50.00	$697.48	$11.86	$709.34
1098	POLF GLENN A & MICHELE L	3100	WRANGLER RD	SAN RAMOI	CA	94583-5	27763	MEDLAR DR	$ 430.81	$50.00	$480.81	$8.17	$488.98
1099	POLLARD TUITAMALELAGI J	22685	WILDWOOD ST	HAYWARD	CA	94541-3	22685	WILDWOOD ST	$ 136.77	$50.00	$186.77	$3.18	$189.95
1100	PONCE DEANNA	1542	RIEGER AVE	HAYWARD	CA	94544	1542	RIEGER AVE	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
1101	POON GORDON	2674	DRIFTWOOD ST	HAYWARD	CA	94545	2674	DRIFTWOOD ST	$ 1,048.37	$50.00	$1,098.37	$18.67	$1,117.04
1102	POSADA MANUEL P & BARBA	27557	GAINESVILLE AVE	HAYWARD	CA	94545	27557	GAINESVILLE AVE	$ 279.69	$50.00	$329.69	$5.60	$335.29
1103	POSADA SALOME & ALEXANI	20860	MACK ST	HAYWARD	CA	94545	20860	MACK ST	$ 1,179.13	$50.00	$1,229.13	$20.90	$1,250.03
1104	PRASAD ARUNESH/PRATAP A	4126	MYSTIC VIEW CT	HAYWARD	CA	94542	1424	C ST	$ 422.25	$50.00	$472.25	$8.03	$480.28
1105	PRASAD ARUNESH/PRATAP A	4126	MYSTIC VIEW CT	HAYWARD	CA	94542	1426	C ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1106	PRASAD ARUNESH/PRATAP A	4126	MYSTIC VIEW CT	HAYWARD	CA	94542	1428	C ST	$ 443.00	$50.00	$493.00	$8.38	$501.38
1107	PRASAD MAHESH	2764	SLEEPY HOLLOW A	HAYWARD	CA	94545	2764	SLEEPY HOLLOW A\	$ 243.93	$50.00	$293.93	$5.00	$298.93
1108	PRASAD SAILENDRA N	843	POINCIANA ST	HAYWARD	CA	94545	843	POINCIANA ST	$ 30.98	$50.00	$80.98	$1.38	$82.36
1109	PRASAD SHALENDRA/CHAN	1175	LOVELOCK WAY	HAYWARD	CA	94544	1175	LOVELOCK WAY	$ 733.51	$50.00	$783.51	$13.32	$796.83
1110	PRASAD SHARINA B	26415	CASCADE ST	HAYWARD	CA	94544	26415	CASCADE ST	$ 430.63	$50.00	$480.63	$8.17	$488.80
1111	PRASAD SUNIL & USHA	25749	DONALD AVE	HAYWARD	CA	94544	25749	DONALD AVE	$ 877.12	$50.00	$927.12	$15.76	$942.88
1112	PRASAD SUNJESH & SUNJES	1461	FRY LN	HAYWARD	CA	94545	1461	FRY LN	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1113	PRASAD SURUJ K & AMITESH	27878	ORMOND AVE	HAYWARD	CA	94544	27878	ORMOND AVE	$ 511.38	$50.00	$561.38	$9.54	$570.92
1114	PRASAD, SUNIL & VEENA & I	123	BAYVIEW DR	SOUTH SAN	CA	94080	28821	LOGAN WAY	$ 290.80	$50.00	$340.80	$5.79	$346.59
1115	PRATAT, MAYA	256	FUJI WAY	HAYWARD	CA	94544-2	256	FUJI WAY	$ 430.76	$50.00	$480.76	$8.17	$488.93
1116	PRATER ROBERT TR	788	HALL CT	BENICIA	CA	94510	27560	LA PORTE AVE	$ 1,119.98	$50.00	$1,169.98	$19.89	$1,189.87
1117	PRINCE RAYMOND J & JAMES	27414	PATRICK AVE	HAYWARD	CA	94544-4	27414	PATRICK AVE	$ 193.67	$50.00	$243.67	$4.14	$247.81
1118	PROSPECT HAYWARD LLC	445	SEALE AVE	PALO ALTO	CA	94301-3	21746	PROSPECT ST	$ 431.57	$50.00	$481.57	$8.19	$489.76
1119	PROUDFIT RUSSELL E & MAR	25551	SOTO RD	HAYWARD	CA	94544	25551	SOTO RD	$ 1,306.04	$50.00	$1,356.04	$23.05	$1,379.09
1120	PULAKHANDAM MANJULA/I	34304	MARJORAM LOOP	UNION CITY	CA	94587	1016	THIEL RD	$ 443.00	$50.00	$493.00	$8.38	$501.38
1121	PULAKHANDAM MANJULA/I	34304	MARJORAM LOOP	UNION CITY	CA	94587	1016	THIEL RD	$ 144.06	$50.00	$194.06	$3.30	$197.36
1122	QIU WEN	24722	TIOGA RD	HAYWARD	CA	94544-2	24722	TIOGA RD	$ 139.77	$50.00	$189.77	$3.23	$193.00
1123	QIYEMHONLAN JOSEPH O	27535	ORLANDO AVE	HAYWARD	CA	94545	27535	ORLANDO AVE	$ 126.09	$50.00	$176.09	$2.99	$179.08

1124	QUARANTE JAMES R/QUARA	31260	CHICOINE AVE	HAYWARD	CA	94544-7	31260	CHICOINE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1125	QUARRY CRAIG W	1181	ROXANNE AVE	HAYWARD	CA	94542	1181	ROXANNE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1126	QUIETT DAWANIA	3224	ROUND HILL DR	HAYWARD	CA	94542	3224	ROUND HILL DR	$ 495.18	$50.00	$545.18	$9.27	$554.45
1127	QUINONEZ JOSE D & MOREN	25950	ELDRIDGE AVE	HAYWARD	CA	94544	25950	ELDRIDGE AVE	$ 455.77	$50.00	$505.77	$8.60	$514.37
1128	QUIST JONATHAN C/SHADDI	3279	ROUND HILL DR	HAYWARD	CA	94542	3279	ROUND HILL DR	$ 293.80	$50.00	$343.80	$5.84	$349.64
1129	RABOORI, RUCHIRA	30244	WILLOWBROOK RD	HAYWARD	CA	94544-6	30244	WILLOWBROOK RD	$ 243.93	$50.00	$293.93	$5.00	$298.93
1130	RAHIMI HAFSA	402	FAIRWAY ST	HAYWARD	CA	94544	402	FAIRWAY ST	$ 721.66	$50.00	$771.66	$13.12	$784.78
1131	RAHIMI HOMA	320	WESTCHESTER ST	HAYWARD	CA	94544	320	WESTCHESTER ST	$ 443.00	$50.00	$493.00	$8.38	$501.38
1132	RAHIMI SHAKAIB	26918	CLAIBORNE CT	HAYWARD	CA	94542-1	26918	CLAIBORNE CT	$ 377.87	$50.00	$427.87	$7.27	$435.14
1133	RAHMAN MAZEDUR & IQBAL	659	MACABEE WAY	HAYWARD	CA	94541	659	MACABEE WAY	$ 577.83	$50.00	$627.83	$10.67	$638.50
1134	RAJAGOPALAN, JAYASEKAR	28379	E 13TH ST	HAYWARD	CA	94544	28379	E 13TH ST	$ 354.56	$50.00	$404.56	$6.88	$411.44
1135	RAMASAMY VENKAT TR	833	N SAN ANTONIO RD	LOS ALTOS	CA	94022	22225	PERALTA ST	$ 810.26	$50.00	$860.26	$14.62	$874.88
1136	RAMIL MARY J & RENATO G	2048	EVERGLADE ST	HAYWARD	CA	94545	2048	EVERGLADE ST	$ 414.18	$50.00	$464.18	$7.89	$472.07
1137	RAMILO RUSTY & MARIA S	25292	IRONWOOD CT	HAYWARD	CA	94545	25292	IRONWOOD CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
1138	RAMIREZ CESAR	618	GARIN AVE	HAYWARD	CA	94544	618	GARIN AVE	$ 164.71	$50.00	$214.71	$3.65	$218.36
1139	RAMIREZ FLORENTINO & SIL	67	GENEVA AVE	HAYWARD	CA	94544-8	67	GENEVA AVE	$ 770.36	$50.00	$820.36	$13.95	$834.31
1140	RAMIREZ GIOVANI	1122	GASSETT CT	HAYWARD	CA	94544	1122	GASSETT CT	$ 717.24	$50.00	$767.24	$13.04	$780.28
1141	RAMIREZ JACINTO O TR	466	CRAVEN CT	HAYWARD	CA	94541	26735	TRINIDAD ST	$ 439.12	$50.00	$489.12	$8.32	$497.44
1142	RAMIREZ MARIELA/GARCIA C	180	ORCHARD AVE	HAYWARD	CA	94544	180	ORCHARD AVE	$ 494.01	$50.00	$544.01	$9.25	$553.26
1143	RAMIREZ MARIELA/GARCIA C	180	ORCHARD AVE	HAYWARD	CA	94544-1	182	ORCHARD AVE	$ 200.30	$50.00	$250.30	$4.26	$254.56
1144	RAMIREZ YAIR/CARRILLO ALI	647	BLAINE WAY	HAYWARD	CA	94544	647	BLAINE WAY	$ 141.36	$50.00	$191.36	$3.25	$194.61
1145	RANGARAJAN SAIPRASAD	3775	OAKES DR	HAYWARD	CA	94542-1	3775	OAKES DR	$ 496.52	$50.00	$546.52	$9.29	$555.81
1146	RANGEL ELVA & LUIS M	27570	CLIFFWOOD AVE	HAYWARD	CA	94545	27570	CLIFFWOOD AVE	$ 660.48	$50.00	$710.48	$12.08	$722.56
1147	RANGEL JUAN P ETAL	178	B ST	HAYWARD	CA	94541	178	B ST	$ 347.48	$50.00	$397.48	$6.76	$404.24
1148	RANGEL RAFAEL	26730	PETERMAN AVE	HAYWARD	CA	94545	26730	PETERMAN AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1149	RAPP SHERRY	4814	PROCTOR RD	HAYWARD	CA	94546-1	1252	HIGHLAND BLVD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1150	RASCON HENRY/GONZALEZ	25329	DEL MAR AVE	HAYWARD	CA	94542	25329	DEL MAR AVE	$ 242.51	$50.00	$292.51	$4.97	$297.48
1151	RASMUSSEN JANICE M	24061	LA PAZ WAY	HAYWARD	CA	94541	24061	LA PAZ WAY	$ 151.68	$50.00	$201.68	$3.43	$205.11
1152	RATINHO MANUEL G	1438	CATHY WAY	HAYWARD	CA	94545	1438	CATHY WAY	$ 440.60	$50.00	$490.60	$8.34	$498.94
1153	RAVINDHRAN SAMPATH (TE)	4656	MONTMARTRE PAR	FREMONT	CA	94538-5	26580	CHISHOLM CT	$ 639.67	$50.00	$689.67	$11.72	$701.39
1154	RAVINDHRAN SAMPATH/PRA	4656	MONTMARTRE PAR	FREMONT	CA	94538	26232	GAMBOA ST	$ 610.83	$50.00	$660.83	$11.23	$672.06
1155	RAVINDHRAN SAMPATH/PRA	4656	MONTMARTRE PAR	FREMONT	CA	94538-5	26580	CHISHOLM CT	$ 682.45	$50.00	$732.45	$12.45	$744.90
1156	RAY MICHAELANN & WILLIAN	644	CHEVY CHASE WAY	HAYWARD	CA	94544	644	CHEVY CHASE WAY	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
1157	RAYMUNDO ROLANDO M/CF	936	LONGWOOD AVE	HAYWARD	CA	94541	936	LONGWOOD AVE	$ 427.66	$50.00	$477.66	$8.12	$485.78
1158	RECINOS EDGAR E & ANA E	26748	WAUCHULA WAY	HAYWARD	CA	94545	26748	WAUCHULA WAY	$ 722.01	$50.00	$772.01	$13.12	$785.13
1159	REDDY HARISH C & NASANT	29050	LOGAN WAY	HAYWARD	CA	94544	29050	LOGAN WAY	$ 208.46	$50.00	$258.46	$4.39	$262.85
1160	REDWINE JOANN C TR	27735	CALAROGA AVE	HAYWARD	CA	94545	27735	CALAROGA AVE	$ 280.64	$50.00	$330.64	$5.62	$336.26
1161	REED CASSAUNDRA D TR	332	THORNE DR	HAYWARD	CA	94544	332	THORNE DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1162	REED SIDNEY D TR	22755	6TH ST	HAYWARD	CA	94541	22755	6TH ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1163	REONOS, CARLOS	278	FUJI WAY	HAYWARD	CA	94544-2	278	FUJI WAY	$ 146.84	$50.00	$196.84	$3.35	$200.19
1164	REYES ALMA R/ALVARADO M	1540	FOLSOM AVE	HAYWARD	CA	94544	1540	FOLSOM AVE	$ 41.65	$50.00	$91.65	$1.56	$93.21
1165	REYES ELIZABETH & CRISTIA	25118	BELMONT AVE	HAYWARD	CA	94542-1	25118	BELMONT AVE	$ 190.20	$50.00	$240.20	$4.08	$244.28
1166	REYES JAN R & KATHERINE E	22861	KINGSFORD WAY	HAYWARD	CA	94541	22861	KINGSFORD WAY	$ 144.00	$50.00	$194.00	$3.30	$197.30
1167	REYES MARIA & JOSE A	27712	PORTSMOUTH AVE	HAYWARD	CA	94545	27712	PORTSMOUTH AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1168	REYES RICARDO/SANCHEZ I	2467	CONSTELLATION D	HAYWARD	CA	94545	2467	CONSTELLATION DI	$ 746.65	$50.00	$796.65	$13.54	$810.19
1169	REYES RUDOLPH J	204	WINTON AVE	HAYWARD	CA	94544	204	WINTON AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1170	REYES VIVIEN C & EVELYN C	28200	THACKERAY AVE	HAYWARD	CA	94544	28200	THACKERAY AVE	$ 565.14	$50.00	$615.14	$10.46	$625.60

1171	RIBAYA CRISTETA R TR	2496	MISTLETOE DR	HAYWARD	CA	94545	1950	EVERGLADE ST	$ 100.60	$50.00	$150.60	$2.56	$153.16
1172	RIBAYA CRISTETA R TR	2496	MISTLETOE DR	HAYWARD	CA	94545	2496	MISTLETOE DR	$ 100.60	$50.00	$150.60	$2.56	$153.16
1173	RICE JEFFREY V & ROBIN L TF	24601	WILLIMET WAY	HAYWARD	CA	94544	24601	WILLIMET WAY	$ 1,090.97	$50.00	$1,140.97	$19.40	$1,160.37
1174	RICH CHARLES J JR/BERNAD	24667	WOODACRE AVE	HAYWARD	CA	94544	24667	WOODACRE AVE	$ 170.92	$50.00	$220.92	$3.76	$224.68
1175	RICHARD F LOUIE/'JOAN C L	5753	SHADOW RIDGE DF	CASTRO VA	CA	94552	24054	LA PAZ WAY	$ 397.08	$50.00	$447.08	$7.60	$454.68
1176	RICHMAN BRUCE E	315	INWOOD LN	HAYWARD	CA	94544	315	INWOOD LN	$ 647.48	$50.00	$697.48	$11.86	$709.34
1177	RICKETTS ZACHARY ETAL	675	BLUEFIELD LN	HAYWARD	CA	94541	675	BLUEFIELD LN	$ 442.63	$50.00	$492.63	$8.37	$501.00
1178	RICKLE PATRICIA/RAMIREZ C	22532	HESPERIAN BLVD	HAYWARD	CA	94541	22532	HESPERIAN BLVD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1179	RICO JUAN R	454	URBANO AVE	HAYWARD	CA	94544-1	454	URBANO AVE	$ 350.56	$50.00	$400.56	$6.81	$407.37
1180	RIOS LEOBARDO O	1345	INGLEWOOD ST	HAYWARD	CA	94544	1345	INGLEWOOD ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1181	RIVAS JOSE T	1077	CURRANT WAY	HAYWARD	CA	94545	1077	CURRANT WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
1182	RIVERA ALEJANDRO/RAMIRE	588	HANCOCK ST	HAYWARD	CA	94544	588	HANCOCK ST	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
1183	RIVERA CLAUDIA O	28362	E 11TH ST	HAYWARD	CA	94544	28362	E 11TH ST	$ 234.72	$50.00	$284.72	$4.84	$289.56
1184	RIVERA JOHNNY/SUAREZ GR	24480	THOMAS AVE	HAYWARD	CA	94544	510	SYCAMORE AVE	$ 711.95	$50.00	$761.95	$12.95	$774.90
1185	RIVERA OWELL J & WILLIAM \	27095	PORTSMOUTH AVE	HAYWARD	CA	94545	27095	PORTSMOUTH AVE	$ 155.35	$50.00	$205.35	$3.49	$208.84
1186	RIVERA TIFFANY & OSVALDO	26433	STANWOOD AVE	HAYWARD	CA	94544	26433	STANWOOD AVE	$ 821.70	$50.00	$871.70	$14.82	$886.52
1187	RIVEROS CLAUDIA P A/HUAN	1017	EL CAMINO REAL #	REDWOOD	CA	94063-1	1170	COTTER WAY	$ 568.60	$50.00	$618.60	$10.52	$629.12
1188	ROBINSON CATHERINA M	27543	BARCELONA AVE	HAYWARD	CA	94545	27543	BARCELONA AVE	$ 555.97	$50.00	$605.97	$10.30	$616.27
1189	ROBLES BERTHA & OSCAR	22851	MYRTLE AVE	HAYWARD	CA	94541	22851	MYRTLE ST	$ 117.25	$50.00	$167.25	$2.84	$170.09
1190	ROBLES RUBEN JR	324	COPPERFIELD AVE	HAYWARD	CA	94544	324	COPPERFIELD AVE	$ 1,389.72	$50.00	$1,439.72	$24.48	$1,464.20
1191	ROCHA ANTONIO D & MARIA	28265	HESSE DR	HAYWARD	CA	94545	1859	DOVE WAY	$ 459.27	$50.00	$509.27	$8.66	$517.93
1192	ROCHA JUAN P & GRAJERA A	30453	HOYLAKE ST	HAYWARD	CA	94544-7	30453	HOYLAKE ST	$ 364.92	$50.00	$414.92	$7.05	$421.97
1193	RODRIGUEZ ALFREDO & TES	2389	CABRILLO DR	HAYWARD	CA	94545	2389	CABRILLO DR	$ 577.83	$50.00	$627.83	$10.67	$638.50
1194	RODRIGUEZ CARMEN/LOPEZ	27662	LA PORTE AVE	HAYWARD	CA	94545	27662	LA PORTE AVE	$ 227.40	$50.00	$277.40	$4.72	$282.12
1195	RODRIGUEZ DOMINGO & NY	256	GLORIA ST	HAYWARD	CA	94544	25142	MUIR ST	$ 497.24	$50.00	$547.24	$9.30	$556.54
1196	RODRIGUEZ HUMBERTO & VI	406	SYCAMORE AVE	HAYWARD	CA	94544	406	SYCAMORE AVE	$ 67.27	$50.00	$117.27	$1.99	$119.26
1197	RODRIGUEZ IDANIA	22757	MYRTLE ST	HAYWARD	CA	94541	22757	MYRTLE ST	$ 136.78	$50.00	$186.78	$3.18	$189.96
1198	RODRIGUEZ JOSE R	1346	JOPLIN DR 4	SAN JOSE	CA	95118	31765	CARROLL AVE	$ 804.87	$50.00	$854.87	$14.53	$869.40
1199	RODRIGUEZ LUIS/VILLALOB(	22637	3RD ST	HAYWARD	CA	94541	22637	3RD ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1200	RODRIGUEZ MADELINE TR	27854	HAVANA AVE	HAYWARD	CA	94544	27854	HAVANA AVE	$ 693.06	$50.00	$743.06	$12.63	$755.69
1201	RODRIGUEZ MONICA/GALLA	26585	UNDERWOOD AVE	HAYWARD	CA	94544	26585	UNDERWOOD AVE	$ 132.45	$50.00	$182.45	$3.10	$185.55
1202	RODRIGUEZ NICOLASA/KISS	1275	INGLEWOOD ST	HAYWARD	CA	94544-3	1275	INGLEWOOD ST	$ 153.45	$50.00	$203.45	$3.46	$206.91
1203	RODRIGUEZ SAUL	28960	VAGABOND LN	HAYWARD	CA	94544	28960	VAGABOND LN	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1204	RODRIGUEZ, ABRIANNE	1820	CATALPA WAY	HAYWARD	CA	94545-4	1820	CATALPA WAY	$ 71.71	$50.00	$121.71	$2.07	$123.78
1205	RODRIGUEZ, RENE	32	TRESTLE DR	HAYWARD	CA	94544-1	32	TRESTLE DR	$ 93.60	$50.00	$143.60	$2.44	$146.04
1206	ROGERS JOHN & MARLENE C	198	JUANA AVE	SAN LEAND	CA	94577	1371	RUSSELL WAY	$ 280.64	$50.00	$330.64	$5.62	$336.26
1207	ROGERS JOHN J & MARLENE	198	JUANA AVE	SAN LEAND	CA	94577	1369	RUSSELL WAY	$ 808.28	$50.00	$858.28	$14.59	$872.87
1208	ROJAS EUGENE L & ANNE M I	28638	COLE PL	HAYWARD	CA	94544	28638	COLE PL	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
1209	ROMERO D/LOPES S/STEPH/	11804	SCARSON WAY	GOLD RIVEI	CA	95670	27240	CAPRI AVE	$ 224.66	$50.00	$274.66	$4.67	$279.33
1210	ROMERO JAVIER ETAL	31162	CARROLL AVE	HAYWARD	CA	94544	31162	CARROLL AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1211	ROMERO JULIO H/VERONIC/	28863	BAILEY RANCH RD	HAYWARD	CA	94542	28863	BAILEY RANCH RD	$ 1,407.81	$50.00	$1,457.81	$24.78	$1,482.59
1212	ROMERO LORI & CORDOVA I	27609	E12TH ST	HAYWARD	CA	94544	27609	E 12TH ST	$ 514.02	$50.00	$564.02	$9.59	$573.61
1213	ROMERO VERONICA M	25506	UNIVERSITY CT	HAYWARD	CA	94542	25506	UNIVERSITY CT	$ 430.69	$50.00	$480.69	$8.17	$488.86
1214	RONQUILLO LUCIA M/RAUL	2681	HILLCREST AVE	HAYWARD	CA	94542	22874	GRAND ST	$ 416.02	$50.00	$466.02	$7.92	$473.94
1215	ROSAS JOSE	24534	TOWNSEND AVE	HAYWARD	CA	94544	24534	TOWNSEND AVE	$ 53.85	$50.00	$103.85	$1.77	$105.62
1216	ROSS, CYNTHIA M	1342	INGLEWOOD ST	HAYWARD	CA	94544	1342	INGLEWOOD ST	$ 275.03	$50.00	$325.03	$5.53	$330.56
1217	ROTHROCK EUGENE	25914	MADELINE LN	HAYWARD	CA	94545	25914	MADELINE LN	$ 647.48	$50.00	$697.48	$11.86	$709.34

1218	ROXAS, NEIL & GENEROSA	3388	LANDESS AVE D	SAN JOSE	CA	95132	1917	WINGATE WAY	$ 251.25	$50.00	$301.25	$5.12	$306.37
1219	ROZINA HOSSAINKHIL	1715	CATERBURY LN	HAYWARD	CA	94544	511	CARRICK CT	$ 424.66	$50.00	$474.66	$8.07	$482.73
1220	RUIZ JESUS & MARIA E	25561	SOTO RD	HAYWARD	CA	94544	25561	SOTO RD	$ 654.87	$50.00	$704.87	$11.98	$716.85
1221	RUIZ JUAN P & JANELLE	30525	PRESTWICK AVE	HAYWARD	CA	945447	30525	PRESTWICK AVE	$ 80.64	$50.00	$130.64	$2.22	$132.86
1222	RUIZ MIGUEL A & MARISELA	27754	WHITMAN ST	HAYWARD	CA	94544	27754	WHITMAN ST	$ 634.91	$50.00	$684.91	$11.64	$696.55
1223	RUPAN RONICA	27425	LYFORD ST	HAYWARD	CA	94544	27425	LYFORD ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1224	SABIN DON	2415	OLIVERA RD	CONCORD	CA	94520	27625	MANDARIN AVE	$ 1,981.43	$50.00	$2,031.43	$34.53	$2,065.96
1225	SAENZ SERGIO A & ELSA TRS	30463	FLOOSMOOR WAY	HAYWARD	CA	94544	30463	FLOSSMOOR WAY	$ 272.51	$50.00	$322.51	$5.48	$327.99
1226	SAIKI MICHAEL	160	GOODRICH ST	HAYWARD	CA	94544	160	GOODRICH ST	$ 96.14	$50.00	$146.14	$2.48	$148.62
1227	SAINI KAMAL & KAUR SARVJE	4101	CADIZ CT	FREMONT	CA	94536	22737	AMADOR ST	$ 443.00	$50.00	$493.00	$8.38	$501.38
1228	SAINI SAVINDER P & KAUR P/	43523	ELLSWORTH ST	FREMONT	CA	94539	26550	HAYWARD BLVD	$ 743.23	$50.00	$793.23	$13.48	$806.71
1229	SAINZ FERNANDO N	696	SUNSET BLVD	HAYWARD	CA	94541	696	SUNSET BLVD	$ 134.10	$50.00	$184.10	$3.13	$187.23
1230	SAKAL SUSEN Y & USHA K	27525	VERONA AVE	HAYWARD	CA	94545	27525	VERONA AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1231	SALAS RICHARD A & PATRICI	530	EVANGELINE WAY	HAYWARD	CA	94544	530	EVANGELINE WAY	$ 486.59	$50.00	$536.59	$9.12	$545.71
1232	SALAZAR AUGUSTINE A	170	B ST	HAYWARD	CA	94541-6	170	B ST	$ 424.66	$50.00	$474.66	$8.07	$482.73
1233	SALEH KAYED	24123	CLINTON CT	HAYWARD	CA	94545-2	24123	CLINTON CT	$ 1,176.70	$50.00	$1,226.70	$20.85	$1,247.55
1234	SALGADO FRANK/WIENAND	22710	6TH ST	HAYWARD	CA	94541	22710	6TH ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1235	SALGADO RENE S	25507	BELMONT AVE	HAYWARD	CA	94542	25507	BELMONT AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1236	SALINAS F. III/FERNANDO JR	28590	BARN ROCK DR	HAYWARD	CA	94542	28590	BARN ROCK DR	$ 3,283.31	$50.00	$3,333.31	$56.67	$3,389.98
1237	SALINAS LUIS E/RUIZ ALOND	27615	CORONADO ST	HAYWARD	CA	94545	27615	CORONADO WAY	$ 84.79	$50.00	$134.79	$2.29	$137.08
1238	SALOMON JONATHAN/REBE	24217	2ND ST	HAYWARD	CA	94541-6	24217	2ND ST	$ 628.04	$50.00	$678.04	$11.53	$689.57
1239	SALWAN DHARAM & VIJAY TF	37177	FREMONT BLVD 11	FREMONT	CA	94536	22231	PERALTA ST	$ 623.60	$50.00	$673.60	$11.45	$685.05
1240	SALWAN DHARAM & VIJAY TF	37177	FREMONT BLVD 11	FREMONT	CA	94536	22231	PERALTA ST	$ 273.66	$50.00	$323.66	$5.50	$329.16
1241	SALWAN RAJNEESH TR	37177	FREMONT BLVD # 1	FREMONT	CA	94536	27683	DEL NORTE CT	$ 669.44	$50.00	$719.44	$12.23	$731.67
1242	SAM DEMUSE LLC	3400	COTTAGE WAY # 24	SACRAMEN	CA	95825	26618	JANE AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1243	SAM SAROEUN & YONITA TR	928	LONGWOOD AVE	HAYWARD	CA	94541	928	LONGWOOD AVE	$ 140.75	$50.00	$190.75	$3.24	$193.99
1244	SAMBHI GIAN S	1129	IRIS PL	HAYWARD	CA	94544	1129	IRIS PL	$ 151.56	$50.00	$201.56	$3.43	$204.99
1245	SAMSON REGINALYN/NGUY	1134	DENTON AVE	HAYWARD	CA	94545	1134	DENTON AVE	$ 319.96	$50.00	$369.96	$6.29	$376.25
1246	SANCHEZ CARMELITA/FUEN	319	HURLEY DR	HAYWARD	CA	94544	319	HURLEY DR	$ 1,137.75	$50.00	$1,187.75	$20.19	$1,207.94
1247	SANCHEZ CESAR G	672	SHENANDOAH PL	HAYWARD	CA	94544	672	SHENANDOAH PL	$ 96.60	$50.00	$146.60	$2.49	$149.09
1248	SANCHEZ FELIPE G	1018	MCKEEVER AVE D	HAYWARD	CA	94541	1018	MCKEEVER AVE	$ 143.12	$50.00	$193.12	$3.28	$196.40
1249	SANCHEZ JOSE D/RAMIREZ A	158	ISABELLA ST	HAYWARD	CA	94544	158	ISABELLA ST	$ 664.62	$50.00	$714.62	$12.15	$726.77
1250	SANCHEZ JOSE M & CARMEN	26816	ELDRIDGE AVE	HAYWARD	CA	94544	26816	ELDRIDGE AVE	$ 140.87	$50.00	$190.87	$3.24	$194.11
1251	SANCHEZ JOSE TR/SANCHEZ	27549	LA PORTE AVE	HAYWARD	CA	94545	27549	LA PORTE AVE	$ 139.81	$50.00	$189.81	$3.23	$193.04
1252	SANCHEZ RON & MASTERSO	31168	CARROLL AVE	HAYWARD	CA	94544	31168	CARROLL AVE	$ 1,180.96	$50.00	$1,230.96	$20.93	$1,251.89
1253	SANCHEZ TURNER K TR	27788	KLAUS CT	HAYWARD	CA	94542	27788	KLAUS CT	$ 591.67	$50.00	$641.67	$10.91	$652.58
1254	SANCHEZ, FELIPE	1018	MCKEEVER AVE AP	HAYWARD	CA	94541	1018	MCKEEVER AVE	$ 224.66	$50.00	$274.66	$4.67	$279.33
1255	SANDHU GURINDER & JAGJI	35	RACCOLIO WAY	LIVERMORE	CA	94550	2089	ALDENGATE WAY	$ 958.72	$50.00	$1,008.72	$17.15	$1,025.87
1256	SANDHU KARANVIR S (TE)/S/	4301	W HOMEWARD BO	COEUR D A	ID	83815	30395	ST ANNES PL	$ 190.72	$50.00	$240.72	$4.09	$244.81
1257	SANDHU SUKHDEV	22200	MONTGOMERY ST	HAYWARD	CA	94541	715	SIMON ST	$ 285.66	$50.00	$335.66	$5.71	$341.37
1258	SANDOVAL JUAN M	369	NASSAU LN	HAYWARD	CA	94544	369	NASSAU LN	$ 605.21	$50.00	$655.21	$11.14	$666.35
1259	SANDOVAL MARIO G	27756	BISCAYNE AVE	HAYWARD	CA	94544	27756	BISCAYNE AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1260	SANDOVAL, LACEY	26477	MOCKINGBIRD LN	HAYWARD	CA	94544	26477	MOCKINGBIRD LN	$ 601.93	$50.00	$651.93	$11.08	$663.01
1261	SANTANA SAUL	27664	PENSACOLA WAY	HAYWARD	CA	94544	27664	PENSACOLA WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
1262	SANTIAGO ANDREW/PARAMOUNT RE		PO BOX 641590	SAN FRANC	CA	94164-1	2475	CARISBROOK CT	$ 424.66	$50.00	$474.66	$8.07	$482.73
1263	SANTIAGO VICTOR/MERCED	118	PALMER ST	SAN RAMO	CA	94583	26045	JANE AVE	$ 319.53	$50.00	$369.53	$6.28	$375.81
1264	SANTOS AMERICO & FLORIN	26871	FREITAS DR	HAYWARD	CA	94544	26871	FREITAS DR	$ 647.48	$50.00	$697.48	$11.86	$709.34

1265	SANTOS MARIA C	984	MAJOR AVE	HAYWARD	CA	94542	984	MAJOR AVE	$ 635.46	$50.00	$685.46	$11.65	$697.11
1266	SANTOS MARIA D TR	28837	BAY HEIGHTS RD	HAYWARD	CA	94542	854	BROADWAY ST	$ 1,057.82	$50.00	$1,107.82	$18.83	$1,126.65
1267	SANTOS MARIA D TR	28837	BAY HEIGHTS RD	HAYWARD	CA	94542	27511	MISSION BLVD	$ 247.48	$50.00	$297.48	$5.06	$302.54
1268	SANZ ROBERT E & RAQUEL R	3192	SADDLE DR	HAYWARD	CA	94541	534	CODY RD	$ 674.21	$50.00	$724.21	$12.31	$736.52
1269	SANZO TERRY & PATRICIA A	3611	SEABREEZE CT	HAYWARD	CA	94542	3611	SEABREEZE CT	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1270	SARMA MANI K (TE)/SARMA K	315	WILLIAMS WAY	HAYWARD	CA	94541-4	315	WILLIAMS WAY	$ 140.87	$50.00	$190.87	$3.24	$194.11
1271	SCHAFFER PAUL	3196	LUCERNE CT	CASTRO VA	CA	94546	1318	TERRACE AVE	$ 418.75	$50.00	$468.75	$7.97	$476.72
1272	SCHMITT LYNN	1149	TIEGEN DR	HAYWARD	CA	94542	1149	TIEGEN DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
1273	SCHULZE PETER A (TE)/MARY	26864	ELDRIDGE AVE	HAYWARD	CA	94544-3	26864	ELDRIDGE AVE	$ 680.27	$50.00	$730.27	$12.41	$742.68
1274	SCHUMACHER BRENDA A	895	COTTONWOOD AVI	HAYWARD	CA	94541-7	895	COTTONWOOD AVE	$ 299.53	$50.00	$349.53	$5.94	$355.47
1275	SCHWARTZ CINTHIA A	980	DEVON DR	HAYWARD	CA	94542	980	DEVON DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
1276	SCOTT JOHN & SUZANNE	30353	TREEVIEW ST	HAYWARD	CA	94544	30353	TREEVIEW ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1277	SCOTT RHONDA T	30243	AUDUBON ST	HAYWARD	CA	94544	30243	AUDUBON ST	$ 611.66	$50.00	$661.66	$11.25	$672.91
1278	SEAH TINA E	3478	BAUMBERG AVE	HAYWARD	CA	94545-4	3478	BAUMBERG AVE	$ 729.05	$50.00	$779.05	$13.24	$792.29
1279	SEDIQI QAIS & NAZANEEN	2473	ROSLYN CT	SAN JOSE	CA	95121	284	NEWTON ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1280	SEGARRA SALLY C & DEAN P	2462	HIBISCUS DR	HAYWARD	CA	94545	2462	HIBISCUS DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1281	SEGURA SYLVIA TR/SEGURA	29927	RED MAPLE CT	HAYWARD	CA	94544	29927	RED MAPLE CT	$ 294.88	$50.00	$344.88	$5.86	$350.74
1282	SEKHAR SINU/VELAYUDHAN	1040	FLATHEAD DR 2010	DRIPPING S	TX	78620	27534	STROMBERG CT	$ 808.28	$50.00	$858.28	$14.59	$872.87
1283	SELVA PETRONA	22664	MISSION BLVD	HAYWARD	CA	94541	468	URBANO AVE	$ 388.10	$50.00	$438.10	$7.45	$445.55
1284	SERRANO ANGEL	27843	MANON AVE	HAYWARD	CA	94544	27448	TYRRELL AVE	$ 421.78	$50.00	$471.78	$8.02	$479.80
1285	SEWACARE LLC	1959	SWIFT CT	HAYWARD	CA	94545-4	1959	SWIFT CT	$ 340.11	$50.00	$390.11	$6.63	$396.74
1286	SHAHID A MASOOD SHAHEE	31520	SILVERTIDE DR	UNION CITY	CA	94587	105	DUNFIRTH DR	$ 587.71	$50.00	$637.71	$10.84	$648.55
1287	SHANGGUAN, LINYING & ZH	24776	TOWNSEND AVE	HAYWARD	CA	94544	24776	TOWNSEND AVE	$ 668.66	$50.00	$718.66	$12.22	$730.88
1288	SHARIFI YOUSUF		PO BOX 21075	CASTRO VA	CA	94546-9	22214	PROSPECT ST	$ 661.41	$50.00	$711.41	$12.09	$723.50
1289	SHARMA BHAVISHYA	4920	RAINBOW BLVD	WESTWOOI	KS	66205-1	22585	FILBERT ST	$ 156.83	$50.00	$206.83	$3.52	$210.35
1290	SHARMA HEMANT	29035	HILLVIEW ST	HAYWARD	CA	94544	29035	HILLVIEW ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1291	SHARMA JAI R & SATYA W	1131	LOVELOCK WAY	HAYWARD	CA	94544	1131	LOVELOCK WAY	$ 479.01	$50.00	$529.01	$8.99	$538.00
1292	SHARMA SANDEEP R & DEVI	28469	ETTA AVE	HAYWARD	CA	94544	28469	ETTA AVE	$ 479.01	$50.00	$529.01	$8.99	$538.00
1293	SHARMA SHIRISH	28695	ETTA AVE	HAYWARD	CA	94544-5	28695	ETTA AVE	$ 669.16	$50.00	$719.16	$12.23	$731.39
1294	SHARPE BRADLEY T TR	1549	HIGHLAND BLVD	HAYWARD	CA	94542	1549	HIGHLAND BLVD	$ 277.64	$50.00	$327.64	$5.57	$333.21
1295	SHAW JEANETTE M	24029	LA PAZ WAY	HAYWARD	CA	94541	24029	LA PAZ WAY	$ 479.01	$50.00	$529.01	$8.99	$538.00
1296	SHEIKH, AMBREEN/INTING,G	27758	TAMPA AVE	HAYWARD	CA	94544-5	27758	TAMPA AVE	$ 244.11	$50.00	$294.11	$5.00	$299.11
1297	SHEN WU Y	229	MINERVA ST	SAN FRANC	CA	94112	1040	MARTIN LUTHER KIN	$ 647.48	$50.00	$697.48	$11.86	$709.34
1298	SHEN, FENG & CHENG, WEN	27728	PERSIMMON DR	HAYWARD	CA	94544	27728	PERSIMMON DR	$ 418.52	$50.00	$468.52	$7.96	$476.48
1299	SHERIDAN STEPHANIE & PAU	31410	BRAE BURN AVE	HAYWARD	CA	94544	31410	BRAE BURN AVE	$ 1,299.83	$50.00	$1,349.83	$22.95	$1,372.78
1300	SHEYMAN IGOR	3811	COTTONWOOD DR	DANVILLE	CA	94506	26097	ELDRIDGE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1301	SHIELER LINDA F	1354	MORNING GLORY C	LIVERMORE	CA	94551-6	23364	CLAWITER RD	$ 904.28	$50.00	$954.28	$16.22	$970.50
1302	SHORT DALE R	27758	LA PORTE AVE	HAYWARD	CA	94545	27758	LA PORTE AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1303	SHRECKENGOST JAMES D &	1808	MODOC AVE	HAYWARD	CA	94542	1808	MODOC AVE	$ 1,493.16	$50.00	$1,543.16	$26.23	$1,569.39
1304	SHREEVE GORETT M/SHREEV	327	EDGEWOOD RD	REDWOOD	CA	94062	1171	C ST	$ 434.65	$50.00	$484.65	$8.24	$492.89
1305	SIEGER PROPERTY DEV. LLC	260	LOYOLA DR	MILLBRAE	CA	94030	27743	MIAMI AVE	$ 243.68	$50.00	$293.68	$4.99	$298.67
1306	SIEGER PROPERTY DEV. LLC	260	LOYOLA DRIVE	MILLBRAE	CA	94030	28036	POMPANO AVE	$ 716.21	$50.00	$766.21	$13.03	$779.24
1307	SIEGER PROPERTY DEV. LLC	260	LOYOLA DR	MILLBRAE	CA	94030	27689	PENSACOLA WAY	$ 1,315.90	$50.00	$1,365.90	$23.22	$1,389.12
1308	SIEGER PROPERTY DEV. LLC	260	LOYOLA DR	MILLBRAE	CA	94030	27801	ORMOND AVE	$ 465.43	$50.00	$515.43	$8.76	$524.19
1309	SIEGER PROPERTY DEVELOP	260	LOYOLA DR	MILLBRAE	CA	94030-2	27785	MIAMI AVE	$ 267.25	$50.00	$317.25	$5.39	$322.64
1310	SILVA ELIZABETH/MARIN LOU	258	NEWHALL ST	HAYWARD	CA	94544	258	NEWHALL ST	$ 91.33	$50.00	$141.33	$2.40	$143.73
1311	SIMKONIS POVILAS	3856	SPRINGFIELD CMN	FREMONT	CA	94555	2850	SEAHAVEN CT	$ 647.48	$50.00	$697.48	$11.86	$709.34

1312	SIMPSON EULA TR	27934	POMPANO AVE	HAYWARD	CA	94544	27934	POMPANO AVE	$ 757.41	$50.00	$807.41	$13.73	$821.14
1313	SINGH AJIT P/KAUR HARJIT	26520	HAYWARD BLVD	HAYWARD	CA	94542-1	26528	HAYWARD BLVD	$ 720.44	$50.00	$770.44	$13.10	$783.54
1314	SINGH AKLESHNI	27591	LA PORTE AVE	HAYWARD	CA	94545	27591	LA PORTE AVE	$ 660.25	$50.00	$710.25	$12.07	$722.32
1315	SINGH BIKRAMJIT	38	CARRICK DR	HAYWARD	CA	94542-7	22781	6TH ST	$ 495.18	$50.00	$545.18	$9.27	$554.45
1316	SINGH BIKRAMJIT/BAKHTARI	38	CARRICK DR	HAYWARD	CA	94542	38	CARRICK DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
1317	SINGH DAVINDER & AMRITP/	3125	ARDEN RD	HAYWARD	CA	94545	3125	ARDEN RD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1318	SINGH GURLAL	353	SHEPHERD AVE	HAYWARD	CA	94544	353	SHEPHERD AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1319	SINGH GURNAM & KAUR KUI	32651	KENITA WAY	UNION CITY	CA	94587	3	ROUSSEAU ST	$ 268.39	$50.00	$318.39	$5.41	$323.80
1320	SINGH GURPREET	3206	BAUMBERG AVE	HAYWARD	CA	94545	3206	BAUMBERG CT	$ 451.52	$50.00	$501.52	$8.53	$510.05
1321	SINGH HEM L & BIRWANT	2760	NAPLES ST	HAYWARD	CA	94545	2760	NAPLES ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1322	SINGH JATINDER/KAUR NAV	29483	TAYLOR AVE	HAYWARD	CA	94544	29483	TAYLOR AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1323	SINGH KAMAL & SUMAN L ET	27731	LA PORTE AVE	HAYWARD	CA	94545	27731	LA PORTE AVE	$ 674.21	$50.00	$724.21	$12.31	$736.52
1324	SINGH KAMAL & SUMAN L ET	1290	BAYSHORE HIGHW	BURLINGAM	CA	94010	27778	MIAMI AVE	$ 54.87	$50.00	$104.87	$1.78	$106.65
1325	SINGH KARAM	29351	RUUS RD	HAYWARD	CA	94544	29351	RUUS RD	$ 202.26	$50.00	$252.26	$4.29	$256.55
1326	SINGH MANJIT/KAUR SURJIT	4140	CADIZ CT	FREMONT	CA	94536	1004	OLD OAK LN	$ 828.51	$50.00	$878.51	$14.93	$893.44
1327	SINGH MANPREET K/GHUM	1302	ANTONELLA PL	HAYWARD	CA	94541	1302	ANTONELLA PL	$ 202.81	$50.00	$252.81	$4.30	$257.11
1328	SINGH NARINDER P & JAGDII	6562	EDGEBROOK CT	SAN JOSE	CA	95120	243	EBONY WAY	$ 611.66	$50.00	$661.66	$11.25	$672.91
1329	SINGH NAVJIT	129	CYPRESS LOOP	HAYWARD	CA	94544-2	129	CYPRESS LOOP	$ 480.59	$50.00	$530.59	$9.02	$539.61
1330	SINGH NAZMA D ETAL	27929	MANDARIN AVE	HAYWARD	CA	94544	27929	MANDARIN AVE	$ 263.05	$50.00	$313.05	$5.32	$318.37
1331	SINGH PAHEL & KAUR PARW	25912	GETTYSBURG AVE	HAYWARD	CA	94545	25912	GETTYSBURG AVE	$ 642.17	$50.00	$692.17	$11.77	$703.94
1332	SINGH PARAMPAL & KAUR SI	3128	SAN ANDREAS DR	UNION CITY	CA	94587	878	W WINTON AVE	$ 129.24	$50.00	$179.24	$3.05	$182.29
1333	SINGH PRANEEL	2668	SLEEPY HOLLOW A	HAYWARD	CA	94545	2668	SLEEPY HOLLOW A\	$ 136.77	$50.00	$186.77	$3.18	$189.95
1334	SINGH SHAMSHER	27520	PONDEROSA CT	HAYWARD	CA	94545	27520	PONDEROSA CT	$ 808.28	$50.00	$858.28	$14.59	$872.87
1335	SINGH SWARAN	28810	BAY HEIGHTS RD	HAYWARD	CA	94542	28810	BAY HEIGHTS RD	$ 702.20	$50.00	$752.20	$12.79	$764.99
1336	SINGH VEENA K	1930	OSAGE AVE	HAYWARD	CA	94545	1930	OSAGE AVE	$ 377.83	$50.00	$427.83	$7.27	$435.10
1337	SINGH YADWINDER (TE)/JOI	35754	HILLSIDE CT	FREMONT	CA	94536-7	133	DHILLON CT	$ 424.66	$50.00	$474.66	$8.07	$482.73
1338	SINGH YASHNI/ORTIZ JUAN J	330	HURLEY DR	HAYWARD	CA	94544-4	330	HURLEY DR	$ 581.03	$50.00	$631.03	$10.73	$641.76
1339	SINGH, RAJENDRA & KAMAI	28485	THACKERAY AVE	HAYWARD	CA	94544	28485	THACKERAY AVE	$ 668.66	$50.00	$718.66	$12.22	$730.88
1340	SINGHAA YOGENDRA ETAL	449	RIVIERA DR	UNION CITY	CA	94587	548	ELEANOR PL	$ 202.50	$50.00	$252.50	$4.29	$256.79
1341	SINHA, ARNAB & MUKHERJEI	24914	THOMAS AVE	HAYWARD	CA	94544	24914	THOMAS AVE	$ 857.16	$50.00	$907.16	$15.42	$922.58
1342	SINKLER CARYN A	26510	STANWOOD AVE	HAYWARD	CA	94544	26510	STANWOOD AVE	$ 277.64	$50.00	$327.64	$5.57	$333.21
1343	SINKLER CORRINE	25472	TARMAN AVE	HAYWARD	CA	94544	25472	TARMAN AVE	$ 764.73	$50.00	$814.73	$13.85	$828.58
1344	SIU JOHNNY & KAREN W	22869	KINGSFORD WAY	HAYWARD	CA	94541	22869	KINGSFORD WAY	$ 1,198.27	$50.00	$1,248.27	$21.22	$1,269.49
1345	SJ PANTHER PARTNERS LLC	1554	PAM LN	SAN JOSE	CA	95120	184	A ST	$ 348.29	$50.00	$398.29	$6.77	$405.06
1346	SJ PANTHER PARTNERS LLC	1554	PAM LN	SAN JOSE	CA	95120-5	184	A ST	$ 409.64	$50.00	$459.64	$7.81	$467.45
1347	SMITH JAMES C	336	HARDER RD	HAYWARD	CA	94544-2	336	HARDER RD	$ 153.17	$50.00	$203.17	$3.45	$206.62
1348	SNIFFEN PAUL & SALAS SUS/		PO BOX 2917	CASTRO VA	CA	94546	1153	C ST	$ 192.21	$50.00	$242.21	$4.12	$246.33
1349	SOLIS ADOLFO R/DIMAS BE/	27115	SAINT FRANCIS AVE	HAYWARD	CA	94544	27115	ST FRANCIS AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1350	SONG VUTHA/TES SIVGECH	692	WOODCHUCK PL	HAYWARD	CA	94544-6	692	WOODCHUCK PL	$ 136.77	$50.00	$186.77	$3.18	$189.95
1351	SPENCER ANDREW & ALANN	25034	PLEASANT WAY	HAYWARD	CA	94544	25034	PLEASANT WAY	$ 352.65	$50.00	$402.65	$6.85	$409.50
1352	SPENCER, ALANNA M	22813	2ND ST	HAYWARD	CA	94541	22813	2ND ST	$ 340.43	$50.00	$390.43	$6.64	$397.07
1353	STANDFIELD DOROTHY TR	25834	BEL AIRE DR	HAYWARD	CA	94542	25834	BEL AIRE DR	$ 193.75	$50.00	$243.75	$4.14	$247.89
1354	STANTON DANNIE & HILLARY	27628	GAINESVILLE AVE	HAYWARD	CA	94545	27628	GAINESVILLE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1355	STAUFFER MICHAEL P/VICTC	26630	ELDRIDGE AVE	HAYWARD	CA	94544	26630	ELDRIDGE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1356	STECKER LEOLA B TRUST	290	TRAYNOR ST	HAYWARD	CA	94544	290	TRAYNOR ST	$ 479.01	$50.00	$529.01	$8.99	$538.00
1357	STOECKL JOHN L & NATIVIDAD		PO BOX 3868	HAYWARD	CA	94540	833	QUANTAS LN	$ 443.00	$50.00	$493.00	$8.38	$501.38
1358	STRANGE NANCY S TR	845	TURNER CT	HAYWARD	CA	94545	845	TURNER CT	$ 498.84	$50.00	$548.84	$9.33	$558.17

1359	STROM DENNIS L & VIRGINIA	27864	CORONADO WAY	HAYWARD	CA	94545	27864	CORONADO WAY	$ 396.43	$50.00	$446.43	$7.59	$454.02
1360	SU SOPHIA L & LIN YALING	3449	AUGUSTA CT	HAYWARD	CA	94542	3449	AUGUSTA CT	$ 611.66	$50.00	$661.66	$11.25	$672.91
1361	SUAREZ ANGELICA M	24948	CALAROGA AVE	HAYWARD	CA	94545	24948	CALAROGA AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1362	SUAREZ MANUEL A & GLADIS	1124	D ST	HAYWARD	CA	94541	1127	D ST	$ 1,299.83	$50.00	$1,349.83	$22.95	$1,372.78
1363	SUN YANG M TR	467	FERNWOOD DR	MORAGA	CA	94556	26849	LAKEWOOD WAY	$ 215.49	$50.00	$265.49	$4.51	$270.00
1364	SUNDITA, G CORZON	2509	LANCASTER CT	HAYWARD	CA	94542-1	2509	LANCASTER CT	$ 190.20	$50.00	$240.20	$4.08	$244.28
1365	SUNEETHA DODDAPNENI	29046	TRADEWINDS LN	HAYWARD	CA	94545-4	29046	TRADEWINDS LN	$ 139.77	$50.00	$189.77	$3.23	$193.00
1366	SWIMMER LARRY L & SANDR	24841	WILLIMET WAY	HAYWARD	CA	94544	24841	WILLIMET WAY	$ 1,156.07	$50.00	$1,206.07	$20.50	$1,226.57
1367	SWLICIANO, MANUEL	28345	RUUS RD	HAYWARD	CA	94544-5	28345	RUUS RD	$ 91.35	$50.00	$141.35	$2.40	$143.75
1368	SZETO CLEMENT K/WU QIAO	2049	MEDALLION DR	UNION CITY	CA	94587	164	ORCHARD AVE	$ 251.62	$50.00	$301.62	$5.13	$306.75
1369	TABLANTEBLANCO JULIETA &	10160	OBSIDIAN RIDGE ST	LAS VEGAS	NV	89145	2784	SEADRIFT LN	$ 311.83	$50.00	$361.83	$6.15	$367.98
1370	TAIKAY INVESTMENTS LLC	89	MIRALOMA DR	SAN FRANC	CA	94127	651	ALQUIRE PKWY	$ 453.01	$50.00	$503.01	$8.55	$511.56
1371	TAKIGUCHI ANDREW J	26773	JAMAICA LN	HAYWARD	CA	94545	26773	JAMAICA LN	$ 1,110.41	$50.00	$1,160.41	$19.73	$1,180.14
1372	TALANCON CARLOS & DIAZ F	685	FOURTH AVE	REDWOOD	CA	94063	22853	CORKWOOD ST	$ 220.02	$50.00	$270.02	$4.59	$274.61
1373	TALIB HASSIB & SAHAR	77	CROSSING CT	HAYWARD	CA	94544	77	CROSSING CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
1374	TAM WILSON & EDGAR	527	BLUE JAY DR	HAYWARD	CA	94544	527	BLUE JAY DR	$ 100.29	$50.00	$150.29	$2.55	$152.84
1375	TAN EDWARD T & GAIHUA S	15741	VIA RESPRESA	SAN LOREN	CA	94580	24563	SANTA CLARA ST	$ 268.06	$50.00	$318.06	$5.41	$323.47
1376	TANG GEORGE H & YUETLIN(	19520	TWEED CT	SARATOGA	CA	95070	28298	HESSE DR	$ 305.33	$50.00	$355.33	$6.04	$361.37
1377	TANG JESSICA	2609	DRYDEN CT	HAYWARD	CA	94542	2609	DRYDEN CT	$ 658.17	$50.00	$708.17	$12.04	$720.21
1378	TARRANT JAMES C JR/PATRIC	1564	FOLSOM AVE	HAYWARD	CA	94544	1564	FOLSOM AVE	$ 589.50	$50.00	$639.50	$10.87	$650.37
1379	TAVAKE BRITTANY L	26616	COLETTE ST	HAYWARD	CA	94544	26616	COLETTE ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1380	TAYAG JUANCHO/COVAS KE	1657	SOUTHGATE ST	HAYWARD	CA	94545	1657	SOUTHGATE ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1381	TAYLOR CASSONERIS/WRIGI	30174	BRIDGEVIEW WAY	HAYWARD	CA	94544	30174	BRIDGEVIEW WAY	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1382	TAYLOR NICHOLAS P & TALM	3095	CHRONICLE AVE	HAYWARD	CA	94542-2	3095	CHRONICLE AVE	$ 583.95	$50.00	$633.95	$10.78	$644.73
1383	TEIXEIRAMURCHISON DIANE	23245	FOOTHILL RD	AUBURN	CA	95602	29034	HUNTWOOD AVE	$ 218.85	$50.00	$268.85	$4.57	$273.42
1384	TEMPLO DE LA CRUZ INC	24362	THOMAS AVE	HAYWARD	CA	94544-1	24491	SILVA AVE	$ 1,089.73	$50.00	$1,139.73	$19.38	$1,159.11
1385	TEMPLO DE LA CRUZ INC	24362	THOMAS AVE	HAYWARD	CA	94544-1	534	SYCAMORE AVE	$ 139.41	$50.00	$189.41	$3.22	$192.63
1386	TERRY KENNETH E & JENNIFE	19771	CAMINO DEL APAR	FIDDLETOW	CA	95629	23167	HOPPER RD	$ 118.99	$50.00	$168.99	$2.87	$171.86
1387	THANDI GAGANDEEP/THANI	892	RIDGEDALE CT	EL SOBRAN	CA	94803	24499	GROOM ST	$ 394.73	$50.00	$444.73	$7.56	$452.29
1388	THANT WINSTON/ SCHAFER	4411	ASHWOOD CMN	FREMONT	CA	94538	535	SCHAFER RD	$ 186.66	$50.00	$236.66	$4.02	$240.68
1389	THOMAS DEBORAH D ETAL	29328	CHANCE ST	HAYWARD	CA	94544	29328	CHANCE ST	$ 328.71	$50.00	$378.71	$6.44	$385.15
1390	THOMPKINS JOE & MONICA	528	STONEHAVEN CT	HAYWARD	CA	94544	528	STONEHAVEN CT	$ 350.97	$50.00	$400.97	$6.82	$407.79
1391	TIEN YINGHUA/CHEANG FOI	66	SONAS DR	HAYWARD	CA	94542	66	SONAS DR	$ 398.60	$50.00	$448.60	$7.63	$456.23
1392	TONGA SIAOSI & PAOLA	1125	NORTON ST	SAN MATEO	CA	94401	551	CARMAR ST	$ 1,305.03	$50.00	$1,355.03	$23.04	$1,378.07
1393	TOOR LOVEDEEP S & MANDE	26061	ELDRIDGE AVE	HAYWARD	CA	94544	26061	ELDRIDGE AVE	$ 246.77	$50.00	$296.77	$5.05	$301.82
1394	TORRES JESSICA	835	BLAINE WAY	HAYWARD	CA	94544-2	835	BLAINE WAY	$ 708.01	$50.00	$758.01	$12.89	$770.90
1395	TORRES LUIS A & GILBERT JA	28871	BAILEY RANCH RD	HAYWARD	CA	94542	28871	BAILEY RANCH RD	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
1396	TOWNSEND RICK & MARIA L	262	LANGLEY WAY	HAYWARD	CA	94544	262	LANGLEY WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
1397	TRAIL ANTHONY JR TR	31586	GREENBRIER LN	HAYWARD	CA	94544	31586	GREENBRIER LN	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
1398	TRAN NGOC V TR	31330	CARROLL AVE	HAYWARD	CA	94544	31330	CARROLL AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1399	TRAN THAI T	1071	LAKEBIRD DR	SUNNYVALI	CA	94089-2	27874	MANDARIN AVE	$ 149.71	$50.00	$199.71	$3.40	$203.11
1400	TRANG PHONG H/NGUYEN F	25455	BARNARD ST	HAYWARD	CA	94545	25455	BARNARD ST	$ 857.37	$50.00	$907.37	$15.43	$922.80
1401	TRAUTNER MICHAEL E/MANI	1261	TIEGEN DR	HAYWARD	CA	94542	1261	TIEGEN DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
1402	TREVINO WALTER R & CARO		PO BOX 5202	BELMONT	CA	94002	24594	WILLIMET WAY	$ 299.05	$50.00	$349.05	$5.93	$354.98
1403	TRI T DO/LILY L C DO	1356	VALLEY ST	HAYWARD	CA	94541-4	1358	VALLEY ST	$ 432.62	$50.00	$482.62	$8.20	$490.82
1404	TRIAS SHENELL K	325	MONROE CT	BENICIA	CA	94510	25873	HUNTWOOD AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
1405	TRINIDAD RICHARD S/TRINI	3228	ROUND HILL DR	HAYWARD	CA	94542-2	3228	ROUND HILL DR	$ 243.93	$50.00	$293.93	$5.00	$298.93

1406	TRONCO CESAR	27208	TYRRELL AVE	HAYWARD	CA	94544-4	27187	TYRRELL AVE	$ 547.08	$50.00	$597.08	$10.15	$607.23
1407	TRUONG ROBERT & NGUYEN	1561	ASHCROFT WAY	SUNNYVALI	CA	94087	346	TIPPECANOE AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1408	TSUKERMAN ALEXANDER/ZH	30	PORT ROYAL	FOSTER CIT	CA	94404	1450	ROOSEVELT AVE	$ 1,062.21	$50.00	$1,112.21	$18.91	$1,131.12
1409	TUAVAO FAKATOUMAFI	526	PALM AVE C	SEASIDE	CA	93955	1535	SEAVER CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
1410	TUCKER JAMES	27572	TYRRELL AVE	HAYWARD	CA	94544	27572	TYRRELL AVE	$ 2,309.74	$50.00	$2,359.74	$40.12	$2,399.86
1411	TUGADI HERMAN P/PIJUANTI	27778	PISTACHIO CT	HAYWARD	CA	94544	27778	PISTACHIO CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
1412	TUIPULOTU PENISIMANI C/F.	30526	PRESTWICK AVE	HAYWARD	CA	94544	30526	PRESTWICK AVE	$ 156.61	$50.00	$206.61	$3.51	$210.12
1413	TUITA SAMIUELA & MALIA	27876	LA PORTE AVE	HAYWARD	CA	94545	27876	LA PORTE AVE	$ 1,528.77	$50.00	$1,578.77	$26.84	$1,605.61
1414	Tuong A Phung Huong T Lam	3605	KENWOOD AVE	SAN MATEO	CA	94403	27483	HUNTWOOD AVE	$ 407.80	$50.00	$457.80	$7.78	$465.58
1415	TUPOU PAULA F	554	SIMON ST B	HAYWARD	CA	94541	548	SIMON ST	$ 729.08	$50.00	$779.08	$13.24	$792.32
1416	TUPOU PAULA F	554	SIMON ST B	HAYWARD	CA	94541	546	SIMON ST	$ 274.53	$50.00	$324.53	$5.52	$330.05
1417	TURNER HENRY M	25038	YOSHIDA DR	HAYWARD	CA	94545	25038	YOSHIDA DR	$ 443.00	$50.00	$493.00	$8.38	$501.38
1418	TYRRELL HOMES LLC	20600	REDWOOD RD	CASTRO VA	CA	94546	27392	TYRRELL AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1419	TYRRELL HOMES LLC	20600	REDWOOD RD	CASTRO VA	CA	94546-5	27394	TYRRELL AVE	$ 1,202.12	$50.00	$1,252.12	$21.29	$1,273.41
1420	UDAVE GLORIA E & GLORIA E	24840	DIADON DR	HAYWARD	CA	94544	24840	DIADON DR	$ 986.40	$50.00	$1,036.40	$17.62	$1,054.02
1421	UYCHOCO RENATO M/JOVIT	33311	PALOMARES RD	CASTRO VA	CA	94552	22806	MYRTLE ST	$ 479.01	$50.00	$529.01	$8.99	$538.00
1422	UYCHOCO RENATO M/JOVIT	33311	PALOMARES RD	CASTRO VA	CA	94552	22792	MYRTLE ST	$ 643.99	$50.00	$693.99	$11.80	$705.79
1423	V A TRAGNI DEVELOPMENT L	1928	VIA DI SALERNO	PLEASANTC	CA	94566	24234	MAGNA AVE	$ 930.15	$50.00	$980.15	$16.66	$996.81
1424	VAILAHI MARIA/FAASISLIA D/	327	OHARRON DR	HAYWARD	CA	94544	327	OHARRON DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1425	VALDEZ JOEL V	27740	LA PORTE AVE	HAYWARD	CA	94545	27740	LA PORTE AVE	$ 733.91	$50.00	$783.91	$13.33	$797.24
1426	VALENCIA MARTHA/CONSTA	26610	CALL AVE	HAYWARD	CA	94542	26610	CALL AVE	$ 647.48	$50.00	$697.48	$11.86	$709.34
1427	VALERO MICHAEL G	22587	6TH ST	HAYWARD	CA	94541	22587	6TH ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1428	VANMASTRIGT CARMA	32310	PULASKI DR	HAYWARD	CA	94544	32310	PULASKI DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1429	VARDY, MIRIAM	24528	2ND ST	HAYWARD	CA	94541	24528	2ND ST	$ 1,119.70	$50.00	$1,169.70	$19.88	$1,189.58
1430	VARGAS AURORA H & SERGI	27967	TAMPA AVE	HAYWARD	CA	94544	27967	TAMPA AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1431	VARGAS RODERICK	26193	COLEMAN AVE	HAYWARD	CA	94544	26193	COLEMAN AVE	$ 432.12	$50.00	$482.12	$8.20	$490.32
1432	VARGAS, ALEJANDRA	589	EVANGELINE WAY	HAYWARD	CA	94544	589	EVANGELINE WAY	$ 249.02	$50.00	$299.02	$5.08	$304.10
1433	VARO SILVANO M TR	2239	SLEEPY HOLLOW A	HAYWARD	CA	94545	2239	SLEEPY HOLLOW A\	$ 636.68	$50.00	$686.68	$11.67	$698.35
1434	VASQUEZ MARY M	25742	ELDRIDGE AVE	HAYWARD	CA	94544	25742	ELDRIDGE AVE	$ 437.85	$50.00	$487.85	$8.29	$496.14
1435	VAZQUEZ ARTURO	23968	CARMELITA DR	HAYWARD	CA	94541	23968	CARMELITA DR	$ 421.72	$50.00	$471.72	$8.02	$479.74
1436	VAZQUEZ JENNIFER	25698	LEWIS DR	HAYWARD	CA	94544	25698	LEWIS DR	$ 402.40	$50.00	$452.40	$7.69	$460.09
1437	VEGA OSCAR/VEGA VIANNE\	25048	ONEIL AVE	HAYWARD	CA	94544-2	25050	ONEIL AVE	$ 1,069.90	$50.00	$1,119.90	$19.04	$1,138.94
1438	VEGA RICHARD R & GINA R	18248	REAMER RD	CASTRO VA	CA	94546	25577	BELHAVEN ST	$ 287.64	$50.00	$337.64	$5.74	$343.38
1439	VELASCO JAVIER H & CHARI(	251	FUJI WAY	HAYWARD	CA	94544	27744	ORLANDO AVE	$ 157.69	$50.00	$207.69	$3.53	$211.22
1440	VELASCO ROBERTO A/DEVEI	26095	MOCINE AVE	HAYWARD	CA	94544	26095	MOCINE AVE	$ 100.00	$50.00	$150.00	$2.55	$152.55
1441	VELASQUEZ ALONZO	23344	RONALD LN	HAYWARD	CA	94541	23344	RONALD LN	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1442	VELASQUEZ ROBERT TR	365	CHAMBOSSE DR	HAYWARD	CA	94544	365	CHAMBOSSE DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
1443	VELOZ ISMAEL & MARTHA	28295	FOX HOLLOW DR	HAYWARD	CA	94542	28295	FOX HOLLOW DR	$ 611.66	$50.00	$661.66	$11.25	$672.91
1444	VENTURE 90 HOLDINGS II LLC & Y		PO BOX 1242	SAN RAMOI	CA	94583	25684	FRANKLIN AVE	$ 401.11	$50.00	$451.11	$7.67	$458.78
1445	VERMA AMRITANSHU & PRIY.	7100	YORK CT	DUBLIN	CA	94568	1322	E ST	$ 309.09	$50.00	$359.09	$6.10	$365.19
1446	VERVILLE SHELLY L/TRUSCO	653	LEBANON ST	HAYWARD	CA	94541	653	LEBANON ST	$ 243.93	$50.00	$293.93	$5.00	$298.93
1447	VEST GRANT F JR/RUTH E	326	COOPER AVE	HAYWARD	CA	94544	326	COOPER WAY	$ 443.00	$50.00	$493.00	$8.38	$501.38
1448	VILLANUEVA RUPERTO & RUI	2046	FLORIDA ST	HAYWARD	CA	94545	2046	FLORIDA ST	$ 1,181.60	$50.00	$1,231.60	$20.94	$1,252.54
1449	VILLARUEL FLORANTE N & GI	2720	TRIBUNE AVE	HAYWARD	CA	94542	2728	TRIBUNE AVE	$ 568.60	$50.00	$618.60	$10.52	$629.12
1450	VINCENT JOEL ETAL	28722	ROANOKE ST	HAYWARD	CA	94544	28722	ROANOKE ST	$ 647.48	$50.00	$697.48	$11.86	$709.34
1451	VIRGEN JAIME & GABRIELA	27722	MAIMI AVE	HAYWARD	CA	94545	27722	MIAMI AVE	$ 648.76	$50.00	$698.76	$11.88	$710.64
1452	VIVEIROS FILOMENA P ETAL	27175	FIELDING DR	HAYWARD	CA	94542	27175	FIELDING DR	$ 647.48	$50.00	$697.48	$11.86	$709.34

1453	VIVEK MAHALE/STANLEY GE(	36436	DIEGO DR	FREMONT	CA	94536	29870	CLEARBROOK CIR	$ 180.36	$50.00	$230.36	$3.92	$234.28
1454	VO STEPHANIE M	1123	SILVER MAPLE LN	HAYWARD	CA	94544	1123	SILVER MAPLE LN	$ 58.02	$50.00	$108.02	$1.84	$109.86
1455	VRAJLAL SANJAY/KHARTI TRU	2120	BROWN AVE	SANTA CLAI	CA	95051	25071	PLUM TREE ST	$ 181.64	$50.00	$231.64	$3.94	$235.58
1456	WALIA PARMINDER K & SURE	4254	RIBERRA ST	FREMONT	CA	94536	27469	ORLANDO AVE	$ 670.38	$50.00	$720.38	$12.25	$732.63
1457	WALKER NORMA	107	LAFAYETTE AVE	HAYWARD	CA	94544	107	LAFAYETTE AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
1458	WALLACE LOUISE G TR	28223	WREN CT	HAYWARD	CA	94545	28223	WREN CT	$ 280.64	$50.00	$330.64	$5.62	$336.26
1459	WALLACE SHANNON/BARBA	24731	GARWOOD GLEN D	HAYWARD	CA	94541	24731	GARWOOD GLEN DI	$ 392.97	$50.00	$442.97	$7.53	$450.50
1460	WALSH RONALD W	962	LEONARDO WAY	HAYWARD	CA	94541	962	LEONARDO WAY	$ 443.00	$50.00	$493.00	$8.38	$501.38
1461	WALTERS BYRON C/WALTERS SHARC		PO BOX 4973	PORTLAND	OR	97208-4	27537	LOYOLA AVE	$ 604.39	$50.00	$654.39	$11.12	$665.51
1462	WALTZ JENNIFER & CHAD	647	ATHERTON PL	HAYWARD	CA	94541	647	ATHERTON PL	$ 614.36	$50.00	$664.36	$11.29	$675.65
1463	WANG FENGLING/WANG RO	329	TENNYSON RD	HAYWARD	CA	94544-5	329	TENNYSON RD	$ 746.77	$50.00	$796.77	$13.55	$810.32
1464	WANG KESHI & HUANG HELI	2784	SUNSET DUNE WAY	HAYWARD	CA	94545	2784	SUNSET DUNE WAY	$ 452.24	$50.00	$502.24	$8.54	$510.78
1465	WANG LIN W & WEI YANG TR	30166	BRIDGEVIEW WAY	HAYWARD	CA	94544	30166	BRIDGEVIEW WAY	$ 506.14	$50.00	$556.14	$9.45	$565.59
1466	WANG ZHI C & HUANG YA L T	80	LOREE LN	MILLBRAE	CA	94030	1305	D ST	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1467	WANG, MICK	1202	MARTIN LUTHER KI	HAYWARD	CA	94541-4	1202	MARTIN LUTHER KIN	$ 577.83	$50.00	$627.83	$10.67	$638.50
1468	WARREN MARJORIE A TR	1054	AVONDALE LN	HAYWARD	CA	94545	1054	AVONDALE LN	$ 443.00	$50.00	$493.00	$8.38	$501.38
1469	WEAVER KATHERYN G	24741	CALAROGA AVE	HAYWARD	CA	94545	24741	CALAROGA AVE	$ 243.93	$50.00	$293.93	$5.00	$298.93
1470	WELLSKIDD ANGELA R		PO BOX 1180	SAN LEAND	CA	94577	25945	MEADOWMIST DR	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1471	WERHO KEITH A	18	LAFAYETTE AVE	HAYWARD	CA	94544-8	18	LAFAYETTE AVE	$ 275.18	$50.00	$325.18	$5.53	$330.71
1472	WESLEY JAMES H JR & ANGEI	25573	SOTO RD	HAYWARD	CA	94544	25573	SOTO RD	$ 236.81	$50.00	$286.81	$4.88	$291.69
1473	WHEELER MICHELLE, JONAT	2048	GOLDEN EYE WAY	MANTECA	CA	95337	25672	SOTO RD	$ 1,491.72	$50.00	$1,541.72	$26.21	$1,567.93
1474	WHEELER MICHELLE, JONAT	2048	GOLDEN EYE WAY	MANTECA	CA	95337	24279	MAGNA AVE	$ 484.09	$50.00	$534.09	$9.08	$543.17
1475	WHEELER MICHELLE, JONAT	2048	GOLDEN EYE WAY	MANTECA	CA	95337	25660	SOTO RD	$ 647.48	$50.00	$697.48	$11.86	$709.34
1476	WHITAKER ALFRED/MUNOZ I	1561	HIGHLAND BLVD	HAYWARD	CA	94542	1561	HIGHLAND BLVD	$ 309.48	$50.00	$359.48	$6.11	$365.59
1477	WHITE CRANDELL R	28174	DOBBEL AVE	HAYWARD	CA	94542	28174	DOBBEL AVE	$ 1,019.41	$50.00	$1,069.41	$18.18	$1,087.59
1478	WHITFIELD DERENDA	1378	THORNWALL LN	HAYWARD	CA	94545	1378	THORNWALL LN	$ 670.46	$50.00	$720.46	$12.25	$732.71
1479	WIITE, NEIL	4192	PICEA CT	HAYWARD	CA	94542	4091	OAKES DR	$ 193.20	$50.00	$243.20	$4.13	$247.33
1480	WILKERSONNOBLE JOYCE A	710	1ST ST	ESCALON	CA	95320	26405	FLAMINGO AVE	$ 653.27	$50.00	$703.27	$11.96	$715.23
1481	WILKINS DAVE E/WALKERWI	473	PAMELA CT	HAYWARD	CA	94541	473	PAMELA CT	$ 1,088.28	$50.00	$1,138.28	$19.35	$1,157.63
1482	WILLIAMS DANNY L	26526	FLAMINGO AVE	HAYWARD	CA	94544	26526	FLAMINGO AVE	$ 287.65	$50.00	$337.65	$5.74	$343.39
1483	WILLIAMS JANAYA	173	BURBANK ST	HAYWARD	CA	94541	173	BURBANK ST	$ 677.47	$50.00	$727.47	$12.37	$739.84
1484	WILLIAMS KEN R/MARILENA	332	PEYTON DR	HAYWARD	CA	94544	28950	RUUS RD	$ 637.68	$50.00	$687.68	$11.69	$699.37
1485	WILLIAMS ULYSSES F JR & RE	4320	PICKEREL DR	UNION CITY	CA	94587	1428	HIGHLAND BLVD	$ 146.82	$50.00	$196.82	$3.35	$200.17
1486	WILLIOUS ROBERT	24629	MISSION BLVD	HAYWARD	CA	94544	24629	MISSION BLVD	$ 1,661.63	$50.00	$1,711.63	$29.10	$1,740.73
1487	WILSON ADRIENNE P & SHAI	423	RAMOS AVE	HAYWARD	CA	94544	423	RAMOS AVE	$ 281.27	$50.00	$331.27	$5.63	$336.90
1488	WILSON,DANIELLE/RITTI, PH	342	CORNELL AVE	HAYWARD	CA	94544-8	342	CORNELL AVE	$ 324.66	$50.00	$374.66	$6.37	$381.03
1489	WILTRON JEREMIAH C	1268	HIGHLAND BLVD	HAYWARD	CA	94542	1268	HIGHLAND BLVD	$ 257.24	$50.00	$307.24	$5.22	$312.46
1490	WINTON GROVE HOMES INC	4157	HAZELHURST CT	PLEASANTC	CA	94566	428	CRAVEN CT	$ 630.33	$50.00	$680.33	$11.57	$691.90
1491	WINTON GROVE HOMES INC	440	CRAVEN CT	HAYWARD	CA	94541	440	CRAVEN CT	$ 194.32	$50.00	$244.32	$4.15	$248.47
1492	Winton Grove Homes Inc	24805	PEAR ST	HAYWARD	CA	94545	450	CRAVEN CT	$ 290.80	$50.00	$340.80	$5.79	$346.59
1493	WINTON GROVE HOMES INC	455	CRAVEN CT	HAYWARD	CA	94541	455	CRAVEN CT	$ 443.00	$50.00	$493.00	$8.38	$501.38
1494	WINTON GROVE HOMES INC	463	CRAVEN CT	HAYWARD	CA	94541	463	CRAVEN CT	$ 647.48	$50.00	$697.48	$11.86	$709.34
1495	WITTEBORT CLAUDIA G & CH	250	SAINT NICHOLAS C	FREMONT	CA	94539	2116	DEPOT RD	$ 173.83	$50.00	$223.83	$3.81	$227.64
1496	WONG ERIC & KACIE	24232	PARK ST	HAYWARD	CA	94544	24232	PARK ST	$ 415.51	$50.00	$465.51	$7.91	$473.42
1497	WONG KAI H & WAI G	1039	PALISADE ST	HAYWARD	CA	94542	1039	PALISADE ST	$ 117.21	$50.00	$167.21	$2.84	$170.05
1498	WONG KENNETH & WANDA (	3322	OAK BLUFF LN	DUBLIN	CA	94568	1249	E ST	$ 256.26	$50.00	$306.26	$5.21	$311.47
1499	WONG KENNETH & WANDA (	3322	OAK BLUFF LN	DUBLIN	CA	94568	1255	E ST	$ 629.57	$50.00	$679.57	$11.55	$691.12

1500	WONG, GINA C	26709	WAUCHULA WAY	HAYWARD	CA	94545	26709	WAUCHULA WAY	$ 169.84	$50.00	$219.84	$3.74	$223.58
1501	WOODFILL DENISE R	1701	D ST	HAYWARD	CA	/ 94541	1701	D ST	$ 1,813.37	$50.00	$1,863.37	$31.68	$1,895.05
1502	WOON DARIN M & HAZEL A T	29209	EDEN SHORES DR	HAYWARD	CA	94545	29209	EDEN SHORES DR	$ 346.21	$50.00	$396.21	$6.74	$402.95
1503	WRIGHT EUNICE F	3285	ROUND HILL DR	HAYWARD	CA	94542	3285	ROUND HILL DR	$ 1,059.02	$50.00	$1,109.02	$18.85	$1,127.87
1504	WU BENXIONG/FANG SHANS	3806	CASANOVA DR	SAN MATEO	CA	94403-2	22618	7TH ST	$ 505.52	$50.00	$555.52	$9.44	$564.96
1505	WU JING J	4193	BECERRA DR	FREMONT	CA	94536-4	24645	BROADMORE AVE	$ 836.73	$50.00	$886.73	$15.07	$901.80
1506	WU PETER & LI/WU LYNNA	1430	NORTH LN	HAYWARD	CA	94545	1430	NORTH LN	$ 293.75	$50.00	$343.75	$5.84	$349.59
1507	XU GUANGHUI & DIANE TRS	156	LOIS LN	PALO ALTO	CA	94303	672	JANICE AVE	$ 243.93	$50.00	$293.93	$5.00	$298.93
1508	XU GUANNAN & CHU SIN Y	80	LOREE LN	MILLBRAE	CA	94030	27886	MANDARIN AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
1509	XU HUANG & SHANSHAN NI	215	BURBANK ST	HAYWARD	CA	94541-3	215	BURBANK ST	$ 148.79	$50.00	$198.79	$3.38	$202.17
1510	XU LU/WANG QINGMEI	4500	RIDING CLUB CT	HAYWARD	CA	94542	4500	RIDING CLUB CT	$ 590.06	$50.00	$640.06	$10.88	$650.94
1511	XU SHANG L/XU MEI Z	4743	RIDPATH ST	FREMONT	CA	94538	382	OHARRON DR	$ 519.45	$50.00	$569.45	$9.68	$579.13
1512	XU XIMING	5681	ROBERTSON AVE	NEWARK	CA	94560	27995	POMPANO AVE	$ 940.19	$50.00	$990.19	$16.83	$1,007.02
1513	XUAN PING & PETER	147	TYNEBOURNE PL	ALAMEDA	CA	94502	512	SEQUOIA RD	$ 1,096.81	$50.00	$1,146.81	$19.50	$1,166.31
1514	YACOB SELOME/HAILEMICH	250	SULLIVAN WAY	HAYWARD	CA	94541	250	SULLIVAN WAY	$ 199.40	$50.00	$249.40	$4.24	$253.64
1515	YANG ANDREW & CHUNCHI/	3913	ALMA CT	PLEASANTC	CA	94588	24859	ORANGETREE PL	$ 100.89	$50.00	$150.89	$2.57	$153.46
1516	YANG IRENE W TR	3097	HIGH MEADOW LN	SAN JOSE	CA	95135	30849	BRAE BURN AVE	$ 1,107.92	$50.00	$1,157.92	$19.68	$1,177.60
1517	YAO CHIA-CHI & LI-LING T	32213	DEBORAH DR	UNION CITY	CA	94587	347	HARRIS RD	$ 235.16	$50.00	$285.16	$4.85	$290.01
1518	YAO FRANK	969	SYCAMORE RD	PLEASANTC	CA	945661	560	RAMOS AVE	$ 481.77	$50.00	$531.77	$9.04	$540.81
1519	YBOA CARLOS/YBOA ISELA	24147	MAGNA AVE	HAYWARD	CA	94544-1	24145	MAGNA AVE	$ 856.98	$50.00	$906.98	$15.42	$922.40
1520	YE NANCY S & LIAO DAVID D	29728	CANTERA DR	HAYWARD	CA	94544	747	BERRY AVE	$ 318.06	$50.00	$368.06	$6.26	$374.32
1521	YEE GORDON D & CHRISTINI	29284	STATES ST	HAYWARD	CA	94544	29284	STATES ST	$ 151.13	$50.00	$201.13	$3.42	$204.55
1522	YI SANG H & HEE S	30245	CEDARBROOK RD	HAYWARD	CA	94544	30245	CEDARBROOK RD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1523	YOSHIOKA SUSIE		PO BOX 55490	HAYWARD	CA	94545	24001	LA PAZ WAY	$ 443.00	$50.00	$493.00	$8.38	$501.38
1524	YOUNG ROGER Z & ROGER Z	2542	ADMIRAL CIR	HAYWARD	CA	94545	2542	ADMIRAL CIR	$ 647.48	$50.00	$697.48	$11.86	$709.34
1525	YOUSIF, IMRANIMRAN M/KAI	2207	BONAR ST APT G	BERKELEY	CA	94702-1	1289	TERRACE AVE	$ 1,182.98	$50.00	$1,232.98	$20.96	$1,253.94
1526	YU ADA & LIU ROBIN		PO BOX 531	SAN BRUNO	CA	94066	26824	GADING RD	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1527	YU BENNY E & LILIAN L	22494	WOODROE AVE	HAYWARD	CA	94541	28011	SANDLEWOOD DR	$ 849.74	$50.00	$899.74	$15.30	$915.04
1528	YU GUIHUA	29257	EDEN SHORES CT	HAYWARD	CA	94545	29257	EDEN SHORES CT	$ 409.70	$50.00	$459.70	$7.81	$467.51
1529	YU JULIE & CHONG H ETAL	27663	LA PORTE AVE	HAYWARD	CA	94545	27663	LA PORTE AVE	$ 443.00	$50.00	$493.00	$8.38	$501.38
1530	YU MICHAEL & CHOU HSIN C	1118	SILVER MAPLE LN	HAYWARD	CA	94544	1118	SILVER MAPLE LN	$ 306.16	$50.00	$356.16	$6.05	$362.21
1531	ZALDANA JUAN I/SILVIA E ET/	51	TROY PL	HAYWARD	CA	94544	51	TROY PL	$ 647.48	$50.00	$697.48	$11.86	$709.34
1532	ZAMBRANA KAREN & CLAUD	24626	LEONA DR	HAYWARD	CA	94542	24626	LEONA DR	$ 327.22	$50.00	$377.22	$6.41	$383.63
1533	ZANOTELLIDELGADO OSCAF	347	BURKE DR	HAYWARD	CA	94544	347	BURKE DR	$ 647.48	$50.00	$697.48	$11.86	$709.34
1534	ZAR MON	610	GLENEAGLE AVE	HAYWARD	CA	94544	610	GLENEAGLE AVE	$ 1,154.87	$50.00	$1,204.87	$20.48	$1,225.35
1535	ZARAGOZA MARCO H/ROLD/	31030	OAKHILL WAY	HAYWARD	CA	94544	31030	OAKHILL WAY	$ 647.48	$50.00	$697.48	$11.86	$709.34
1536	ZAVALA ROSE	63	REVERE AVE	HAYWARD	CA	94544	63	REVERE AVE	$ 146.43	$50.00	$196.43	$3.34	$199.77
1537	ZEDD CURTIS J JR	32436	MOHICAN ST	HAYWARD	CA	94544	32436	MOHICAN ST	$ 1,664.88	$50.00	$1,714.88	$29.15	$1,744.03
1538	ZESSI SERGO M & GAYLER R	1661	CHENEY LN	HAYWARD	CA	94545	1661	CHENEY LN	$ 761.07	$50.00	$811.07	$13.79	$824.86
1539	ZHONG WEI Q	25830	UNDERWOOD AVE	HAYWARD	CA	94544	25830	UNDERWOOD AVE	$ 640.39	$50.00	$690.39	$11.74	$702.13
1540	ZHOU WEISEN & HUANG WE	148	PEORIA ST	DALY CITY	CA	94014	522	LAGUNITAS LN	$ 152.60	$50.00	$202.60	$3.44	$206.04
1541	ZHOU, XINYANG & HUI QUN	1321	RUSSELL WAY	HAYWARD	CA	94541	1321	RUSSELL WAY	$ 386.35	$50.00	$436.35	$7.42	$443.77
1542	ZHU JIE & HE YAN	2092	DARYL VIEW CT	SAN JOSE	CA	95138	775	BISHOP AVE	$ 572.76	$50.00	$622.76	$10.59	$633.35
1543	ZINGA BOB F & DEMETRIA B	31	IONA WAY	HAYWARD	CA	94542	31	IONA WAY	$ 452.06	$50.00	$502.06	$8.54	$510.60
1544	ZOKAEI ARASH M	632	NEWLANDS AVE	SAN MATEO	CA	94403	27472	MANON AVE	$ 644.98	$50.00	$694.98	$11.81	$706.79
	Total								$ 895,462.10	$ 77,200.00	$ 972,662.10	$ 16,535.26	$ 989,197.36

File #: CONS 26-214

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Approving Plans and Specifications and Calling for Bids for the FY 2026 Sidewalk Rehabilitation and Wheelchair Ramp Project, Project No. 05348

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) approving the plans and specifications for the FY26 Sidewalk Rehabilitation and Wheelchair Ramps Project No. 05348 and calling for bids to be received on July 7, 2026.

SUMMARY

This project is a continuation of the City's Annual Sidewalk Repair Program that began in 2001. The City is currently divided into ten districts for the purpose of the Program (Attachment III). Two districts, 1 and 8, will be the focus of this year's program to address continuous repair and improvement needs.

The project budget is $1,000,000 and is included in the FY26 Capital Improvement Program (CIP). The Project includes 296 locations for sidewalk repair and installation of 10 wheelchair ramps. The proposed improvements will repair damaged sections of sidewalks and increase pedestrian mobility.

On November 15, 2016, Council adopted a resolution authorizing a Community Workforce Agreement (CWA) with the Alameda County Building Trades Council (BTC), which applies to City projects with construction costs of $1,000,000 or more. The construction cost estimate for this project is LESS than $1,000,000; therefore, the CWA agreement does not apply to this project.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Sidewalk District Map
Attachment IV	Wheelchair Ramp Installation Map

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[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=2882111&GUID=118B2EF9-1D2C-471F-999E-4BE0929706A0&Options=&Search=

FISCAL IMPACT

This item has no impact on General Fund. The adopted FY26 CIP includes $1,000,000 for the Project in the Street System Improvements Fund (Fund 450). Reimbursement from property owners for the sidewalk rehabilitation is estimated to be approximately $80,000.

The estimated project costs are as follows:

Contract Construction	$700,000
Trip Hazard Removal (under a separate contract)	$40,000
Design	$60,000
Construction Administration, Construction Survey, Inspection, and Testing	$100,000
Administrative Change Orders	$100,000
TOTAL	$1,000,000

BACKGROUND

When the Program was initiated, the City was divided into ten districts (Attachment III) to facilitate the selection of sidewalk areas for repairs during each year of a five-year cycle. This year, the work will be performed in two districts, Districts 1 and 8.

The Program for the repair of damaged concrete sidewalks consists of two components, each performed under separate construction contracts. City staff conducted a sidewalk survey in these districts to identify the number and location of sidewalk repairs. The first contract, which will be processed under the City Manager's contract authority, will remove tripping hazards from sidewalk displacements or offsets up to 1¾ inches. These hazards will be removed by saw cutting or grinding each uplifted sidewalk panel across the width of the sidewalk to produce a smooth and uniform surface that meets the Americans with Disabilities Act (ADA) slope requirements. Grinding or saw cutting up to 1¾" from a short segment of the typical 4" sidewalk section is less expensive and more cost effective than the removal and replacement of an entire sidewalk section.

The second component of the Program, which is the subject of this report, removes and replaces, with new concrete, all sidewalk displacements exceeding 1¾ inches.

DISCUSSION

This year's project will repair damaged sidewalks in the Downtown Area (District 1) and the Sleepy Hollow Area (District 8). The project includes repair of approximately 13,000 square feet of damaged sidewalk and curb and gutters plus the installation of 10 new wheelchair ramps in various locations, tree trimming, root pruning of existing trees and planting of new trees. As part of the project, the contractor will retain an arborist to examine the condition of existing trees and inspect all root-pruning work. Based on the preliminary inspection, staff anticipates removing 16 trees and planting 27 new trees in various locations. New trees

will be planted where street trees are absent, where an existing tree must be removed because of disease or it is in danger of falling, where a need for extensive root pruning may kill the tree, or where a more suitable tree species will minimize future maintenance efforts. Ten (10) new wheelchair ramps will also be installed or upgraded to bring wheelchair ramps into compliance with current ADA standards. (Attachment IV)

Pursuant to Section 5610 of the California Street and Highway Code, property owners are responsible for repairing damaged sidewalks in front of their properties. Under the City's program, property owners with damaged sidewalks are given the choice of completing the work themselves or having the repairs undertaken by the City's contractor for a nominal fee of $550 per property.

Non-residential properties, like commercial property owners are responsible for 100% of the cost to repair damaged sidewalks fronting their properties. For the current year, the City will not perform sidewalk repairs for non-residential properties because the amount of repairs needed to residential properties exceeded the budgeted amount. Non-residential property owners will be notified of required repairs and directed to complete them at their own expense within a specified timeframe. Permits will be required to ensure the repairs are done in compliance with City standards; however, the permit fees will be waived. Failure to comply may result in further enforcement actions as permitted by City regulations.

The project budget is $1,000,000 and is included in the FY26 Capital Improvement Program (CIP). The Project includes 296 locations for sidewalk repair and installation of approximately 10 wheelchair ramps. The proposed improvements will repair damaged sections of sidewalks and increase pedestrian mobility.

On November 15, 2016[2], Council adopted a resolution authorizing a CWA with the BTC, which applies to City projects with construction costs of $1,000,000 or more. The construction cost estimate for this project is less than $1,000,000; therefore, the CWA agreement does not apply to this project.

This project is categorically exempt for environmental review under the California Environmental Quality Act, Section 15301(c) that covers the operation, repair, maintenance, or minor alteration of existing streets, sidewalks, and gutters.

ECONOMIC IMPACT

This project will have a positive economic impact on the community as it provides safer and more accessible sidewalks and ramps for pedestrians. Dividing the City into ten districts allows staff to select and recommend districts to ensure equitable distribution of this service to all City residents and businesses.

STRATEGIC ROADMAP

[2] https://hayward.legistar.com/LegislationDetail.aspx?ID=2882111&GUID=118B2EF9-1D2C-471F-999E-4BE0929706A0&Options=&Search=

This agenda item is a routine operational item and does not relate to any of the six priorities outlined in the Council's Strategic Roadmap.

SUSTAINABILITY FEATURES

This project requires that all material generated during demolition and construction be sent to designated facilities for recycling. Recycled Portland Cement Concrete will be required for use as aggregate base for the concrete curb, gutter, and sidewalk. The improvements made to the sidewalks will encourage the public to walk more as opposed to driving their vehicles. This reduces both carbon emissions and carbon footprints, which is beneficial for the environment.

PUBLIC CONTACT

Owners of the affected properties will receive certified letters regarding the program along with a response form to return to the City indicating their choice to complete the repairs themselves or pay the $550 fee for a single-family. Property owners have the option of paying the fee in one lump sum or in twelve monthly payments. The response form also includes a list of trees that an owner can choose from for a replacement tree. Before construction commences, a second notice will be sent to all property owners who did not respond to the first notice to assure they were aware of the program. Prior to the start of the construction another 48-hour advance door-hanger notice will be placed by the contractor of the start of the repair work.

NEXT STEPS

If Council approves, staff will release the calls for bids. The estimated schedule for this project is as follows:

Receive Bids	July 07, 2026
Award Contract	August 18, 2026
Begin Construction	September 21, 2026
Complete Construction	November 12, 2026

Prepared by: Mir Ali, Assistant Civil Engineer

Reviewed by: Dave Hung, Acting Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION APPROVING PLANS AND SPECIFICATIONS FOR THE FY 2026 SIDEWALK REHABILITATION AND WHEELCHAIR RAMPS PROJECT, PROJECT NO. 05348, AND CALL FOR BIDS

WHEREAS, those certain plans and specifications for the Sidewalk Rehabilitation and Wheelchair Ramps, FY 2026 Project, Project No. 05348, on file in the office of the City Clerk, are hereby adopted as the plans and specifications for the project; and

WHEREAS, the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law; and

WHEREAS, sealed bids therefor will be received by the City Clerk's office at City Hall, 777 B Street, at the Rotunda, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, July 7, 2026, and immediately thereafter publicly opened and declared by the City Clerk in the Rotunda, first Floor, at City Hall.

NOW, THEREFORE, BE IT RESOLVED, that the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same.

BE IT FURTHER RESOLVED, that the project is categorically exempt under section 15301(c) of the California Environmental Quality Act Guidelines for the operation, repair, maintenance, or minor alteration of existing facilities.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

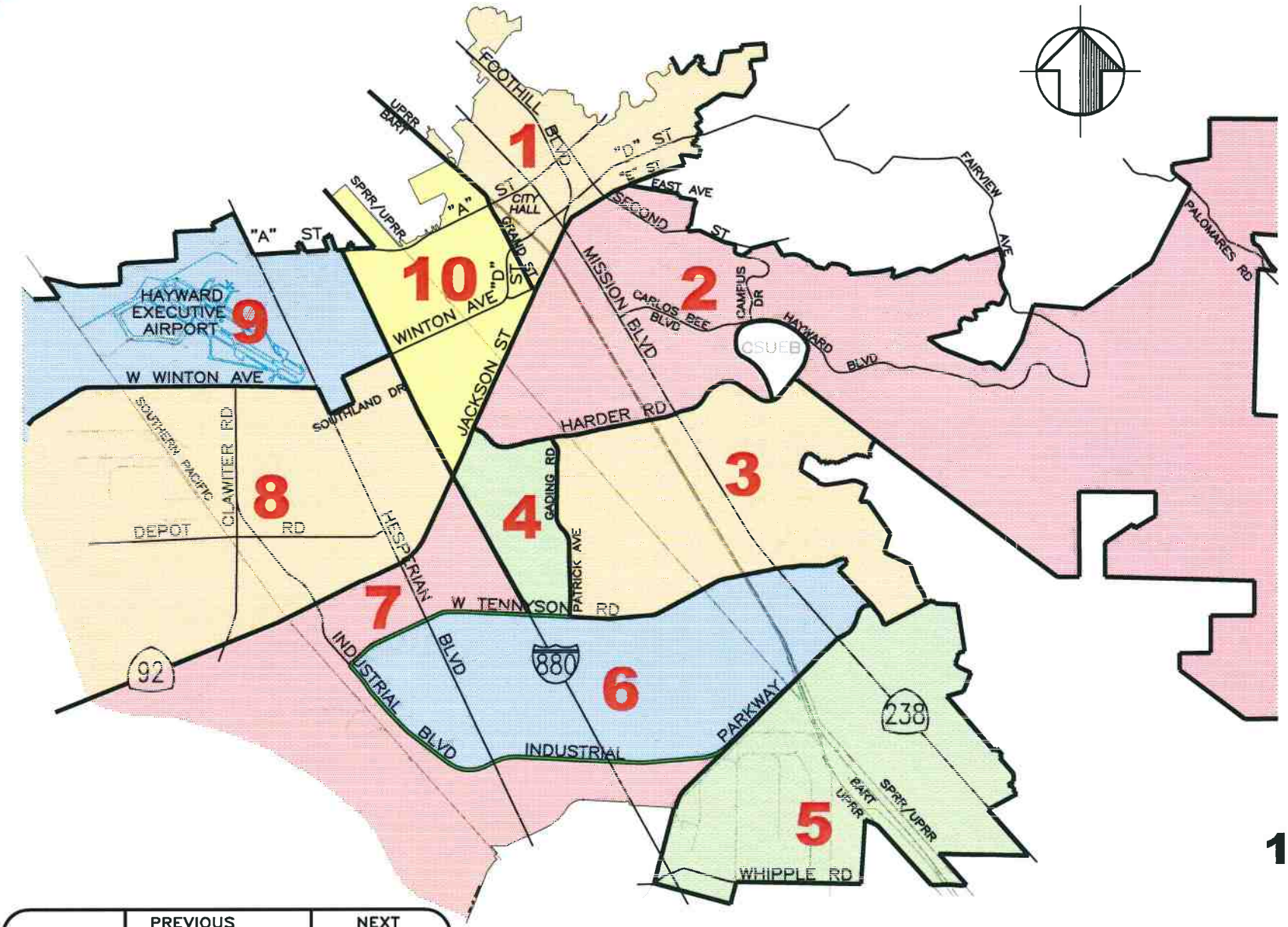
ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

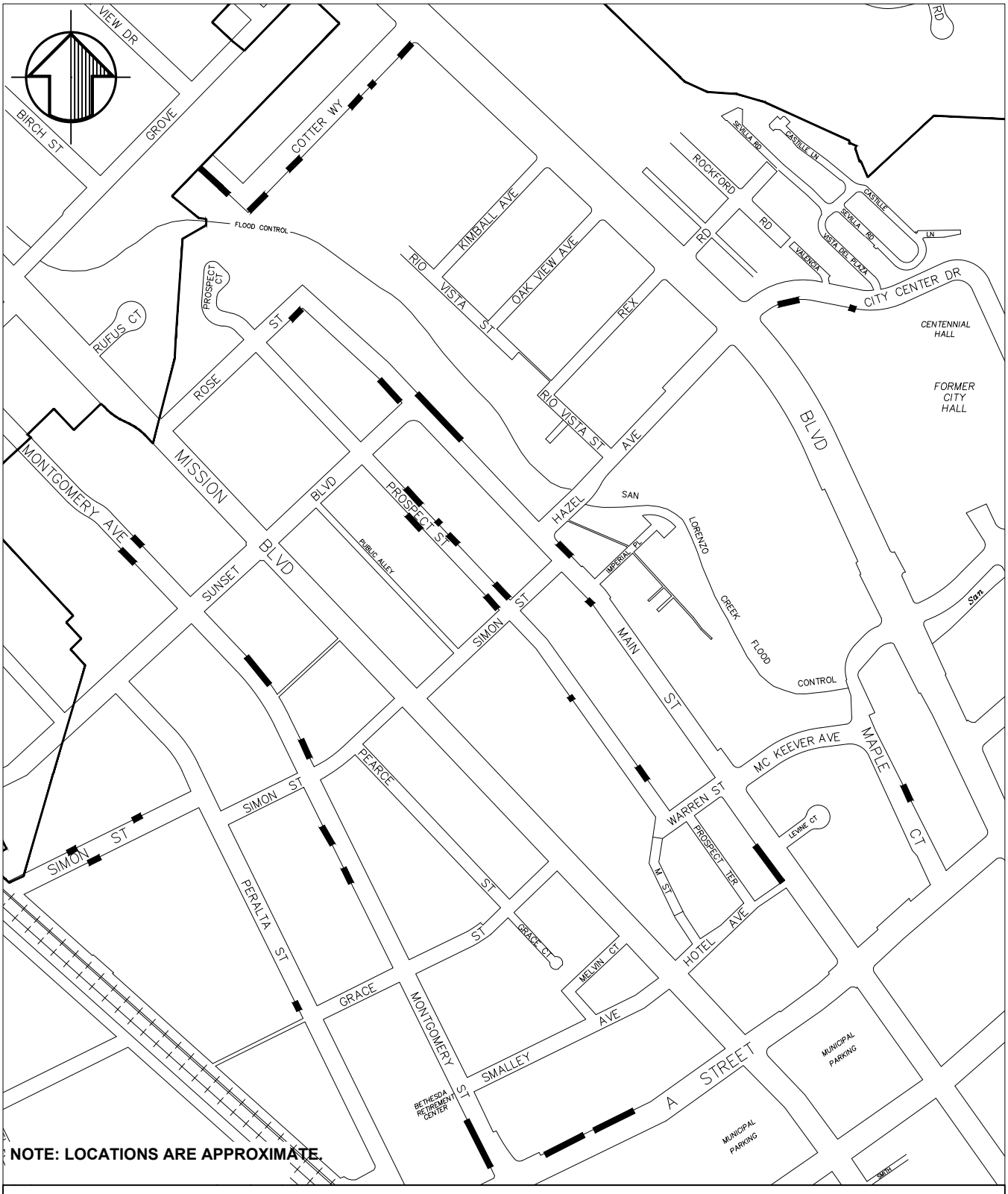


DISTRICTS

1	DOWNTOWN
2	ORCHARD HAYWARD HILLS
3	HUNTWOOD TYRRELL
4	SCHAFER PARK
5	FAIRWAY PARK RANCHO VERDE
6	TENNYSON RD. S.
7	CALAROGA
8	SLEEPY HOLLOW DEPOT
9	WINTON GROVE THELMA
10	SANTA CLARA

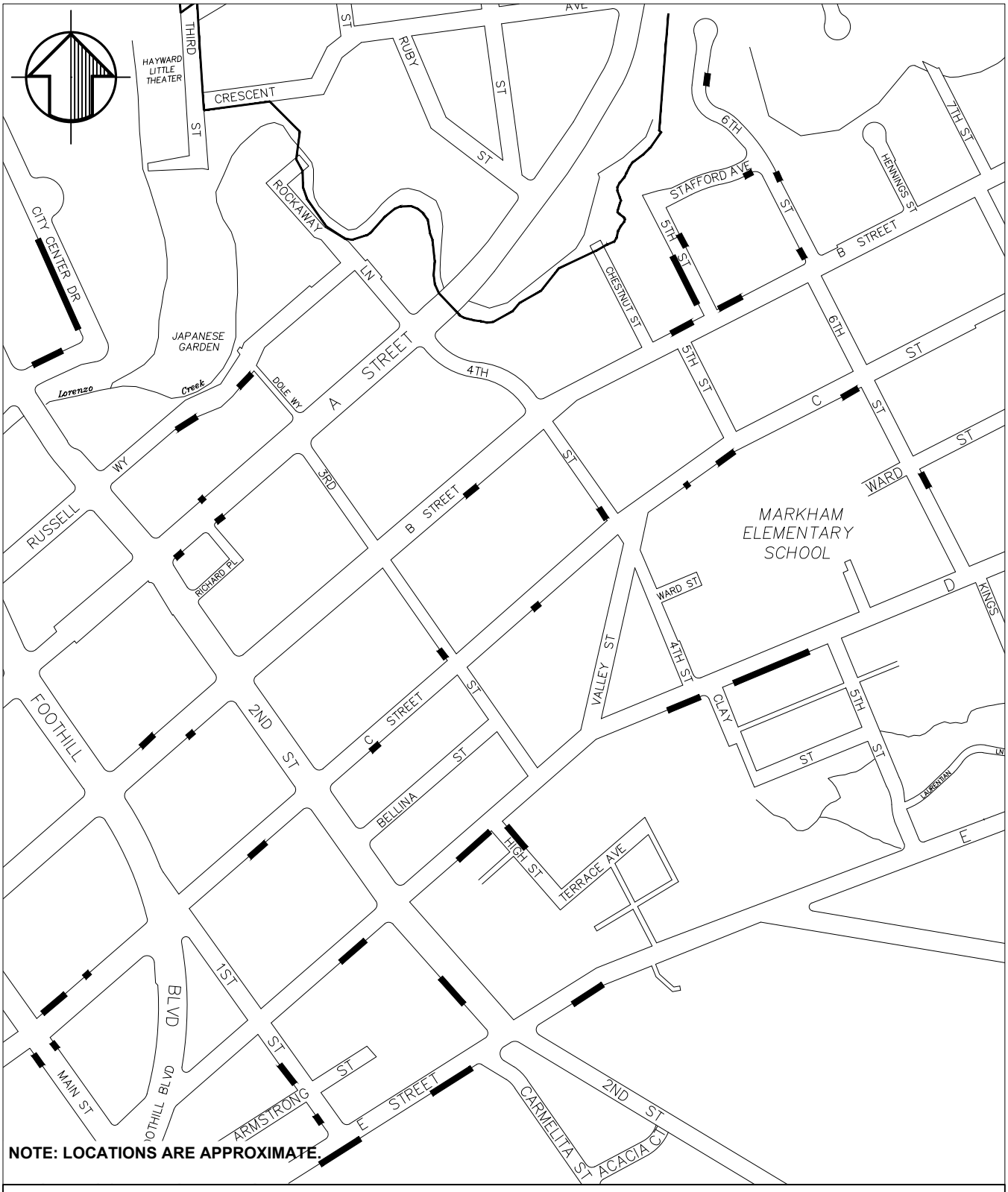
DISTRICTS	PREVIOUS REPAIRS	NEXT SCHEDULED
2 AND 3	2001, 2006, 2011	2017, 2022
6 AND 9	2002, 2007, 2012	2018, 2023
4 AND 5	2003, 2008, 2013	2019, 2024
7 AND 10	2004, 2009, 2015	2020, 2025
1 AND 8	2005, 2010, 2016	2021, 2026

SIDEWALK DISTRICT MAP_08312017.DWG



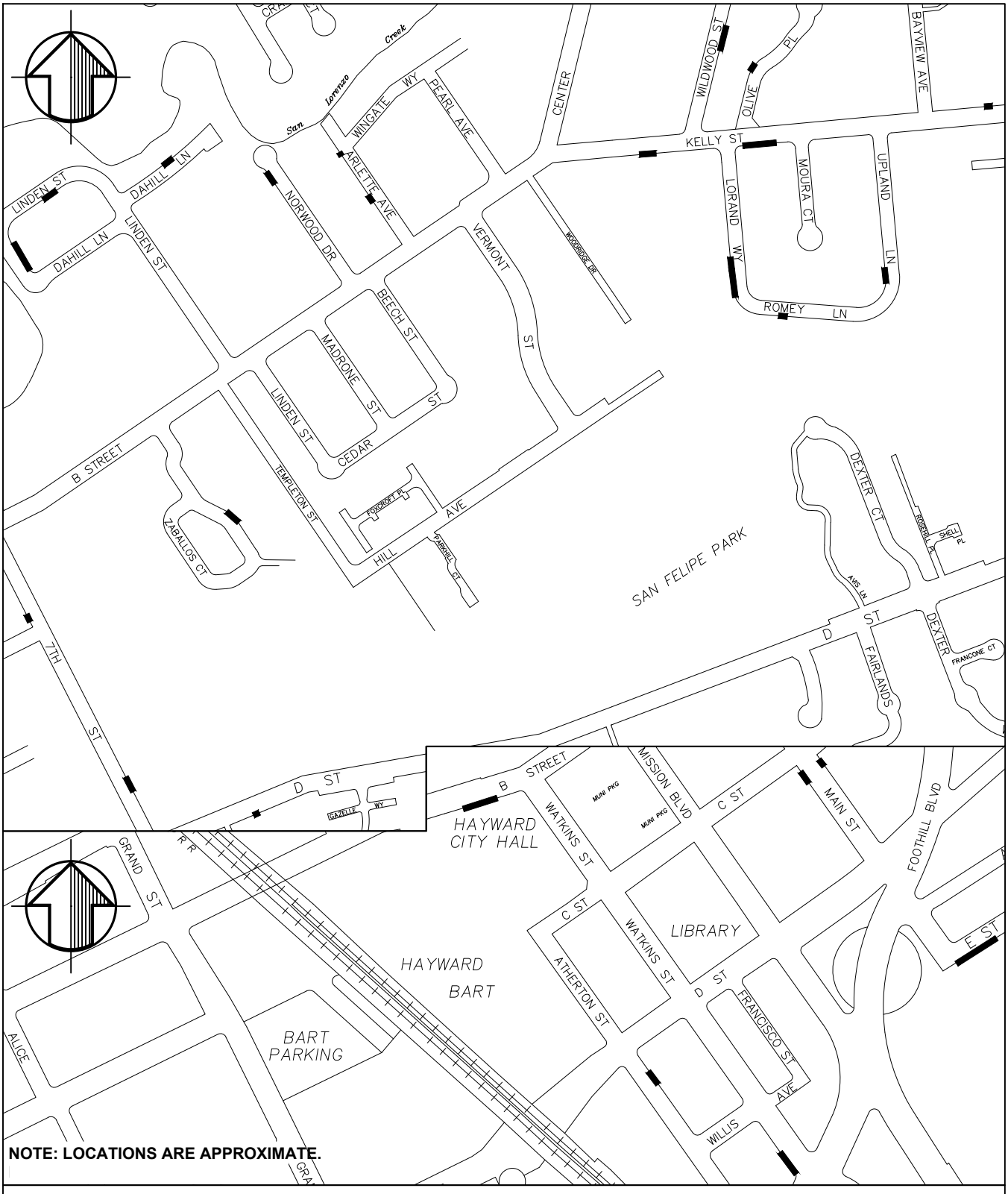
NOTE: LOCATIONS ARE APPROXIMATE.

LOCATION MAP
SIDEWALK REHABILITATION DISTRICT NO. 1
PROJECT NO. 05348



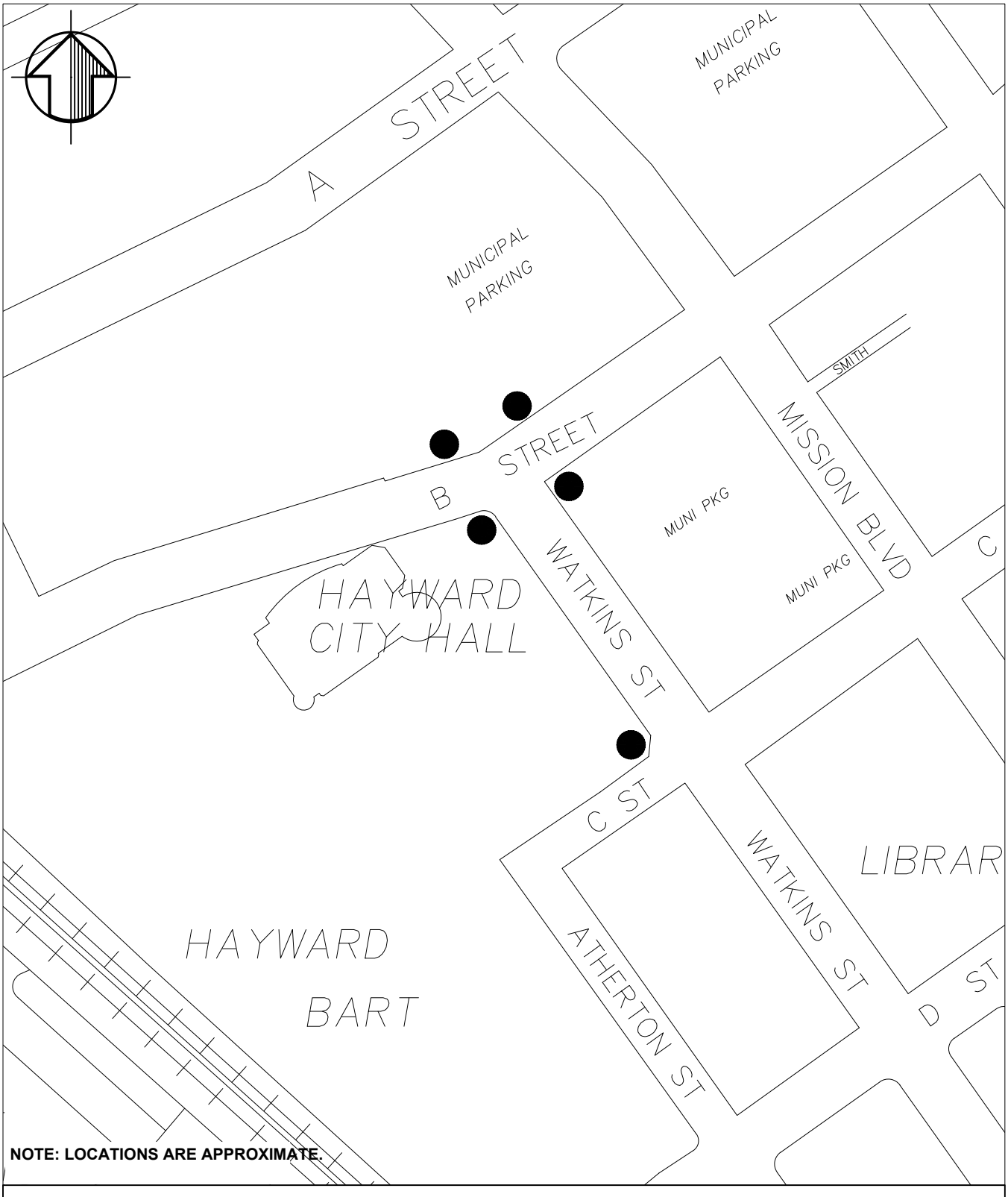
NOTE: LOCATIONS ARE APPROXIMATE.

LOCATION MAP
SIDEWALK REHABILITATION DISTRICT NO. 1
PROJECT NO. 05348

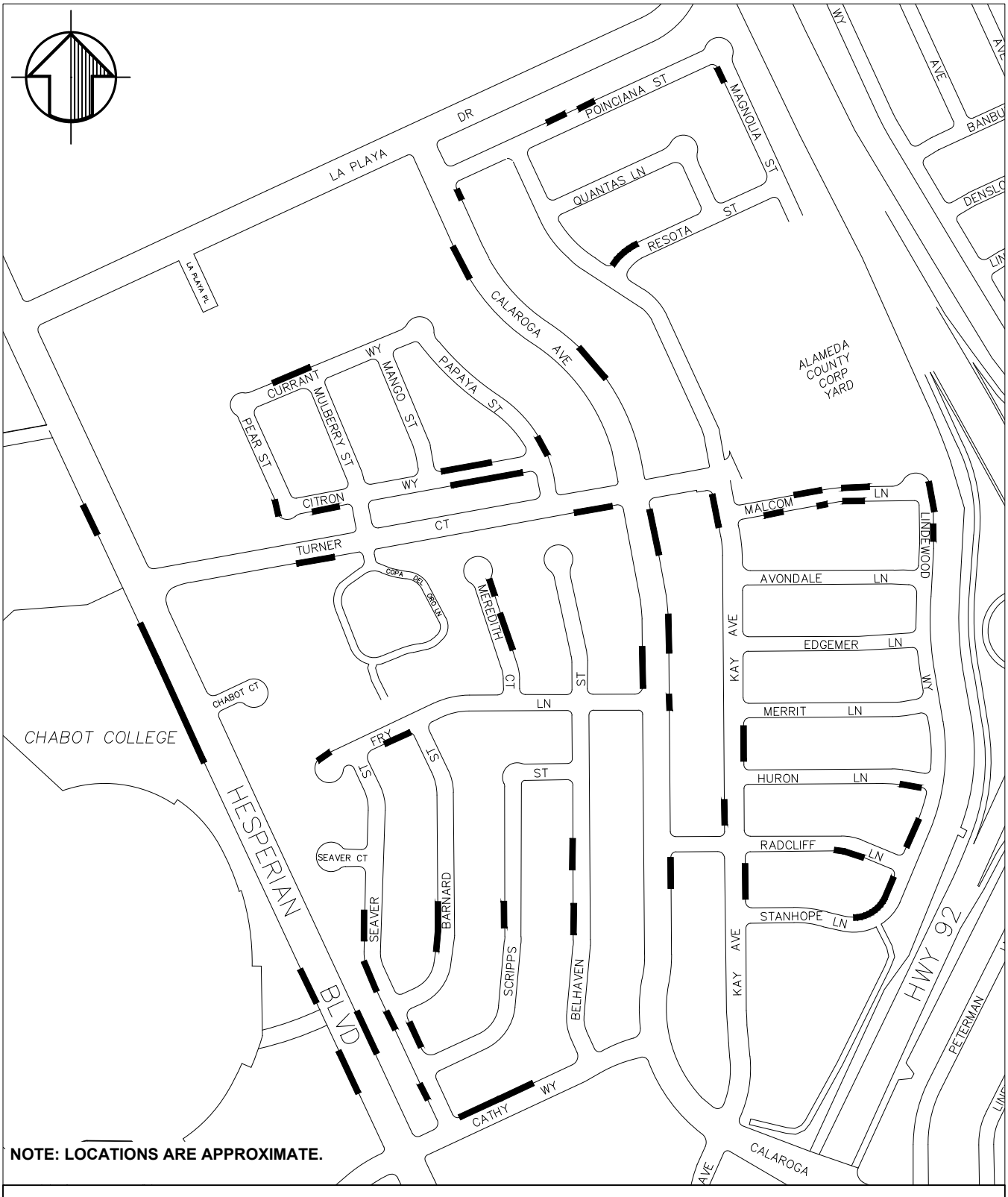


NOTE: LOCATIONS ARE APPROXIMATE.

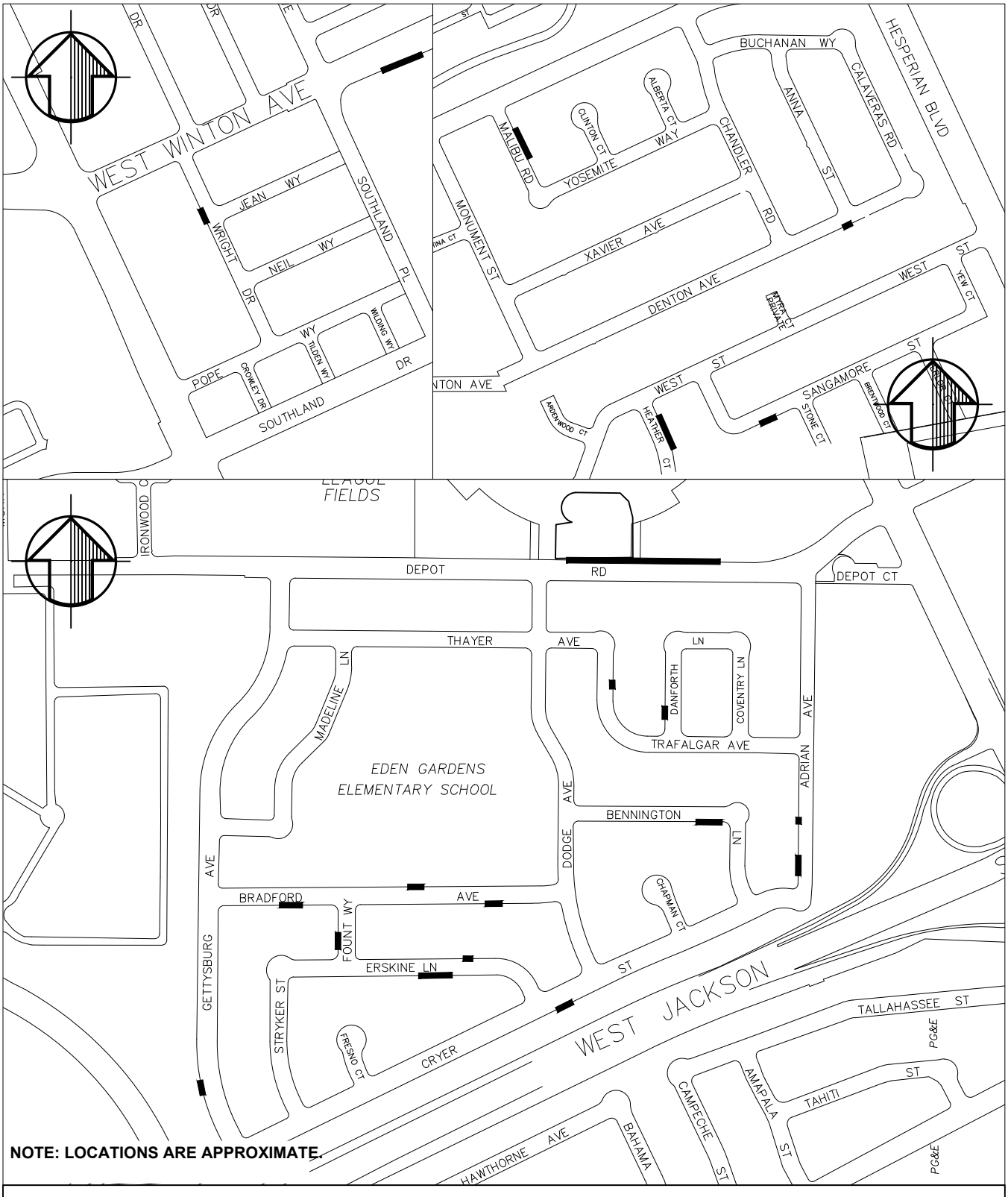
LOCATION MAP
SIDEWALK REHABILITATION DISTRICT NO. 1
PROJECT NO. 05348



LOCATION MAP
WHEELCHAIR RAMPS DISTRICT NO. 1
PROJECT NO. 05348

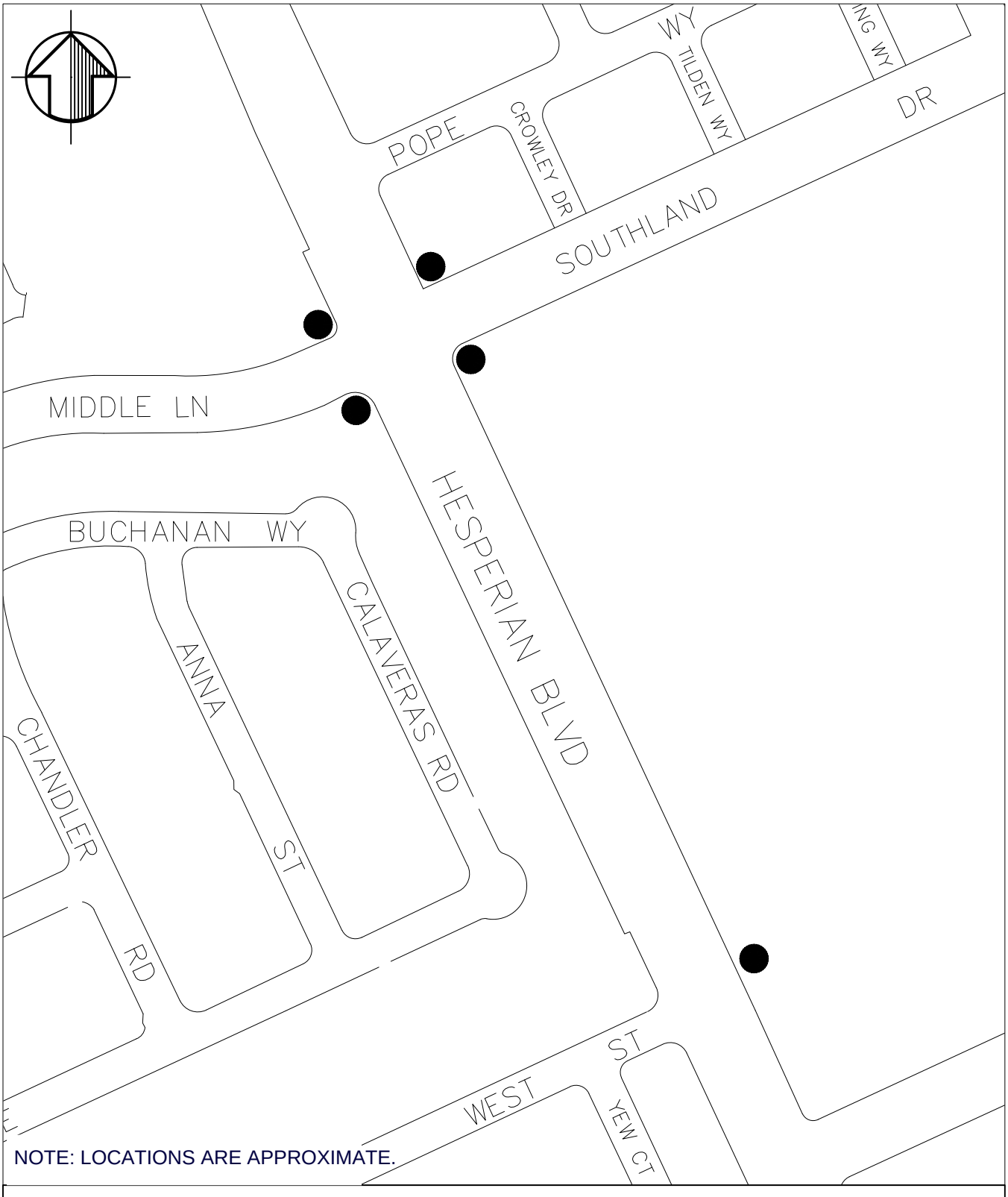


LOCATION MAP
SIDEWALK REHABILITATION DISTRICT NO. 8
PROJECT NO. 05348



NOTE: LOCATIONS ARE APPROXIMATE.

LOCATION MAP
SIDEWALK REHABILITATION DISTRICT NO. 8
PROJECT NO. 05348



LOCATION MAP
WHEELCHAIR RAMPS DISTRICT NO. 8
PROJECT NO. 05348

File #: CONS 26-215

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Adopt a Resolution Authorizing the City Manager to Negotiate and Execute a First Amendment to the Master Agreement and Lease with the Hayward Area Recreation and Park District for the Inclusion of the Matt Jimenez Gymnasium

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) authorizing the City Manager to negotiate and execute the proposed First Amendment to the Master Agreement and Lease to incorporate the Matt Jimenez Gymnasium (Attachment III) with the Hayward Area Recreation and Park District (HARD).

SUMMARY

The City and HARD entered into a Master Agreement and Lease (MLA) effective July 1, 2023, for the operation and maintenance of City-owned park sites. Under the MLA, HARD assumes responsibility for operating and maintaining designated facilities in exchange for nominal rent of $1.00 per year.

Since execution of the MLA, the City and HARD have identified an opportunity to clarify the roles and responsibilities for the Matt Jimenez Gymnasium (MJG), located within the Stack Center facility. The City and HARD staff both recommend the terms for an exhibit outlining roles, responsibilities, and cost-sharing for the MJCC gymnasium. The proposed First Amendment incorporates the exhibit into the MLA, ensuring consistency with the overarching lease framework while establishing facility-specific operational terms.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Amendment Exhibit

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Manager

SUBJECT: Adopt a Resolution Authorizing the City Manager to Negotiate and Execute a First Amendment to the Master Agreement and Lease with the Hayward Area Recreation and Park District for the Inclusion of the Matt Jimenez Gymnasium

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) authorizing the City Manager to negotiate and execute the proposed First Amendment to the Master Agreement and Lease to incorporate the Matt Jimenez Gymnasium (Attachment III) with the Hayward Area Recreation and Park District (HARD).

SUMMARY

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Since execution of the MLA, the City and HARD have identified an opportunity to clarify the roles and responsibilities for the Matt Jimenez Gymnasium (MJG), located within the Stack Center facility. The City and HARD staff both recommend the terms for an exhibit outlining roles, responsibilities, and cost-sharing for the MJCC gymnasium. The proposed First Amendment incorporates the exhibit into the MLA, ensuring consistency with the overarching lease framework while establishing facility-specific operational terms.

FISCAL IMPACT

There is no fiscal impact as a result of this item.

The Amendment establishes a proportional cost-recovery mechanism for utilities and shared systems at the MJCC, ensuring that operational costs are equitably distributed between the parties.

BACKGROUND

HARD was created in 1944 as an independent special district under California law. HARD maintains and operates parks in Hayward and surrounding unincorporated communities and receives property tax revenue and voter-approved bond funding (Measure F1) to support its operations and capital improvements.

The City and HARD have maintained a long-standing partnership since 1970 through successive master agreements governing City-owned parkland. The current MLA, effective July 1, 2023, established a ten-year term with three optional five-year extensions and formalized responsibilities related to park operations, maintenance standards, and collaboration.

DISCUSSION

When the MLA was executed, the former Matt Jimenez Community Center (now the Stack Center) was under construction, including the Gymnasium. Now that the Stack Center Phase I and MJG are operational, staff is proposing an amendment to the MLA that incorporates the MJG into the existing agreement framework.

The Amendment adds the MJCC as a new exhibit to the MLA, establishing facility-specific provisions for operations, maintenance, cost-sharing, and programming, while maintaining consistency with the broader lease terms. HARD will be responsible for operating, maintaining, and programming designated portions of the MJCC, while the City or the Stack Center operator will retain responsibility for exterior elements and shared systems. HARD will reimburse its proportional share of utilities and shared facility costs.

The Amendment also provides a coordinated operational framework for the multi-use facility and reinforces shared goals of equitable community access. HARD will retain primary scheduling authority, provide a minimum of seven weekly hours to the Police Athletic League (PAL) at no cost, and accommodate limited City use annually, subject to availability. All other provisions of the MLA remain unchanged, with the Amendment controlling in the event of any conflict.

NEXT STEPS

Upon Council approval, the City Manager will execute the First Amendment. Staff will coordinate with HARD and the Stack Center operator to implement the operational, maintenance, and programming provisions for the MJG.

Staff will continue to monitor performance and coordination under the MLA and may return to Council with future updates or amendments as needed.

Prepared by: Tracy Irvin, Real Property Manager

Recommended by: Mary Thomas, Assistant to the City Manager

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-____

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE A FIRST AMENDMENT TO THE MASTER AGREEMENT AND LEASE WITH THE HAYWARD AREA RECREATION AND PARK DISTRICT FOR INCLUSION OF THE MATT JIMENEZ GYMNASIUM

WHEREAS, Chapter 4 of Division 5 of the Public Resources Code of the State of California authorizes and empowers any city and recreation district to cooperate with each other and to that end enter into agreements with each other for the purpose of establishing community recreation programs and facilities; and

WHEREAS, City and District entered into a Master Agreement and Lease dated November 17, 1970, for the purpose of establishing and maintaining park sites within the City of Hayward; and

WHEREAS, the City and the Hayward Area Recreation and Park District ("District") entered into a Master Agreement and Lease ("MLA") dated July 1, 2023, for the purpose of establishing and maintaining park sites and recreational facilities within the City of Hayward; and

WHEREAS, City and District staff have developed and agreed upon terms related to the operation, maintenance, cost-sharing, and programming of the Matt Jimenez Gymnasium ("MJG"), which both parties desire to incorporate the terms into the MLA through a First Amendment, in order to ensure consistency and clarity within a single governing document; and

WHEREAS, the proposed First Amendment clarifies the roles and duties of the MJG to the MLA and establishes facility-specific provisions while maintaining all other terms and conditions of the MLA in full force and effect.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward authorizes the City Manager to negotiate and execute the First Amendment to the Master Agreement and Lease with the Hayward Area Recreation and Park District to incorporate an exhibit for the Matt Jiminez Gymnasium, in a form approved by the City Attorney, into the MLA.

BE IT FURTHER RESOLVED that all other terms and conditions of the Master Agreement and Lease shall remain unchanged and in full force and effect except as expressly modified by the First Amendment.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

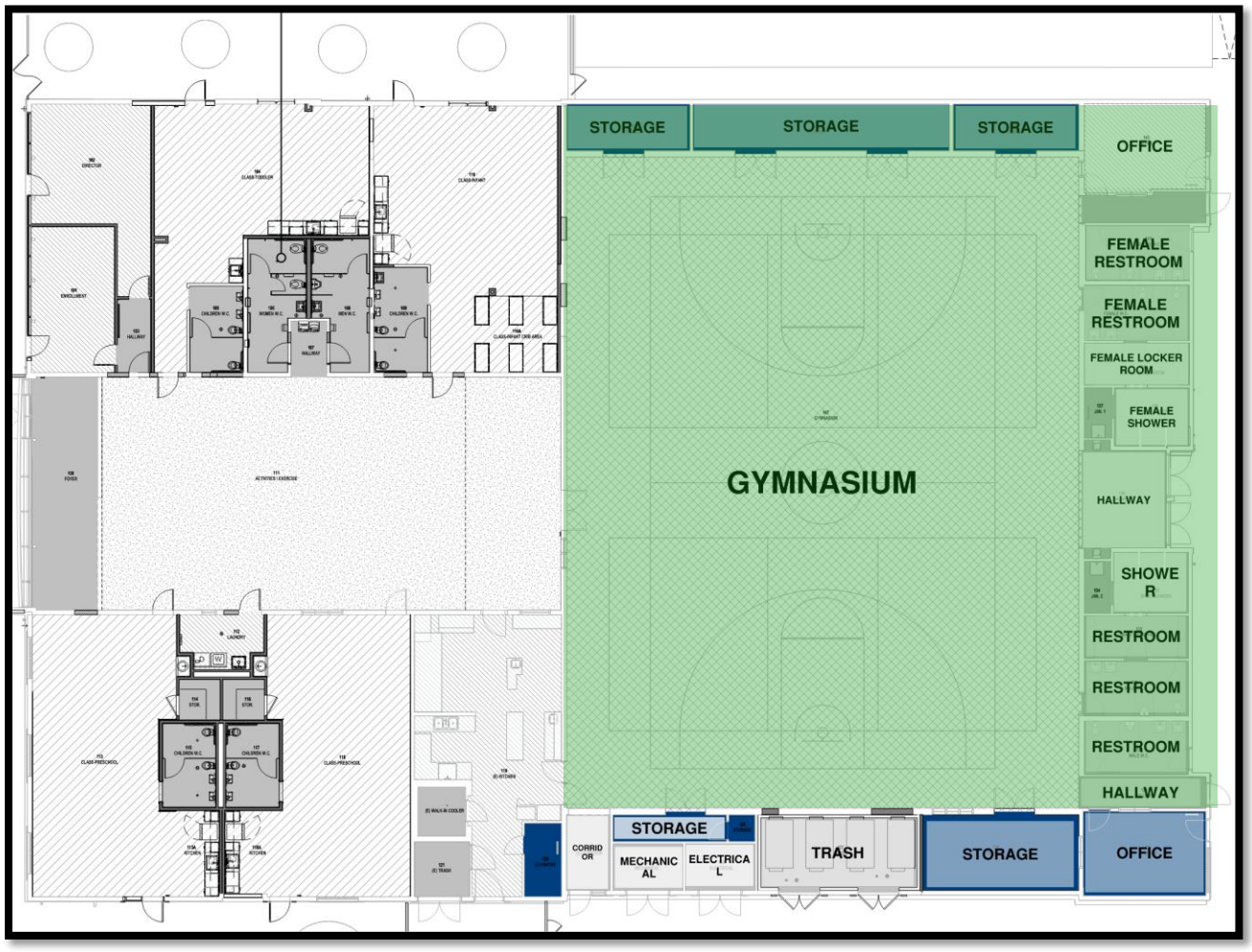
_____
City Attorney of the City of Hayward

EXHIBIT A
PROVISIONS FOR THE USE OF THE MATT JIMENEZ GYMNASIUM AT THE STACK CENTER

As with all properties covered in this Master Lease, it is mutually agreed and understood that the nominal rent is in recognition that the Hayward Area Recreation and Park District ("District") will expend substantial funds to operate and maintain the facility, as defined in the Facility Section (see below).

Facility
For the term of the Master Lease, the District will operate and maintain the section of the Stack Center shown in green below, which includes the gymnasium, gymnasium bathrooms, north storage area, storage rooms, northeast office, storage room 8, etc.

The District is aware that the City has a separate agreement with an operator ("the Stack Center Operator") for the Stack Center. The Stack Center Operator will operate and maintain the section of the facility shown in grey on the facility map below, as well as all external areas immediately surrounding the building.



Although the District is not a tenant of the Stack Center Operator, the Stack Center Operator will include

the District staff in the Stack Center Tenant Council ("Tenant Council") and on any communications regarding MJCC operations and programming. District participation in the Tenant Council is optional.

Care of Premises
The District agrees to maintain the area defined in green of the Facility Section above to the same standard as all facilities covered by this Master Lease Agreement, Section 4: Care of Premises. This includes all necessary and ordinary custodial and janitorial functions, as well as routine maintenance of fixtures and equipment, and the interior of the facility, such as lighting and bathroom fixtures, within the areas noted in the **Facilities** section above. The City or the Stack Operator will be responsible for all areas not defined in the Facility Sections and for all exterior building elements, including exterior walls, roof, windows, and landscaping – including broken windows, graffiti, and weeding.

Repairs - For shared building systems, such as heating and water heating (for the area defined in the Facility Section), the District agrees to reimburse the City or the Stack Center Operator for fifty percent (50%) of all costs for the repairs and maintenance as defined in the Facility Section.

If any repairs are needed to the shared building systems, the City or the Stack Center Operator shall be solely responsible for identifying and addressing the required repairs. The City or the Stack Center Operator will notify the District of non-emergency maintenance or repairs at least one month in advance. The City or the Stack Center Operator will provide a quote for the work, allowing the District no more than thirty (30) days to propose other options. With written approval from the City or the Stack Center Operator, the District may also bill the City or the Stack Center Operator, the approving party, for all approved repair work performed by District staff. Written approval from the City or the Stack Center Operator must be received prior to the District performing any repairs. Any work performed by the District prior to written approval from the City or Stack Center Operator will be at the District's own expense and risk of non-reimbursement. The City or the Stack Center Operator will notify the District immediately of emergency repairs.

Utilities
The District will be responsible for a share of gas, electric, and water utilities. The share will be equal to the proportion of hours used, based on the previous quarter's hourly usage. The proportional share of hours will be determined no later than 30 days after the end of each quarter. The Stack Center Operator will be the lead organization for paying bills and will bill the District quarterly for reimbursement, including an invoice for: total programmed hours, District programmed hours, and the rate per hour. The City or Stack Center Operator will cover garbage for the full facility. The District will reimburse the City or the Stack Center Operator for its prorated share of the garbage use.

The District will be responsible for its own alarm system, as indicated in the green area in the image. The rest of the building will have a security alarm that is operated by the City or the Stack Center Operator. Fire and all other alarms shall be paid and managed by the City or the Stack Center Operator. The District will reimburse the City or the Stack Center Operator for the prorated share of any Fire or other alarm systems shared across the premises.

Programming of the Gymnasium:

The City and the District share a vision of equitable access to the MJCC, including access for youth residents of South Hayward. The District will use its current prioritization and existing health equity initiatives to pursue this shared vision.

The District will allocate a minimum of seven (7) weekly gym hours to the Police Athletic League (PAL) at no cost. PAL will submit the reservation request in accordance with the District's established scheduling procedures.

District Data Collection and Reporting

The District will make available the following summary of indicators every year to the Public through an annual District Report:

1. Summary of applicants for the MJCC slot, where available
2. Summary of users by zip codes, where available

City Usage of Gymnasium:

The City will have the right to use the Gymnasium at no cost for up to twelve (12) events and programs per year. The City will notify the District at least six (6) weeks in advance of any request to use the facility. The District has the first right to scheduling and can deny the City's request if other programs or events are already scheduled. Otherwise, the District will make its best effort to accommodate any requests. In the event of an emergency, the District and City shall follow the protocol outlined in Section 3 of the Master Lease Agreement.

File #: CONS 26-216

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Assistant City Manager

SUBJECT

Adopt Resolutions Authorizing the City Manager to 1) Accept and Appropriate a Congressionally Designated Community Project Funding Grant in the Amount of $1,930,000 to Support Regis Village Improvements, and 2) Execute an Agreement with Bay Area Community Services to Pass Through the Community Project Funding Grant as Designated by Congress

RECOMMENDATION

That the City Council:

1. Adopts a resolution (Attachment II) authorizing the City Manager to accept and appropriate $1,930,000 in FY2024 Community Project Funding Grant funds from the U.S Department of Housing and Urban Development to support Regis Village Improvements; and
2. Adopts a resolution (Attachment III) authorizing the City Manager to execute an Agreement with Bay Are Community Services to pass through the FY2024 Community Project Funding Grant funds for Regis Village Improvements.

SUMMARY

This month, staff is bringing two items to Council related to Bay Area Community Services (BACS) and the Hayward Navigation Center (HNC): 1) This time-sensitive item seeking Council approval to pass through federal funds to BACS for infrastructure improvements, and 2) An item on June 16 seeking Council authorizing to execute the FY 2026-27 operating agreement with BACS.

The purpose of this report is to request City Council authorization for the City Manager to accept and appropriate congressionally designated Community Project Funding and to execute an agreement with BACS to pass through these funds for HNC physical improvements to Regis Village, including rehabilitation activities necessary to support the transition of the HNC to the new site. This passthrough funding was included in the FY 2024-25 federal budget and is time sensitive. Staff will return on June 16 with the second item that will include a discussion of HNC and Regis Village operations for the coming year.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Draft Resolution to Accept and Appropriate CPF Grant
Attachment III	Draft Resolution CPF Grant Agreement

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Assistant City Manager

SUBJECT: Adopt Resolutions Authorizing the City Manager to 1) Accept and Appropriate a Congressionally Designated Community Project Funding Grant in the Amount of $1,930,000 to Support Regis Village Improvements, and 2) Execute an Agreement with Bay Area Community Services to Pass Through the Community Project Funding Grant as Designated by Congress

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BACKGROUND

In Fiscal Year 2024-2025, the City was designated as a pass-through entity for a congressionally directed FY2024 Economic Development Initiative – Community Project Funding (EDI-CPF) grant administered by the U.S. Department of Housing and Urban Development (HUD) under the Consolidated Appropriations Act of 2024. EDI-CPF grants support a broad range of community and economic development activities, typically tied to public infrastructure construction and improvements, housing, and community services projects identified through Congressional Community Project Funding requests. The City was awarded $1,930,000 to support the Regis Multi-Service Campus Project. These restricted funds will be used for site preparation and rehabilitation activities necessary to bring the property into compliance to support planned uses, including operation of the HNC.

DISCUSSION

EDI-CPF Grants are congressionally directed grants administered by HUD under the Consolidated Appropriations Act of 2024. Congress appropriated approximately $3.29 billion across 2,407 projects nationwide.

In August 2024, staff was notified that the City was awarded a CPF grant in the amount of $1,930,000 in support of the Regis Multi-Service Campus Project. These funds were specifically designated by Congress and were not awarded through a competitive process. Since notification, staff have participated in required HUD onboarding meetings and trainings and completed the Environmental Review requirements as required by HUD. The grant funds are restricted to the approved project scope and support site preparation and rehabilitation activities necessary to bring the property into compliance to support planned uses, including operation of the HNC.

FISCAL IMPACT

This item has no impact on the General Fund. Approval of this resolution allows BACS to complete planned property rehabilitation activities.

Upon Council approval, staff will be prepared to promptly draw down eligible costs under the grant to ensure timely reimbursement from HUD.

ECONOMIC IMPACT

Reducing homelessness and poverty and supporting individuals in moving into permanent housing through programs like the ones offered at Regis Village produce broader positive economic and community impacts.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Preserve, Protect, and Produce Housing, under

- Project H2: Implement the Homelessness Reduction Strategic Plan

PUBLIC CONTACT

This item is related to the Let's House Hayward (LHH) Strategic Plan, under Strategy 2.1. Through the LHH process, Homebase, City staff, and partners throughout the Hayward community have worked together to engage a diverse set of stakeholders to inform the plan and strategy for Hayward moving forward.[1]

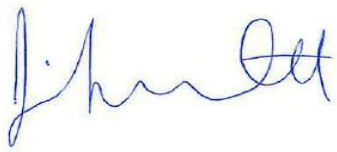
NEXT STEPS

If City Council adopts these resolutions, staff will work with the City Manager to execute agreements with BACS to pass through the EDI-CPF grant funds.

Prepared by: Carol Lee, Senior Management Analyst

Recommended by: Dr. Emily Young, YFSB Administrator
Mary Thomas, Assistant City Manager

Approved by:



Jennifer Ott, City Manager

[1] For more information on the Let's House Hayward! Strategic Plan process, please visit https://www.haywardca.gov/lets-house-hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-____

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT AND APPROPRIATE A FISCAL YEAR 2024 ECONOMIC DEVELOPMENT INITIATIVE - COMMUNITY PROJECT FUNDING (CPF) GRANT IN THE AMOUNT OF $1,930,000 FROM DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR THE ST. REGIS MULTI-SERVICES CAMPUS PROJECT

WHEREAS, In the Consolidated Appropriations Act, 2024 (Public Law 118-42) (the FY2024 Act), and the Further Consolidated Appropriations Act, 2024 (Public Law 118-47) (the Further FY2024 Act) Congress made $3,290,054,336 in funding available for Community Project Funding (CPF); and

WHEREAS, CPF awards are administered by the Department of Housing and Urban Development (HUD); and

WHEREAS, HUD received the information below about the St. Regis Multi-Services Campus project from Congress; and

WHEREAS, in August 2024, the City was awarded $1,930,000 for the St. Regis Multi-Services Campus project; and

WHEREAS, these funds are restricted to the approved project scope and will support site preparation and rehabilitation activities necessary to bring the property into compliance to support planned uses, including operation of the HNC.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hayward authorizes the City Manager or their designee to accept $1,930,000 in grant funding from HUD to support the St. Regis Multi-Services Campus project and increase revenue and appropriations in Fund 220 (Federal Grants) for FY 2025-26.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH BAY AREA COMMUNITY SERVICES (BACS) TO PASS THROUGH A COMMUNITY PROJECT FUNDING GRANT IN THE AMOUNT OF $1,930,000

WHEREAS, In the Consolidated Appropriations Act, 2024 (Public Law 118-42) (the FY2024 Act), and the Further Consolidated Appropriations Act, 2024 (Public Law 118-47) (the Further FY2024 Act) Congress made $3,290,054,336 in funding available for Community Project Funding (CPF); and

WHEREAS, CPF awards are administered by the Department of Housing and Urban Development (HUD); and

WHEREAS, HUD received the information below about the St. Regis Multi-Services Campus project from Congress; and

WHEREAS, in August 2024, the City was awarded $1,930,000 for the St. Regis Multi-Services Campus project; and

WHEREAS, the City will act as a passthrough for said funds for Bay Area Community Services (BACS) to support the necessary improvements to bring the property into compliance to support planned uses, including operation of the HNC; and

WHEREAS, said funds were specifically designated by Congress for this purpose and were not awarded through a competitive process; and

WHEREAS, through separate resolution the City Council of the City of Hayward has accepted these funds and increased revenue and appropriations in Fiscal Year 2025-26; and

WHEREAS, staff have complied with and completed HUD requirements in order to receive the award; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hayward authorizes the City Manager or their designee to execute an agreement between the City and Bay Area Community Services for an amount not-to-exceed $1,930,000 as a pass through for the FY2024 EDI-CPF Grant in support of the St. Regis Multi-Services Campus Project.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: CONS 26-217

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Clerk

SUBJECT

Adopt a Resolution Calling for the City of Hayward General Municipal Election, to Be Consolidated with the Statewide General Election on November 3, 2026, for the Purpose of Electing One Council Member from District 1, One Council Member from District 6, and One At-large Mayor, Each to Serve Four-Year Terms; and Adopt a Resolution Establishing Regulations for Candidate Statements

RECOMMENDATION

That the City Council (1) adopt a resolution that: a) calls and orders a General Municipal Election to be held in the City of Hayward on Tuesday, November 3, 2026, for the purpose of electing one Council Member from District 1, one Council Member from District 6, and one at-large Mayor, each to serve four-year terms, b) requests that the Alameda County Board of Supervisors consolidate the City of Hayward General Municipal Election with the Statewide General Election, and c) authorizes specific procedural and contractual actions (Attachment II); and (2) adopt a resolution establishing policies for the filing of candidate statements of qualifications (Attachment III).

SUMMARY

Pursuant to the requirements of the City Charter and the Elections Code of the State of California relating to general municipal elections, the City Council is requested to adopt a resolution calling a general municipal election and requesting the Alameda County Board of Supervisors to order the consolidation of the City of Hayward General Municipal Election with the Statewide General Election to be held on Tuesday, November 3, 2026. Due to expiring terms, it is necessary to elect one Council Member from District 1, one Council Member from District 6, and one at-large Mayor, to serve four-year terms. The City Council is also requested to adopt a resolution setting forth particulars of the election relating to candidate statements.

According to Elections Code 10220, the first day for issuing nomination papers is Monday, July 13, 2026, and the last day is Friday, August 7, 2026, at 5:00 p.m. If an incumbent decides not to seek re-election, the nomination period extends to Wednesday, August 12, 2026. Incumbents cannot file during the extended period. The California Secretary of State will conduct a random alpha drawing on August 13,

2026, to determine the order in which candidate names will appear on the ballot.

The Alameda County Registrar of Voters, acting under the direction of the Alameda County Board of Supervisors, is requested to provide all necessary election services at the request of the City Clerk. These services include signature verification for nomination petitions, official ballot production, preparation of sample ballots and voter information guides, vote-by-mail operations, vote center and drop boxes, voter registration services, voting equipment, canvassing activities, and any additional services required for the conduct of the General Municipal Election.

The Alameda County Registrar of Voters provides an estimate of the total cost of printing, handling, translating, and mailing candidate statements, including costs associated with compliance with the Voting Rights Act of 1965, as amended. Each candidate submitting a statement must pay an estimated pro rata share in advance as a condition of having the statement included in the voter information pamphlet. Candidates may later be billed for additional actual costs or refunded any excess depending on the final cost of services.

Pursuant to Hayward Municipal Code section 2-13.04, a mayoral candidate who accepts the adjusted Voluntary Expenditure Limit may also accept the established contribution limit, which for 2026 is $1,838 per individual. The current Voluntary Expenditure Limit per mayoral candidates is $93,865. For candidates in district elections who accept the Voluntary Expenditure Limit, the individual contribution limit is $1,500, and the Voluntary Expenditure Limit is $50,000 per individual.

Pursuant to Hayward Municipal Code section 2-13.03, the current contribution limit for candidates who do not accept the Voluntary Expenditure Limit is $420 per individual.

During the election cycle, campaign disclosure statements for all candidates will be posted on the City's Election webpage - Public Portal for Campaign Finance Disclosure - within twenty-four hours of receipt.

The General Municipal Election Calendar (Attachment IV) provides a list of pertinent dates related to the election.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Candidate Statement Resolution
Attachment IV	General Municipal Election Calendar

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Clerk

SUBJECT: Adopt a Resolution Calling for the City of Hayward General Municipal Election, to Be Consolidated with the Statewide General Election on November 3, 2026, for the Purpose of Electing One Council Member from District 1, One Council Member from District 6, and One At-large Mayor, Each to Serve Four-Year Terms; and Adopt a Resolution Establishing Regulations for Candidate Statements

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FISCAL IMPACT

The Alameda County Registrar of Voters has estimated the cost of consolidating elections at $4 to $6 per registered voter. Based on this estimate, the City projects an election cost of approximately $500,000 and has included this amount in the proposed Fiscal Year 2026-27 Operating Budget.

BACKGROUND AND DISCUSSION

Pursuant to the requirements of the City Charter and the Elections Code of the State of California relating to general municipal elections, the City Council is requested to adopt a resolution calling a general municipal election and requesting the Alameda County Board of Supervisors to order the consolidation of the City of Hayward General Municipal Election with the Statewide General Election to be held on Tuesday, November 3, 2026. Due to expiring terms, it is necessary to elect one Council Member from District 1, one Council Member from District 6, and one at-large Mayor, to serve four-year terms. The City Council is also requested to adopt a resolution setting forth particulars of the election relating to candidate statements.

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Pursuant to Hayward Municipal Code section 2-13.03, the current contribution limit for candidates who do not accept the Voluntary Expenditure Limit is $420 per individual.

During the election cycle, campaign disclosure statements for all candidates will be posted on the City's Election webpage – Public Portal for Campaign Finance Disclosure[1] within twenty-four hours of receipt.

The General Municipal Election Calendar (Attachment IV) provides a list of pertinent dates related to the election.

[1] **Elections Page – Public Portal for Campaign Finance Disclosure**
https://public.netfile.com/pub2/Default.aspx?aid=HWD

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not relate to any of the projects outlined in the Council's Strategic Roadmap.

PUBLIC CONTACT

Information regarding the election is available on the City's website at: **https://www.hayward-ca.gov/your-government/elections**

The Notice of Election will be published in the East Bay Times – Daily Review as required by Section 12101 of the California Elections Code. In addition, election-related requirements will be posted on the City's Elections webpage and included in the 2026 Election Guide, which will be provided to all candidates running for office in the November 3, 2026 election.

Prepared and Recommended by: Miriam Lens, City Clerk

Approved by:



_____
Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-_

Introduced by Council Member _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAYWARD CALLING FOR A GENERAL MUNICIPAL ELECTION TO BE HELD ON NOVEMBER 3, 2026, FOR THE PURPOSE OF ELECTING ONE COUNCIL MEMBER FROM DISTRICT 1, ONE COUNCIL MEMBER FROM DISTRICT 6, AND ONE AT-LARGE MAYOR, EACH TO SERVE FOUR-YEAR TERMS; AND REQUESTING THAT THE ALAMEDA COUNTY BOARD OF SUPERVISORS CONSOLIDATE THE CITY OF HAYWARD GENERAL MUNICIPAL ELECTION WITH THE STATEWIDE ELECTION

WHEREAS, under the provisions of the Hayward City Charter, a General Municipal Election for the election of officers shall be consolidated with the General Election held in even numbered years; and

WHEREAS, a Statewide Election will be held on Tuesday, November 3, 2026.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward as follows:

SECTION 1. That the City of Hayward General Municipal Election is hereby called and ordered to be consolidated with the Statewide Election to be held on Tuesday, November 3, 2023, for the purpose of electing one Council Member from District 1, one Council Member from District 6, and one at-large Mayor, to serve four-year terms ending in 2030.

SECTION 2. That in accordance with the provisions of the State of California Elections Code Section 10002 and 10403, the Alameda County Board of Supervisors is requested to consolidate the City of Hayward General Municipal Election with the Statewide General Election.

SECTION 3. That the Registrar of Voters of Alameda County is requested to perform services in connection with said election at the request of the City Clerk. These services include all necessary services related to:

a. signature verification for nomination petitions; and
b. official ballot production; and
c. preparation of sample ballots and voter information guides; and
d. vote-by-mail operations; and

e. vote center and drop boxes; and
f. voter registration services; and
g. canvassing activities; and
h. any additional services required for the conduct of the General Municipal Election.

SECTION 5. That in the particulars not recited in this resolution, the election shall be held and conducted as provided by State law for holding municipal elections.

SECTION 6. The City Clerk is hereby directed to cause the posting, publication, and printing of all notices or other election materials pursuant to the requirements of Elections and Government Codes of the State of California.

SECTION 7. That in the event of a tie vote (if any two or more persons receive an equal number of votes for an office) as certified by the Alameda County Registrar, the City Council, in accordance with Election Code Section 15651(b), shall conduct a special runoff election to resolve the tie vote and such special runoff election is to be held on a Tuesday no less than 40 nor more than 125 days after the administrative or judicial certification of the election which resulted in a tie vote.

SECTION 8. That the City Council authorizes the City Clerk to administer said election and all reasonable and actual election expenses shall be paid by the City upon presentation of a properly submitted bill.

SECTION 9. That the Alameda County Board of Supervisors is hereby authorized to canvass, or cause to be canvassed, as provided by law, the returns of the General Municipal Election with respect to the votes cast for one Council Member from District 1, one Council Member from District 6, and one at-large Mayor and to certify such canvass of the votes cast.

SECTION 10. That the City Clerk is hereby authorized and directed to certify to the duly adoption of this resolution and to transmit a copy thereof so certified to the Alameda County Clerk and the Alameda County Registrar.

SECTION 11. That the City Council shall meet at a regular meeting to review the canvass of the returns of the General Municipal Election and declare the results thereof.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAYWARD, CALIFORNIA, ADOPTING REGULATIONS FOR CANDIDATES FOR ELECTIVE OFFICE PERTAINING TO CANDIDATE STATEMENTS SUBMITTED TO THE VOTERS AT AN ELECTION TO BE HELD ON TUESDAY, NOVEMBER 3, 2026

WHEREAS, Section 13307 of the Elections Code of the State of California provides that the City Council may adopt regulations pertaining to materials prepared by any candidate for a municipal election, including costs of the candidate's statement.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY HAYWARD, CALIFORNIA, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. GENERAL PROVISIONS.

That pursuant to Section 13307 of the Elections Code of the State of California, each candidate for elective office to be voted for at the General Municipal Election to be held in the City of Hayward on November 3, 2026, may prepare a candidate's statement. The statement shall be filed in typewritten form in the office of the City Clerk at the time the candidate's nomination papers are filed. The statement may be withdrawn, but not changed, during the period for filing nomination papers and until 5:00 p.m. of the next working day after the close of the nomination period. Statements are confidential until the close of the nomination period and are subject to public review and contest. Statements may include the name, age and occupation of the candidate and a brief description of no more than 200 words of the candidate's education and qualifications expressed by the candidate themselves. Word counting guidelines in Elections Code Section 9 will govern the counting of words. The statement shall not include party affiliation of the candidate, nor membership or activity in partisan political organizations. Any mention of any opponent or other candidate for the same office is prohibited. Statements must be submitted in plain text formatting, single paragraph, without any formatting such as underline, bold, italics, or all caps. Signed and completed consent forms are required for each resident referenced as an endorser and for any person and any organization mentioned in the text of the statement as an endorser or supporter. Candidate statements must be attached to the form provided by the City Clerk.

SECTION 2. The City Clerk shall comply with all recommendations and standards set forth by the California Secretary of State regarding occupational designations and other matters relating to elections.

SECTION 3. FOREIGN LANGUAGE POLICY.

A. Pursuant to the Federal Voting Rights Act, candidates' statements will be translated into all languages required by the County of Alameda. The County is required to translate candidates' statements into Spanish, Chinese, Vietnamese and Tagalog.

B. The Alameda County Registrar of Voters will print and mail voter information guides and candidates' statements in Spanish, Chinese, Vietnamese and Tagalog to only those voters who are on the county voter file as having requested a voter information guide in a particular language. The County will make the voter information guides and candidates' statements in the required languages available at all polling places.

SECTION 4. PAYMENT

Candidates filing a statement are required to pay in advance the estimated pro rata share as a condition of having a statement included in the voter's pamphlet. The Alameda County Registrar of Voters estimates the total cost of printing, handling, translating, and mailing, including costs incurred as a result of complying with the Voting Rights Act of 1965. The estimate is an approximation of the actual cost which varies from one election to another election and may be significantly more or less than the estimate depending upon the actual number of candidates filing statements. Accordingly, the City Clerk is not bound by the estimate and may, on a pro rata basis, bill the candidate for additional actual expenses or refund any excess paid depending upon the final actual cost. In the event of underpayment, the City Clerk may require the candidate to pay the balance of the cost incurred. In the event of overpayment, the City Clerk will prorate the excess amount among the candidates and refund the excess amount paid.

SECTION 5. The City Clerk shall provide each candidate or the candidate's representative with a copy of this resolution at the time nominating petitions are issued.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

HAYWARD

GENERAL MUNICIPAL ELECTION ABBREVIATED CALENDAR
Tuesday, November 3, 2026

DATE	ACTION
July 13, 2026	**EC § 10220 Nomination Period Opens** First day candidates may pick up nomination papers.
July 31, 2026	**FPPC Semi-Annual Campaign Statement Due** Deadline for financial disclosure report covering 1/1/26 to 6/30/26.
August 5, 2024 – November 3, 2026	**FPPC 24-hour Contribution Report** Sums of $1,000 or more to/from a single source must be reported within 24 hours.
August 7, 2026	**EC § 10220 Nomination Period Closes** Deadline to file all required nomination papers.
August 8, 2026 – August 12, 2026	**EC § 10225 Nomination Extended Period** If the incumbent fails to file a Declaration of Candidacy by the deadline for their office, there will be a 5-calendar-day extension during which any candidate, other than the incumbent, may file for said office.
August 13, 2026	**EC § 13111 Randomized Alphabet Drawing** The Secretary of State will conduct a drawing of letters of the alphabet to determine the order in which candidates appear on the ballot.
September 24, 2026	**FPPC 1st Pre-Election Campaign Statement Due** Deadline to file financial disclosure report covering 7/1/26 - 9/19/26.
October 5, 2026	**ROV** First day of mailing Vote by Mail Ballots and Early Voting at ROV.
October 19, 2026	**EC § 2102 Last Day to Register to Vote** Date for the November 3, 2026 General Election.
October 22, 2026	**FPPC 2nd Pre-Election Campaign Statement Due** Deadline for financial disclosure report covering 9/20/26 - 10/17/26.

DATE	ACTION
October 24, 2026	**ROV** Ten-day Vote Centers Open.
October 31, 2026	**ROV** Four-day Vote Centers Open.
November 3, 2026	**EC § 1000 ELECTION DAY** Vote Centers open from 7 a.m. to 8 p.m.
December 3, 2026	**EC § 15372 Official Canvass of Votes** Last Day for Registrar of Voters to submit a certified statement of the results of the canvass of the returns.
December 8, 2026	**EC §§ 10262, 10263** City Council to certify election results.
February 1, 2026	**FPPC Semi-Annual Campaign Statement Due** Deadline for financial disclosure report covering 10/18/26 - 12/31/26.

California Elections Code - EC
Alameda County Registrar of Voters - ROV
Fair Political Practices Commission - FPPC

File #: CONS 26-218

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Approving Addendums No. 1 and No. 2, Rejecting the Bid from Devaney Engineering, Inc., and Awarding a Contract to SubTerra Construction, Inc., for the FY 2024 Water Line Replacement Project, Project No. 07072, in a Not-to-Exceed Amount of $8,665,745

RECOMMENDATION

That City Council adopts the attached resolution (Attachment II) approving Addendums No. 1 and No. 2, providing minor revisions to the project specifications and plans, rejecting the bid from Devaney Engineering, Inc., and awarding the construction contract to SubTerra Construction, Inc., for the FY24 Water Line Replacement Project, Project No. 07072, in an amount of $7,877,950 and approving $787,795 in administrative construction contingency for a total contract amount not-to-exceed $8,665,745.

SUMMARY

The FY24 Water Line Replacement Project will improve water supply reliability by replacing approximately 15,000 linear feet of existing cast iron and asbestos cement (ACP) pipes ranging from 6 to 12-inch diameters with new 8 or 12-inch polyvinyl chloride (PVC) or earthquake resistant ductile iron (ERDIP) pipes. This project takes place at three locations, where needed, in the City and all the pipe replacement will be done by traditional open-cut method.

On May 5, 2026, eleven (11) bids were received. The lowest bidder, Devaney Engineering, requested to withdraw their bid due to multiple errors in their bid proposal. Staff recommends that Council reject the lowest bid and award the contract to the second lowest responsible and responsive bidder, SubTerra Construction, Inc., in the amount of $7,877,950, which is $1,422,050, or 15.3%, below the Engineer's Estimate of $9,300,000. Furthermore, Staff is requesting Council's approval of Addendums No. 1 and No. 2, which provided minor revisions to clarify the specifications and plans, and approval of $787,795 in Administrative Construction Contingency for potential change orders.

ATTACHMENTS

Attachment I Staff Report

Attachment II Resolution

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

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FISCAL IMPACT

There are no impacts to the General Fund or Measure C.

The estimated costs for the FY24 Water Line Replacement Project are as follows:

Construction Contract	$7,877,950
Administrative Construction Contingency	$787,795
Professional Engineering Services – Consultant	$1,077,500
Inspection, Testing & Permitting	$500,000
Construction Administration – City Staff	$755,000
Total	$10,998,245

The adopted FY26 CIP includes $17,274,000 for the FY24 Water Line Replacement Project, Project No. 07072 in the Water Replacement Fund (Fund 603), which is an Enterprise Fund. Of that amount, $10,998,245 will be allocated for the FY24 Water Line Replacement Project. The remaining $6,275,755 will be returned to the Water Replacement Fund (Fund 603) to be used for the FY25 Water Line Replacement Project, Project No. 07028, to address updated system priorities. Recent breaks in several large water mains have highlighted the need to accelerate the design and replacement of higher-priority, larger-diameter pipelines that serve more residents. Redirecting the available funding allows the City to focus its limited resources where they provide the greatest benefit. The accelerated FY25 Water Line Replacement Project schedule anticipates completion of design in Spring 2027and construction beginning in Summer 2027.

BACKGROUND

The City's current Capital Improvement Program includes funding to replace the City's water mains to improve supply reliability and fire flow through annual water line replacement projects. The City has approximately 375 miles of water distribution pipeline, of which approximately 67% consists of asbestos cement pipe, 8% consists of cast iron pipe, and a majority of the existing pipelines are 6 inches in diameter. The water line locations were selected by staff for a variety of reasons including being undersized, having exceeded service life, frequency of breaks, and/or upgrades needed for supply reliability and fire flow improvements.

On February 20, 2024[1], City Council approved Resolution No. 24-066, authorizing the City to enter into a Professional Services Agreement with BKF Engineers (BKF), for design services and technical support during construction for the FY24 Water and Sewer Line Replacement Projects. The Consultant completed the design specifications and plans for the FY24 Water Line Replacement Project in March 2026. On March 17, 2026, City Council approved the plans and specifications for the project and called for bids to be received on May 5, 2026.

[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=6517563&GUID=3DE2D074-1334-47C7-8115-C6F3C5D16B78

DISCUSSION

On May 5, 2026, the City received eleven (11) bids for the project, ranging from $7,376,250 to $15,535,525. Devaney Engineering, Inc.. submitted the lowest bid in the amount of $7,376,250, which is approximately 20.7% below the Engineer's estimate of $9,300,000. However, on May 12, 2026, the City received a letter from Devaney Engineering, Inc., requesting to withdraw their bid due to errors in pricing on in five major bid items in their proposal. Staff reviewed the request and determined the bid to be unresponsible given the error and staff is requesting City Council to reject the bid.

SubTerra Construction, Inc., submitted the second lowest bid in the amount of $7,877,950 which is 15.3% lower than the Engineer's Estimate. Staff is requesting that City Council award the contract to SubTerra Construction, Inc., with an additional $787,795 (or 10% of the contract amount) for Administrative Construction Contingency in the event additional funds are needed for unforeseen conditions and changes during construction.

ECONOMIC IMPACT

The community will enjoy the benefits of the project, including the continued operability and serviceability of the water distribution system. Furthermore, a robust and reliable water infrastructure can help foster economic development and viability in the City.

Replacing the water mains and appurtenances are part of an effort to, pursuant to City Council direction, modernize and upgrade existing infrastructure. The project will reduce operations and maintenance costs associated with servicing the undersized and aging water mains. In addition, staff time attending to issues related to high frequency maintenance and system breaks will be reduced.

On June 24, 2025[2], City Council passed a resolution authorizing a Community Workforce Agreement (CWA) with the Alameda County Building Trades Council (BTC), which applies to City projects with construction costs of $1,000,000 or more. The agreement requires contractors to utilize local union hiring halls, encourages the employment of Hayward residents and Hayward Unified School District graduates, and requires workers to pay applicable union dues and contribute to other benefit trust funds. The CWA agreement applies to the FY24 Water Line Replacement Project as its construction cost exceeds $1,000,000.

[2] https://hayward.legistar.com/LegislationDetail.aspx?ID=7437057&GUID=2CA848AA-3F0F-4AE9-A53E-2309AEDED8CC&Options=Advanced&Search=

STRATEGIC ROADMAP

This agenda item supports the Strategic Roadmap, which includes Invest in Infrastructure as one of the strategic priorities. Specifically, this item relates to the implementation of Objective 4: Invest in Water Supplies, Sanitation Infrastructure & Storm Sewers under "Invest in Infrastructure:"

N20: Replace an average of 2.5 miles of water pipelines annually

SUSTAINABILITY FEATURES

The repair and replacement of deteriorating water lines would reduce potable water and energy losses related to leaks and main breaks.

PUBLIC CONTACT

Prior to and during construction, notices will be provided to affected residents, property, and business owners to inform them of the nature and purpose of the work, potential impacts, work schedule and City contact for additional information. In addition, staff will separately contact any large employers and schools that may be affected by the project and coordinate work to minimize impact.

NEXT STEPS

The following schedule has been developed for this project:

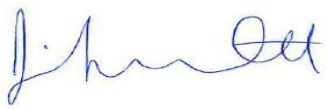
Award Construction Contract	June 2, 2026
Notice to Proceed	July 2026
Construction Completion	Spring 2027

Prepared by: Derek Pham, Senior Utilities Engineer

Reviewed by: Zaheer Shaikh, Utilities Engineering Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member_____

RESOLUTION APPROVING ADDENDA NO. 1 AND NO. 2, REJECTING THE BID FROM DEVANEY ENGINEERING, INC., AND AWARDING A CONTRACT TO SUBTERRA CONSTRUCTION, INC., FOR THE FY24 WATER LINE REPLACEMENT PROJECT, PROJECT NO. 07072, IN AN AMOUNT NOT TO EXCEED $8,665,745

WHEREAS, by Resolution No. 26-017, on March 17, 2026, the City Council approved the plans and specifications for the FY24 Water Line Replacement Project, Project No. 07072, and called for bids to be received on May 5, 2026; and

WHEREAS, Addendum No. 1 and Addendum No. 2 were issued to make minor revisions to the specifications and plans; and

WHEREAS, on May 5, 2026, eleven (11) bids were received ranging from $7,376,250 to $15,535,525. The low bid of $7,376,250, submitted by Devaney Engineering, Inc., is approximately 20.7% below the Engineer's Estimate of $9,300,000. The second lowest bid of $7,877,950, submitted by SubTerra Construction, Inc., is approximately 15.3% below the Engineer's Estimate; and

WHEREAS, on May 12, 2026, Devaney Engineering requested to withdraw their bid from consideration due to major clerical errors in the pricing of five bid items in their bid proposal. Staff reviewed the request and determined the bid to be unresponsive.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward that Addendum No. 1 and Addendum No. 2 are hereby approved and adopted as part of the plans and specifications for the project.

BE IT FURTHER RESOLVED that SubTerra Construction, Inc., of San Francisco, CA, is hereby awarded the contract for the FY24 Water Line Replacement Project, Project No. 07072, in accordance with the plans and specifications adopted therefore and on file in the office of the City Clerk of the City of Hayward, at and for the price named and stated in the final proposal of the hereinabove specified bidder, and all other bids are hereby rejected.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized and directed to execute an agreement with SubTerra Construction, Inc., in the name of and for and on behalf of the City of Hayward, in an amount of $7,877,950 and approving $787,795 in administrative construction contingency for the project, for a total contract amount not-to-exceed $8,665,745 in a form to be approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: CONS 26-219

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Adopt a Resolution Designating City-Owned Properties at 24491, 24331, 24321, and 24311 Mission Blvd (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00) and Spring Drive (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, 445-0220-110-00), as Surplus Land, Authorizing Notices of Availability, and Finding the Action Exempt from California Environmental Quality Act Review

RECOMMENDATION

That the City Council adopt a resolution declaring two groupings of City-owned properties as surplus land pursuant to the California Surplus Land Act (Government Code Section 54220 et seq.) and authorizing the City Manager to issue Notices of Availability consistent with the requirements of the Act. The properties include the 24491, 24331, 24321, and 24311 Mission Blvd properties (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00), and the Spring Drive properties (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, 445-0220-110-00). Adoption of the resolution will allow the City to initiate the Surplus Land Act notification process prior to any potential future disposition or redevelopment of the properties. Staff further recommends that this action be found exempt from the California Environmental Quality Act (CEQA) because it does not constitute a project under CEQA.

SUMMARY

The Surplus Land Act (SLA), Government Code section 54220, et seq., requires a local agency to follow specific procedural steps before disposing of land or negotiating to dispose of land that is no longer needed for the agency's use. The steps generally involve (1) adopting a resolution declaring the property surplus or exempt surplus, (2) sending notices of availability to entities designated in the SLA, primarily affordable housing developers/sponsors, and (3) negotiating in good faith for ninety (90) days with any entity that submits a notice of interest within sixty (60) days of the issuance of the notice of availability.

This item involves the Spring Drive properties, totaling approximately 0.56 acres across five parcels (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, 445-0220-110-00); and the Mission Blvd parcels, located 24491, 24331, 24321, and 24311 Mission Blvd, totaling

approximately 1.51 acres across four parcels (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00).

Staff recommends that the City Council adopt a resolution declaring these parcels as surplus pursuant to the SLA. Staff also recommends that the Council authorizes the City Manager or their designee to begin the surplus property notice of availability process consistent with the Surplus Land Act. If the City receives notices of interest in the parcels, staff will return to Council for further direction.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Manager

SUBJECT: Adopt a Resolution Designating City-Owned Properties at 24491, 24331, 24321, and 24311 Mission Blvd (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00) and Spring Drive (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, 445-0220-110-00), as Surplus Land, Authorizing Notices of Availability, and Finding the Action Exempt from California Environmental Quality Act Review

RECOMMENDATION

That the City Council adopt a resolution declaring two groupings of City-owned properties as surplus land pursuant to the California Surplus Land Act (Government Code Section 54220 et seq.) and authorizing the City Manager to issue Notices of Availability consistent with the requirements of the Act. The properties include the 24491, 24331, 24321, and 24311 Mission Blvd properties (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00), and the Spring Drive properties (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, 445-0220-110-00). Adoption of the resolution will allow the City to initiate the Surplus Land Act notification process prior to any potential future disposition or redevelopment of the properties. Staff further recommends that this action found exempt from the California Environmental Quality Act (CEQA) because it does not constitute a project under CEQA.

SUMMARY

The Surplus Land Act (SLA), Government Code section 54220, et seq., requires a local agency to follow specific procedural steps before disposing of land or negotiating to dispose of land that is no longer needed for the agency's use. The steps generally involve (1) adopting a resolution declaring the property surplus or exempt surplus, (2) sending notices of availability to entities designated in the SLA, primarily affordable housing developers/sponsors, and (3) negotiating in good faith for ninety (90) days with any entity that submits a notice of interest within sixty (60) days of the issuance of the notice of availability.

This item involves the Spring Drive properties, totaling approximately 0.56 acres across five parcels (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, 445-0220-110-00); and the Mission Blvd parcels, located 24491, 24331, 24321, and 24311 Mission Blvd, totaling approximately 1.51 acres across four parcels (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00).

Staff recommends that the City Council adopt a resolution declaring these parcels as surplus pursuant to the SLA. Staff also recommend that the Council authorizes the City Manager or their designee to begin the surplus property notice of availability process consistent with the Surplus Land Act. If the City receives notices of interest in the parcels, staff will return to Council for further direction.

FISCAL IMPACT

The sale of these parcels will result in potential revenue for the City to restore the City's general fund reserves. The price for the properties will be determined by staff based primarily on current market rates and as part of any subsequent land sale negotiation process.

For the properties owned by the Successor Agency, the sale of the parcels will go to all taxing entities in Alameda County that receive property tax. Hayward would receive its portion of the proceeds.

BACKGROUND

The City of Hayward is initiating the process to declare several City-owned properties as surplus land in accordance with the California Surplus Land Act. This action includes the Mission Blvd. parcels and the Spring Drive parcels. Declaring these properties as surplus allows the City to begin the required Notices of Availability and explore opportunities for redevelopment, strategic disposition, or partnership that support the City's ongoing efforts to revitalize key areas, enhance economic activity, and optimize underutilized public assets.

The Spring Drive properties (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, and related parcels) were acquired by the City in 1980 for the development of a neighborhood park. The City Council authorized the acquisition through Resolution No. 80-303, approving a negotiated land purchase contract for the Alves property following unsuccessful efforts to acquire other nearby parcels better suited for recreational use. Due to topographical constraints, only a portion of the assembled land was ultimately developed as parkland, with several parcels remaining unused. The Hayward Area Recreation and Park District (HARD) has confirmed that it has no present or future need for these remaining parcels.

The Mission Boulevard properties located at 24491, 24331, 24321, and 24311 Mission Blvd. (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00) were formerly owned by the Redevelopment Agency of the City of Hayward and were transferred to the City in March 2011 as part of redevelopment dissolution activities. In 2012, pursuant to Assembly Bill x1 26 and AB 1484, the City approved the transfer of these properties to the Hayward Successor Agency to facilitate the orderly wind-down of redevelopment affairs and future disposition planning. In 2013, the properties were formally conveyed via grant deed between the City and the Successor Agency in accordance with state law requirements.

As a result, the City has determined that the subject properties are surplus to its needs and is now pursuing their disposition to return the sites to productive use consistent with City goals and applicable regulations.

DISCUSSION

Before disposing of, or negotiating disposition of surplus land, the SLA requires the City to follow specific procedural steps. First, the City Council must declare the land to be surplus or exempt surplus at a public meeting. Next, the City must send Notices of Availability (NOA) of the property to (1) the California Department of Housing and Community Development (HCD), (2) specified public entities within whose jurisdiction the surplus land is located, and (3) any housing sponsors certified by California Housing Finance Agency (CalHFA) that have provided notice to HCD of their interest in receiving SLA notices. Thirdly, the City must negotiate in good faith for no less than ninety (90) days with any entity that submits a notice of interest within sixty (60) days of the issuance of NOA.

If no notices of interest are received in a timely manner, or good faith negotiations do not result in an agreement on disposition within the ninety (90) day negotiating period, the City may dispose of the property without further regard to the SLA, subject only to the requirement that a covenant is recorded against the property imposing affordability conditions on any development involving construction of ten (10) or more residential units on the property. At least 15% of the total units must be sold or rented at affordable housing cost to lower income households as defined by state law and must remain affordable for at least 55 years for rental housing and 45 years for ownership housing.

HCD and the Attorney General have authority to enforce the SLA. A local agency that is found to be in violation of the SLA for the first time faces monetary penalties of 30% of the property's disposition value, which is the greater of the fair market value and the actual sale price. Subsequent violations result in penalties of 50% of disposition value. The penalty is required to be deposited in a local housing trust fund and used within five (5) years, otherwise the funds will revert to the State. Staff have determined that properties are no longer necessary for the City's use and may be declared surplus.

ENVIRONMENTAL REVIEW

The designation of the parcels as surplus is exempt from review under CEQA pursuant to CEQA Guidelines Section 15378(b)(5) and 15061(b)(3). The action is an organizational or administrative activity that will not result in direct or indirect physical changes to the environment and does not have the potential for causing a significant effect on the environment. If the parcels are subsequently conveyed, any development applications related to the parcels will be subject to environmental review as required by law.

ECONOMIC IMPACT

Declaring these properties surplus will attract private investment and support redevelopment and mixed-use projects, which can create jobs, expand the tax base, and draw new businesses and residents. Redeveloping these key sites, especially in the civic and downtown core, will enhance commercial activity, strengthen economic vitality, and advance long-term community goals such as improved public spaces, cultural amenities, and housing.

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not relate to any of the six priorities outlined in the Council's Strategic Roadmap.

PUBLIC CONTACT AND NEXT STEPS

Upon adoption of the attached resolution, the City Manager and staff will send a NOA to all entities required to receive notice under the SLA and HCD's Surplus Land Act Guidelines. If notices of interest are received within the 60-day NOA timeframe, staff will return to Council for further direction prior to commencing negotiations.

Prepared by: Tracy Irvin, Real Property Manager

Recommended by: Mary Thomas, Assistant City Manager
Michael Lawson, City Attorney

Approved by:



Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION DESIGNATING CERTAIN CITY-OWNED PROPERTIES LOCATED AT 24491, 24331, 24321, AND 24311 MISSION BOULEVARD (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, AND 444-0033-023-00) AND SPRING DRIVE (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, AND 445-0220-110-00), HAYWARD, CALIFORNIA AS SURPLUS LAND PURSUANT TO GOVERNMENT CODE SECTION 54221; AUTHORIZING THE CITY MANAGER TO ISSUE NOTICES OF AVAILABILITY AS REQUIRED BY THE SURPLUS LAND ACT; AND FINDING THAT THE ACTION IS EXEMPT FROM ENVIRONMENTAL REVIEW

WHEREAS, the Surplus Land Act (Government Code section 54220, et seq.) imposes procedural steps that a local agency must follow before disposing of, or negotiating disposition of surplus land; and

WHEREAS, Government Code section 54221(b)(1) requires a local agency to declare property as surplus and not necessary for the agency's use during a regular public meeting prior to taking any action to dispose of the property; and

WHEREAS, after declaration of property as surplus, Government Code section 54222 requires a public agency to issue a Notice of Availability ("NOA") of the surplus property to entities identified in the statute, including the California Department of Housing and Community Development (HCD), local public entities, and affordable housing developers; and

WHEREAS, the City of Hayward owns in fee simple approximately 1.51 acres located along Mission Boulevard, identified as Assessor's Parcel Numbers (APNs) 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00 (hereafter "Mission Boulevard Properties"); and

WHEREAS, the Mission Boulevard Properties were formerly owned by the Redevelopment Agency of the City of Hayward and were transferred to the City as part of redevelopment dissolution activities, and are not necessary for the City's current use; and

WHEREAS, the City of Hayward owns in fee simple approximately 0.56 acres located at Spring Drive, identified as APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, and 445-0220-110-00 (hereafter "Spring Drive Properties"); and

WHEREAS, the Spring Drive Properties were acquired by the City for the development of a neighborhood park, and portions of the assembled land remain unused, and the Hayward Area Recreation and Park District has confirmed that it has no present or future need for these parcels; and

WHEREAS, the City has determined that the Mission Boulevard Properties and the Spring Drive Properties (collectively, the "Properties") are not necessary for the City's use and may be declared surplus.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward finds and declares as follows:

1. The Mission Boulevard Properties, consisting of approximately 1.51 acres, more or less, across four parcels (APNs 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, and 444-0033-023-00), as more particularly described in Exhibit A attached hereto and incorporated herein, are owned in fee simple by the City of Hayward, are not necessary for the City's use, and are hereby declared surplus.
2. The Spring Drive Properties, consisting of approximately 0.56 acres, more or less, across five parcels (APNs 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, and 445-0220-110-00), as more particularly described in Exhibit B attached hereto and incorporated herein, are owned in fee simple by the City of Hayward, are not necessary for the City's use, and are hereby declared surplus.

BE IT FURTHER RESOLVED that the City Manager or their designee is authorized and directed to issue Notices of Availability for the Properties to the entities identified in Government Code section 54222 and in accordance with the Surplus Land Act Guidelines issued by HCD.

BE IT FURTHER RESOLVED that the City Manager or their designee is authorized to take any further actions necessary to comply with the Surplus Land Act and applicable guidelines.

BE IT FURTHER RESOLVED that the designation of the Properties as surplus is exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378(b)(5) and 15061(b)(3). The action is an organizational or administrative activity that will not result in direct or indirect physical changes to the environment and does not have the potential for causing a significant effect on the environment. If the Properties are subsequently conveyed, any development applications related to the Properties will be subject to environmental review as required by law.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

EXHIBIT A
MISSION BLVD. PARCEL MAP
(APNS 444-0033-018-01, 444-0033-019-00, 444-0033-020-00, AND 444-0033-023-00)

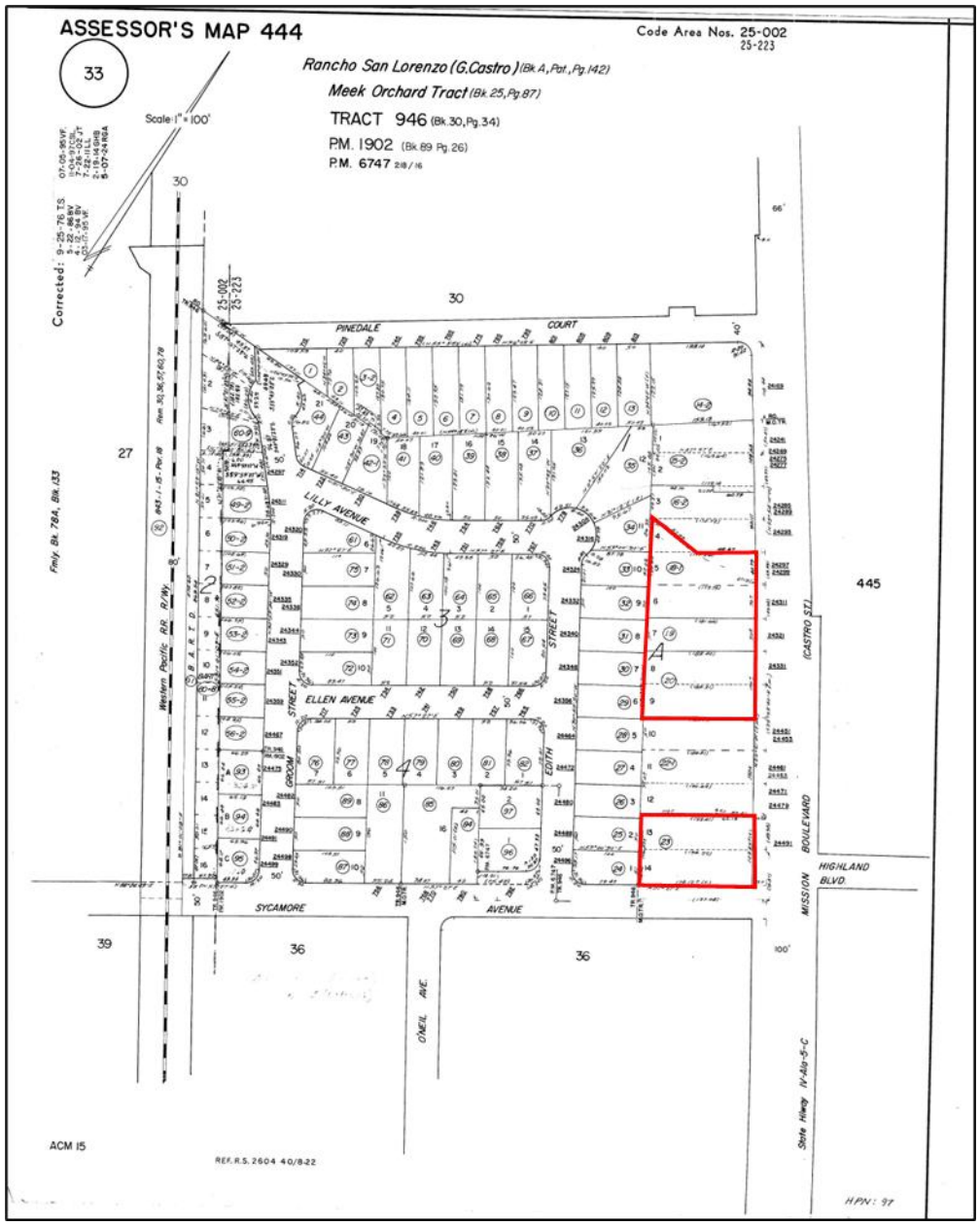
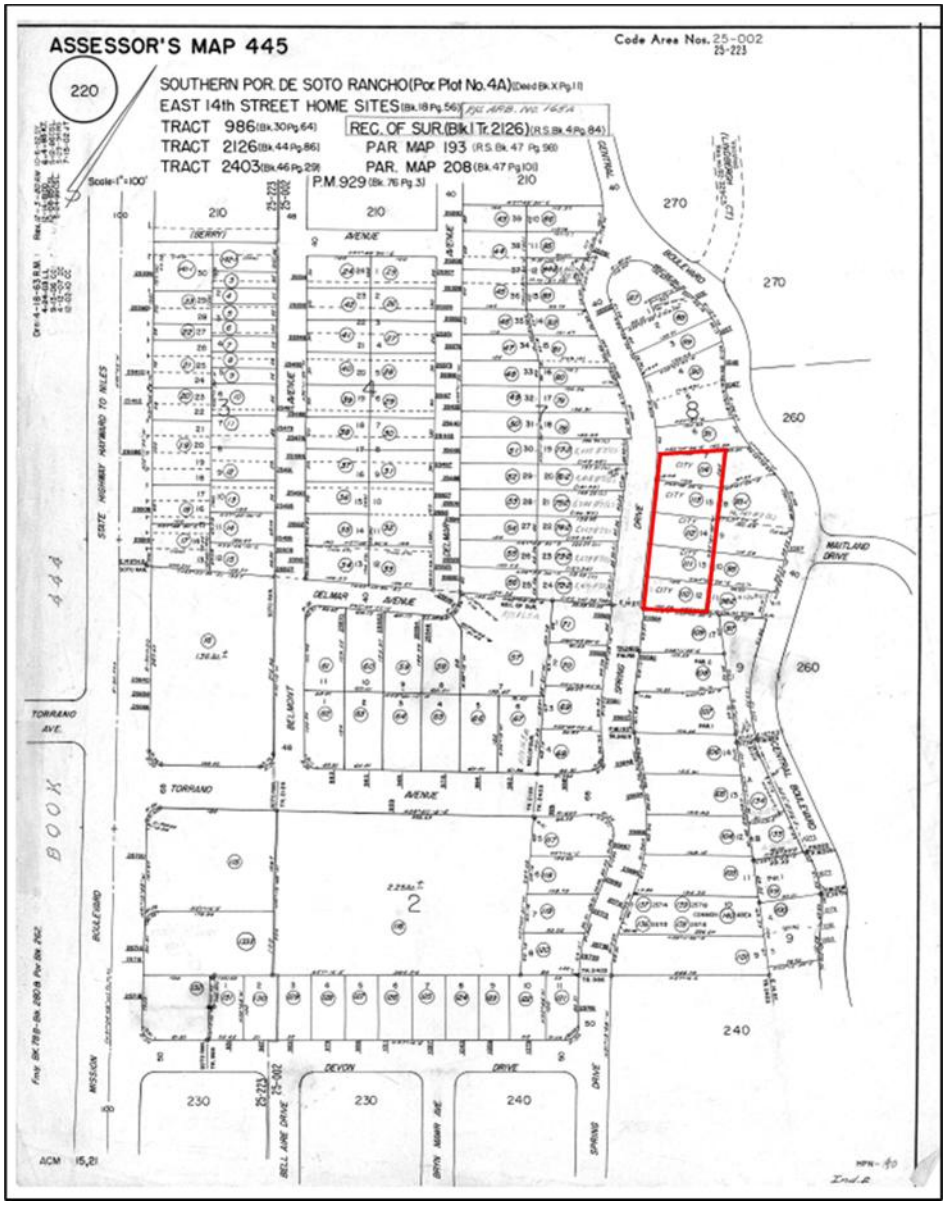


EXHIBIT B
SPRING DRIVE PARCEL MAP
(APNS 445-0220-114-00, 445-0220-113-00, 445-0220-112-00, 445-0220-111-00, AND 445-0220-110-00)



File #: CONS 26-220

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT

Adopt a Resolution Amending the Master Fee Schedule Fiscal Year 2026-2027 Removing Charges and Fees Associated with Accessory Commercial Units and Finding the Action is Exempt from California Environmental Quality Act Review

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment II) amending the Master Fee Schedule Fiscal Year 2026-2027 (Attachment III) associated with Accessory Commercial Units (ACUs), Section B: Planning, 25(e) and finding the action exempt from California Environmental Quality Act (CEQA) review.

SUMMARY

The proposed amendment to the Master Fee Schedule Fiscal Year 2026-2027 removes all fees related to Zoning Conformance Permits of Accessory Commercial Units (ACUs). During City Council Business Friendly Hayward discussions on April 21, 2026, regarding the implementation of ACUs, City Council deferred consideration of ACUs. As a result, staff is recommending removal of the associated fees from the Master Fee Schedule Fiscal Year 2026-2027. If adopted, changes will become effective July 1, 2026.

A complete and detailed listing of fees is reflected in the attached Master Fee Schedule Fiscal Year 2026-2027 and, after adoption the final Adopted Master Fee Schedule Fiscal Year 2026-2027 can be found on the Master Fee Schedule website link found in the City's website: <https://www.hayward-ca.gov/your-government/documents/master-fee-schedule> ca.gov/your-government/documents/master-fee-schedule. <https://www.hayward-ca.gov/your-government/documents/master-fee-schedule>

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Proposed Amended Master Fee Schedule Fiscal Year 2026- 2027

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT: Adopt a Resolution Amending the Master Fee Schedule Fiscal Year 2026-2027 Removing Charges and Fees Associated with Accessory Commercial Units and Finding the Action is Exempt from California Environmental Quality Act Review

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment II) amending the Master Fee Schedule Fiscal Year 2026-2027 (Attachment III) associated with Accessory Commercial Units (ACUs), Section B: Planning, 25(e) and finding the action exempt from California Environmental Quality Act (CEQA) review.

SUMMARY

The proposed amendment to the Master Fee Schedule Fiscal Year 2026-2027 removes all fees related to Zoning Conformance Permits of Accessory Commercial Units (ACUs). During City Council Business Friendly Hayward discussions on April 21, 2026, regarding the implementation of ACUs, City Council deferred consideration of ACUs. As a result, staff is recommending removal of the associated fees from the Master Fee Schedule Fiscal Year 2026-2027. If adopted, changes will become effective July 1, 2026.

A complete and detailed listing of fees is reflected in the attached Master Fee Schedule Fiscal Year 2026-2027 and, after adoption the final Adopted Master Fee Schedule Fiscal Year 2026-2027 can be found on the Master Fee Schedule website link found in the City's website: https://www.hayward- ca.gov/your-government/documents/master-fee-schedule.

BACKGROUND

On April 21, 2026[1], the City Council adopted a resolution approving the Master Fee Schedule Fiscal Year 2026-2027. At the same meeting, Council held a public hearing regarding proposed amendments to the Hayward Municipal Code associated with the Business Friendly Hayward project[2]. In conjunction with prior discussions regarding potential zoning

[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=7987069&GUID=6CEF1E6F-33C3-46AD-ADE0-BAD3FE631F3A&Options=&Search=

[2] https://hayward.legistar.com/LegislationDetail.aspx?ID=7987053&GUID=C94A3DF0-8BAB-4F0D-B8CE-

and permitting regulations for ACU's, staff included proposed application and permit fees in the City's FY 2026-2027 Master Fee Schedule. These fees were intended to recover administrative costs associated with processing planning-related applications and permits.

During City Council consideration of the proposed changes associated with the Business-Friendly Hayward project, Council deferred consideration of Accessory Commercial Units until a later time. Since the City is not currently accepting or processing ACU applications, the associated fees are no longer necessary and should be removed from the Master Fee Schedule.

DISCUSSION

The proposed amendment would eliminate all references and fees related to ACUs from the Master Fee Schedule Fiscal Year 2026-2027. Removal of these fees will align the Master Fee Schedule Fiscal Year 2026-2027 with current City Council policy direction and avoid confusion for applicants and the public regarding the availability of ACU permits. In addition, removal of the fees ensures the City does not maintain fees for programs that are not authorized or implemented. Should the City Council choose to revisit ACUs in the future, Development Services Department staff can return with updated program information and proposed fees at that time.

ENVIRONMENTAL REVIEW

This item is exempt from CEQA review pursuant to Section 15273 of CEQA Guidelines which states that CEQA does not apply to the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, and other charges by public agencies which the public agency finds are for the purposes of:

- Meeting operating expenses, including employee wage rates and fringe benefits;
- Purchasing or leasing supplies, equipment, or materials;
- Meeting financial reserve needs and requirements;
- Obtaining funds necessary for capital projects necessary to maintain service within existing service areas; or
- Obtaining funds necessary to maintain intra-city transfers as are authorized by the City Charter.

ECONOMIC IMPACT

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Approval of the attached resolution will not have an economic impact on our community as fees were never implemented.

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not specifically relate to any of the six priorities outlined in the Council's Strategic Roadmap.

FISCAL IMPACT

Removal of the Accessory Commercial Unit fees is not anticipated to have a material fiscal impact on the City's budget because the City has not implemented the permit or collected related fee revenue.

PUBLIC CONTACT

This agenda item was published in accordance with all Brown Act requirements.

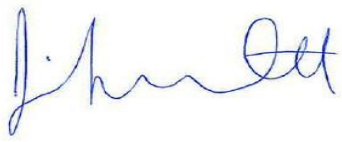
NEXT STEPS

Upon approval of the attached resolution, the fees will be removed from the Fiscal Year 2026-2027 Master Fee Schedule effective July 1, 2026.

Prepared by: Crissy Mello, Administrative Secretary

Recommended by: DeAnna Hilbrants, Director of Finance

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-__

Introduced by Council Member_____

RESOLUTION AMENDING THE CITY OF HAYWARD MASTER FEE SCHEDULE FISCAL YEAR 2026-2027 REMOVING FEES AND CHARGES ASSOCIATED WITH ACCESSORY COMMERCIAL UNITS FOR THE CITY OF HAYWARD AND FINDING THAT THE ACTION IS EXEMPT FROM CEQA REVIEW

WHEREAS, as part of a general cost recovery strategy, the City of Hayward has adopted user fees to fund programs and services that provide direct benefit to a specified user; and

WHEREAS, in November 1996, California voters passed Proposition 218, the "Right to Vote on Taxes Act." This constitutional amendment protects taxpayers by limiting the methods by which local governments can create or increase taxes, fees, and charges without taxpayer consent. Proposition 218 requires voter approval prior to imposition or increase of general taxes, assessments, and certain user fees; and

WHEREAS, in November 2010, California voters approved Proposition 26, which amended Article XIII C of the State Constitution regarding the adoption of fees and taxes. Proposition 26 seeks to assure that taxes, which must be approved by the voters, are not disguised as fees, which can be approved by legislative bodies, such as a city council. The proposed Master Fee Schedule (MFS) is compliant; and

WHEREAS, on April 21, 2026, the City Council adopted a resolution approving the FISCAL YEAR 2026-2027 and the Fiscal Year 2026-2027 Fine and Bail Schedule (Resolution No. 26-060); and

WHEREAS, at a separate public hearing, City Council directed staff to remove a proposed Accessory Commercial Unit (ACU) from consideration; and

WHEREAS, as the ACU was not adopted as an allowable use in the City of Hayward, the fees associated with ACU and included in the adopted Master Fee Schedule Fiscal Year 2026-2027 is not necessary and should be removed; and

WHEREAS, Section 15273 of the California Environmental Quality Act (CEQA) Guidelines states that CEQA does not apply to the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, and other charges by public agencies which the public agency finds are for the purposes of:

1. Meeting operating expenses, including employee wage rates and fringe benefits;
2. Purchasing or leasing supplies, equipment, or materials;
3. Meeting financial reserve needs and requirements;
4. Obtaining funds necessary for capital projects necessary to maintain service within existing service areas; or
5. Obtaining funds necessary to maintain intra-city transfers as are authorized by the City Charter.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward hereby amends the Master Fee Schedule Fiscal Year 2026-2027 relating to fees and charges of Accessory Commercial Units for Development Services of the City of Hayward incorporated herein by reference and as outlined in the June 2, 2026, City Council report; either on its face or as applied, the invalidity of one provision shall not affect the other provisions of the Fiscal Year 2026-2027 and the applications thereof; and to that end the provisions of this Master Fee Schedule Fiscal Year 2026 shall be deemed severable.

BE IT FURTHER RESOLVED that the fees and charges adopted by this resolution shall become effective as of July 1, 2026.

BE IT FURTHER RESOLVED that this action is determined to be exempt from CEQA review pursuant to Section 15273 of the California Environmental Quality Act (CEQA) Guidelines based on the findings stated herein.

IN COUNCIL, HAYWARD, CALIFORNIA June 2, 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward



Adopted Master Fee Schedule
Fiscal Year 2026-2027

Director of Finance: DeAnna Hilbrants

HAYWARD

Effective July 1, 2026

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Introduction

The Master Fee Schedule Resolution reports fees for services that are provided to our citizens. Fees that do not recover the full cost of providing the service result in a subsidy which shifts funds away from the critical, high priority needs of job creation, public safety initiatives, utility services, and neighborhood programs.

Before a fee increase was considered the Department responsible for the service demonstrated that the services are being provided as efficiently and effectively as possible. There are a minimal number of fees that were considered for an increase in this year's amendment. For these fees, each respective department demonstrated that services are provided in a best practice manner, and that all reasonable opportunities for savings have been exhausted. As a result of this critical analysis, only fees for new programs or services have been added. Additionally, other fees have been lowered, deleted, or to clarify actual fees charged for services.

Proposition 26 Review and Compliance

In November 2010, California voters approved Proposition 26, which amended Article's XIIIA and XIIIC of the state constitution regarding the adoption of fees and taxes. Proposition 26 seeks to assure that taxes, which must be approved by the voters, are not disguised as fees, which can be approved by legislative bodies, such as a city council. The proposed Master Fee Schedule (MFS) was reviewed for compliance with Proposition 26, and in the City Attorney's opinion, the MFS is compliant.

All City Departments

A. ADMINISTRATIVE CITATIONS – Authorized by Hayward Municipal Code (HMC) Article 7 – Administrative Citations have fines set pursuant to Government Code (GC) Section 53069 and 36900. Unless otherwise specified by Ordinance, Fee Schedule or Code, the fine amount for any violation of any section of the Municipal Code shall be:

1. First Violation	$100.00
2. Second Violation	$200.00
3. Third and Subsequent Violations	$500.00

B. ADMINISTRATIVE HEARING FEE $1,500.00

C. USB FLASH DRIVE $20.00 Each

D. DISHONORED OR RETURNED PAYMENT FROM BANK OR CREDIT CARD

1. If paid within 30 days of notification	$25.00 + check amount
2. If paid after 30 days of notification, subject to forgiveness of all or a portion of the fee by the Director of Finance	As authorized by California Civil Code 1719, but not less than $25.00

E. GROSS HOUSEHOLD INCOME

The State of California annually publishes an Official State Income Limits guideline for each county. This document is available through the California Department of Housing and Community Development website at https://www.hcd.ca.gov/ . Municipal programs offering income-based discounts will use the 'Alameda County – Very Low Income' figures to determine eligibility.

F. LATE AND DELINQUENT PAYMENTS

Unless specifically provided otherwise, the manner of payment, delinquency status, and assessment and collection of penalties for delinquent payment of the fees imposed or reflected by this master fee schedule shall be as follows:

DAILY FEE:	Due on its effective date and delinquent at 5:00 PM on due date.
MONTHLY FEE:	Due on the first day of each month for which licenses, permits, fees are sought and delinquent at 5:00 PM on the tenth day of the month.
QUARTERLY FEE:	Due on the first day of the yearly quarter period and delinquent at 5:00 PM on the tenth day of the first month in which the quarterly fee is due.
ANNUAL FEES:	Due on the first day of the established annual period and delinquent at 5:00 PM on the tenth day of the first month in which the annual fee is due.

A late payment fee of $5.00 per month shall be applied to all accounts paid after the established due date.

The delinquent account(s) shall be assessed an interest charge of one percent (1%) per month of the unpaid delinquent balance and related interest charge. The interest charge shall be applied to all accounts delinquent for any calendar month or portion of such month and shall not be prorated.

If the delinquent payment is paid within 30 days of notification, the interest fee may be subject to forgiveness based on hardship. The Director of Finance shall review and document all interest fees not collected.

G. PHOTOCOPYING OF FILE MATERIALS

1. Black and White Copy – 8½ x 11 inches or 8½ x 14 inches	$0.50 per page for first ten (10) pages of each document $0.10 each additional page of same document
2. Black and White Copy – 11 x 17 inch	$1.00 per page for first ten (10) pages of each document $0.20 per page each additional page of same document
3. Color Copy – 8½ x 11 inches or 8½ x 14 inches	$0.75 per page
4. Color Copy – 11 x 17 inches	$1.50 per page

H. RESEARCH OR ANALYSIS OF RECORDS (involving more than 15 minutes)

1. $76.00 per hour (minimum charge of $20.00)

I. SMOKING ORDINANCE

1. Smokers Violating the Ordinance $50.00 per violation

2. Fines for businesses that fail to enforce the smoking ordinance

(1) First Offense	$1,000.00
(2) Second Offense	$1,500.00
(3) Third Offense	$2,000.00

J. TOBACCO ORDINANCE

1. Offense Fees

(1) First Offense	$1,500.00 Penalty/30-day TRL suspension
(2) Second Offense	$3,000.00 Penalty/30-day TRL suspension
(3) Third Offense	$5,000.00 Penalty/30-day TRL suspension or revocation

2. Reinspection Fee $784.00 per visit

City Clerk

A. GENERAL SCHEDULE OF CHARGES

1. Certification of Documents	$15.00 for first page $8.00 Each succeeding page
2. Certificate of Residency	$15.00 per issuance
3. Photocopying of Public Records	
a. Black and White Copy	$0.50 per page for the first ten pages
8½ x 11 inches or 8½ x 14 inches	$0.10 per page for each additional page of the same document
b. Black and White Copy	$1.00 per page for the first ten pages
11 x 17 inches	$0.20 per page for each additional page of same document
c. Color Copy– 8½ x 11 inches or 8½ x 14 inches	$0.75 per page
d. Color Copy – 11 x 17 inches	$1.50 per page
e. Photocopying of FPPC Forms/Statements of Government Code 81008	$0.10 per page, plus $5 retrieval fee for reports & statements 5 or more years old
4. Reproduction of Meetings on USB Flash Drive	$20.00 per USB flash drive
a. City Council	
b. Planning Commission	
5. Fee to File "Notice of Intent to Circulate a Petition for Municipal Initiative" (refundable if a sufficient petition is filed within one year) Elections Code 9202 (b)	$200.00
6. Candidate Statement (Election Year)	
a. Publication cost of the candidate's statement in Sample Ballot Pamphlet set by Alameda County Registrar of Voters	Cost of printing, handling
7. Notary Service – Government Code 8211	$15.00 per signature
8. Passport Service	$130.00 (age 16 and over)
a. Passport Book Fee set by and payable to US Department of State	$100.00 (under 16) (note: additional $60.00 for expedited service)
b. Passport Card Fee set by and payable to US Department of State	$30.00 (age 16 and over) $15.00 (under 16)
c. Passport Execution Fee set by US Department of State, payable to City of Hayward	$35.00
d. Priority Mail Express service from City of Hayward to US Department of State. (Rate set by USPS and is subject to federal adjustment.)	Current Rate $33.25, subject to federal adjustment.

Payable to City of Hayward.	
e. Expedited delivery from US Department of State to Customer. Rate set by and payable to US Department of State, and subject to federal adjustment.	Current Rate $22.05, subject to federal adjustment.

City Manager

A. ADMINISTRATIVE SERVICES

a. Annual Bonds Issue Fees	1/8 of 1% of bond amount
b. Low Income Mortgage Credit	2% of first year's credit payable as part of State Fee

A. BUILDING PERMIT FEES

BUILDING PERMIT FEES CALCULATED BY VALUATION

This includes all new buildings, facilities, additions, tenant improvements and residential remodels.

- Valuation is defined as the fair market value of materials and labor for the work.
- Valuation shall be the higher of the stated valuation or the figure from the current International Code Council valuation table below.
- The current ICC Valuation data table below is adjusted with a regional construction cost modifier for the San Francisco Bay Area of 16%*. ** Source: The local modifier is 1.16 times the cost per square foot as published in the Building Standards Journal, April 2002 edition.*
- The valuation for tenant improvements, residential remodels or other projects that do not involve new square footage, shall be a minimum of **60%** of the cost per square foot in the valuation table below.

	Construction Type and Minimum Cost Per Square Foot							
International Building Code Group Building Division staff will help determine the valuation for occupancies or construction types not listed in this table. The values below are based on the **August 2025 ICC Building Valuation Data** with the Building Standards Journal 16% local cost modifier included.	**IA**	**IB**	**IIA**	**IIB**	**IIIA**	**IIIB**	**VA**	**VB**
A-1 Assembly, theaters, with stage	395.36	381.29	370.04	355.45	332.14	322.52	309.51	297.67
A-1 Assembly, theaters, without stage	362.98	348.91	337.65	323.07	300.04	290.42	277.41	265.57
A-2 Assembly, nightclubs	315.62	306.37	296.75	285.43	267.34	260.08	243.11	233.89
A-2 Assembly, restaurants, bars, banquet	314.46	305.21	294.43	284.27	265.02	258.92	240.79	232.73
A-3 Assembly, churches	368.42	354.35	343.10	328.51	305.63	296.01	282.99	271.15
A-3 Assembly, general, community halls	309.39	295.32	282.91	269.48	245.30	236.83	222.66	211.98
A-4 Assembly, arenas	361.82	347.75	335.33	321.91	297.72	289.26	275.09	264.41
B Business	349.63	337.21	325.11	311.35	284.35	274.21	254.12	242.46
E Educational	336.53	324.54	313.59	300.41	278.92	264.71	244.13	236.23
F-1 Factory and industrial	192.35	183.07	171.55	165.08	146.99	139.84	121.89	113.49
F-2 Factory and industrial, low hazard	191.19	181.91	171.55	163.92	146.99	138.68	121.89	112.33
H-1 high Hazard, explosives	179.44	170.16	159.81	152.17	135.61	127.30	110.51	N.P.
H-2 H-3 H-4 High Hazard	179.44	170.16	159.81	152.17	135.61	127.30	110.51	100.95
H-5 HPM	349.63	337.21	325.10	311.35	284.35	274.21	254.12	242.46
I-1 Institutional	322.17	310.63	299.54	288.22	263.81	256.73	237.60	229.12
I-2 Institutional, hospitals	549.67	537.25	525.15	511.39	483.03	N.P.	451.80	N.P.
I-2 Institutional, nursing homes	319.20	366.78	354.68	340.92	315.66	N.P.	285.44	N.P.
I-3 Institutional restrained	368.96	356.54	344.44	330.68	306.60	295.30	299.39	262.39
I-4 Institutional, day care facilities	322.17	310.63	299.54	288.22	263.81	256.73	237.60	229.12
M Mercantile	235.57	226.31	215.53	205.38	186.89	180.78	162.66	154.60
R-1 Residential, hotels	325.88	314.34	303.25	291.93	266.95	259.86	240.73	232.25
R-2 Residential, multiple family	272.12	260.58	249.49	238.17	214.63	207.54	188.41	179.93
R-3 residential, one- and two-family	252.97	246.24	240.33	235.20	227.34	219.24	211.39	198.13
R-4 Residential, care/assisted living	322.17	310.63	299.54	288.22	263.81	256.73	237.60	229.12
S-1 Storage, moderate hazard	178.28	169.00	157.49	151.01	133.29	126.14	108.19	99.79
S-2 Storage, low hazard	177.12	167.84	157.49	149.85	133.29	124.98	108.19	98.63
U Utility, miscellaneous	142.27	134.17	124.26	119.24	106.22	99.50	84.54	80.78

BUILDING PERMIT FEES CALCULATED BY VALUATION
This includes all new buildings, facilities, additions, tenant improvements and residential remodels
**All sub-permits (plumbing, mechanical and electrical) are included in the plan check and inspection fees for valuation based projects.*

- Once the valuation for the project is established, use the table below to determine the Building Inspection Fee. Several other fees are based on the Building Inspection Fee and this is outlined on the next page.

TOTAL VALUATION (Materials and Labor)	**BUILDING INSPECTION FEE**
$1 to $500	$50
$501 to $2,000	$50 for the first $500 plus $3.33 for each additional $100 or fraction thereof, to and including $2,000
$2,001 to $50,000	$100 for the first $2,000 plus $18.75 for each additional $1,000 or fraction thereof, to and including $50,000
$50,001 to $200,000	$1,000 for the first $50,000 plus $10 for each additional $1,000 or fraction thereof, to and including $200,000
$200,001 to $500,000	$2,500 for the first $200,000 plus $8.33 for each additional $1,000 or fraction thereof, to and including $500,000
$500,001 to $1,000,000	$5,000 for the first $500,000 plus $7.00 for each additional $1,000 or fraction thereof, to and including $1,000,000
$1,000,001 and up	$8,500 for the first $1,000,000 plus $5 for each additional $1,000 or fraction thereof

BUILDING PERMIT FEES CALCULATED BY VALUATION

This includes all new buildings, facilities, additions, tenant improvements and residential remodels.

Please Note: *All sub-permits (plumbing, mechanical and electrical) are included in the plan check and inspection fees for valuation-based projects. This worksheet includes fees specific to building permit applications from multiple departments.*

INSPECTION FEES * *For projects that require landscape or planning inspections a minimum of 1 hour will be charged. Additional hours may be charged depending on the scope of work.*	**BUILDING INSPECTION FEE** ***From valuation table on previous page.***	$
	FIRE INSPECTION FEE *Flat Rate*	$398
	HAZ-MAT INSPECTION FEE *Flat Rate*	$397
	LANDSCAPE INSPECTION FEE* *Flat Rate*	$498
PLAN REVIEW FEES * *For building permit master plan reviews, the formula is calculated at 1.25% of the Building Inspection Fee. Flat rate reviews such as Solid Waste, Housing also apply to master plan reviews.* ** *Plot plan review fees only apply to production homes. Additional fees will apply. Note: Additional impact fees and/or taxes will apply.*	**BUILDING INSPECTION FEE x 1.0 = BUILDING PLAN CHECK FEE***	$
	BUILDING INSPECTION FEE x .35 = PLANNING REVIEW FEE	$
	BUILDING INSPECTION FEE x .35 = FIRE REVIEW FEE	$
	HAZ-MAT REVIEW FEE – See Haz-Mat fees in master fee schedule	$
	SOLID WASTE REVIEW FEE *Flat Rate Depending on Scope - Single-Family or Remodel:* ***$77,*** *Tract Development:* ***$250,*** *Commercial TI with trash enclosure:* ***$187****, Commercial TI without trash enclosure:* ***$125***	$
	HOUSING REVIEW FEE *Flat Rate Depending on Scope - Buildings with 1 to 4 dwelling units:* ***$474.*** *Buildings with 5 or more dwelling units:* ***$790*** *ADUs:* ***$158***	$
	BUILDING PLOT PLAN REVIEW FEE** *Flat Rate*	$454~~381~~
	HOUSING PLOT PLAN REVIEW FEE** *Flat Rate*	$474
	MASTER PLAN REVIEW* *For residential tracts, see note on left*	$
	PLANNING PLOT PLAN REVIEW FEE** *Flat Rate*	$747
ADMINISTRATIVE FEES	**BUILDING INSPECTION FEE x .09 = TECHNOLOGY FEE**	$
	BUILDING INSPECTION FEE x .16 = POLICY PLANNING FEE	$
	BUILDING INSPECTION FEE x .35 = PERMIT ISSUANCE FEE	$
CALIFORNIA STATE FEES	**SMIP FEE RESIDENTIAL: .00013% OF VALUATION**	$
	SMIP FEE COMMERCIAL: .00028% OF VALUATION	$
	CA BUILDING STANDARDS FEE	$
	$1.00 (Valuation $1-25k) $2.00 (Valuation $25-50k) $3.00 (Valuation $50-75k) $4.00 (Valuation $75-100k) Add $1 per every 25k over 100k	

BUILDING PERMIT FEE $_____

This total only reflects plan review fees, administrative fees and inspection fees for a building permit. Most projects will have other fees and taxes in addition to the total shown here. Please contact each reviewing group for a full assessment of these additional costs.

FLAT RATE PERMIT FEES

These items will also have administrative fees added to the permit. In some cases, hourly plan review fees will also be required.

Miscellaneous Permit Fees – *Not Calculated by Valuation*	**Unit**	**Fee**
1. Standard Hourly Rate (or fraction thereof) for plan check, inspections or other administrative services	Hourly	$227
a. Overtime Rate for Plan Check or Inspection Services	Hourly	$340
2. Revision (permit issuance fee and hourly plan check will also be charged)	Hourly	$227
3. Flat Rate Permit Issuance Fee (for projects that are not valuation based)	Hourly	$227
4. Miscellaneous Items (for items that do not have a set fee)	Each	$227
5. Plot Plan Review		
a. Planning Division Plot Plan Review	Each Plot	$747
b. Building Division Plot Plan Review and processing	Each Plot	$454
6. Address Assignment (including apartments, units, suites, ADUs, meters, etc.)	Each	$340
7. Demolition **Hourly plan check fees may apply depending on scope*		**Inspection Fee**
a. Complete Building Demolition (Commercial/Residential)	Each	$454
b. Minor Residential Demo (removal of patio covers, accessory structure or similar exterior elements. Removal of interior walls requires a residential remodel permit.	Each	$114
c. Pool Demo	Each	$454
8. Equipment Installation		
a. First Pieces	First Piece	$454
b. Additional Equipment at Same Site	Each	$227
c. Equipment Pad	Each	$340
9. Voluntary Residential Seismic Retrofit Using "Plan Set A" - Only applies to single family homes with a crawlspace less than or equal to 4 feet high	Each	$340
10. Damaged Building Survey Fire, flood, vehicle, or similar damage		$908
11. Patio Covers		
a. Patio Cover (requires drawings and hourly plan check)	Each	$340
b. Enclosed Patio (requires drawings and hourly plan check)	Each	$681
12. Photovoltaic Systems		
Residential – Up to 15kW (for systems that are not flush mounted, hourly plan check fees apply)	Each System	$454
a. Commercial, up to 50 kilowatts (hourly plan check fees)	Each System	$1,220
b. Commercial, each additional kilowatt 51KW-250kW (hourly plan check fees apply)	Each System	$9
c. Commercial, each additional kilowatt over 250kW (hourly	Each System	$6

plan check fees apply)

13. Residential Package Permits

a.	Tub/Shower Enclosure (includes trades)		$227
b.	Remodel – Complete Bathroom (includes trades)		$340
c.	Remodel – Kitchen (includes trades)		$681

14. Storage Racks

a.	Up to 100 linear feet	First 100 lf.	$681
b.	Each additional 100 linear feet	Each 100 lf.	$227

15. Deferred Submittal (may require additional hourly plan review fees)		Each	$908
16. Phased Approval Permits (additional valuation - based fees apply)		Each	$908

FLAT RATE PERMIT FEES

These items will also have administrative fees added to the permit. In some cases, hourly plan review fees will also be required.

<u>Plumbing Mechanical & Electrical Fees</u> – *Not Calculated by Valuation*

17. Plumbing Permits – Residential *(single-family and duplexes)*

a.	Water Heater/Gas	Each	$113
b.	Heat Pump Water Heater	Each	$227
c.	Fixtures – covers 2 Inspections for any type or number of fixtures	Each	$227
d.	Water Service Repair / Replacement	Each	$113
e.	Water Pipe (Repair or Replacement)	Each	$227
f.	Sewer on private property or Cleanout Installation	Each	$227
g.	Sewer Ejector System	Each	$227
h.	Solar Water Heating System - ***Hourly plan check fees may apply for systems that are not flush mounted or have other structural issues.***	Each	$227
i.	Residential Gas Piping	Each	$227
j.	Residential Gas Test or Meter Reset	Each	$227

18. Plumbing Permits – *Commercial + Multi-Family*

a.	Water Heater (Repair or Replacement)	Each	$227
b.	Water Service (Repair or Replacement)	Each	$227
c.	Sewer Ejector System	Each	$227
d.	Industrial / Commercial Process Piping System	Each	$454
e.	Gas Piping	Each 100 linear feet or fraction thereof	$227/100 feet
f.	Gas Test/Meter Reset	Each	$227

g.	Sewer on private property or Cleanout Installation	Each	$227
h.	Grease Trap	Each	$227
i.	Grease Interceptor	Each	$454
j.	Vacuum Breaker, Backflow Preventer or Pressure Regulator	Each	$227

19. Mechanical Permits – *Residential* *(single-family and duplexes)*

a.	Heating and/or Cooling Equipment (including ducts)	Each	$340
b.	Wall Furnace	Each	$227
c.	Kitchen Hood and Bathroom Vents	Each	$113

20. Mechanical Permits – *Commercial + Multi-Family*

**For units over 400 pounds or for replacements that are not in the same location, hourly plan review fees apply.*

a.	*HVAC unit (includes all associated sub-permits)	Each	$340
b.	*Air Handler Unit	Each	$227
c.	Vent System	Each	$227
d.	Exhaust Hood Replacement (additional hourly plan check may apply)	Each	$227

21. Electrical Permits – Residential *(single-family and duplexes)*

a.	General Electrical Permit – Residential (rough and final)	Each	$340
b.	Residential E.V. Charger	Each	$113
c.	Service Upgrade – Residential	Each	$113
d.	Meter Rest	Each	$113
e.	Temporary Power Installation	Each	$227
f.	Minor Residential Electrical Permit (final only – no rough)	Each	$227

FLAT RATE PERMIT FEES

These items will also have administrative fees added to the permit. In some cases, hourly plan review fees will also be required.

			Inspection Fee

22. Electrical Permits – *Commercial + Multi-Family*

a.	General Electrical Permit – Commercial + Multi-Family (rough and final)	Each	$681
b.	Commercial E.V. Charger (may require additional hourly plan review)	Each	$454
c.	Commercial Service Upgrade	Each	$227
d.	Commercial Meter Reset	Each	$227
e.	Minor Commercial Electrical Permit (final only – no rough)	Each	$340
f.	Signs (illuminated exterior signage)	Each	$227

<u>Additional Services and Violations</u> – *Not Calculated by Valuation*

23. Special Review Services

a.	Expedited Hourly Plan Review	Hourly	$340
b.	Expedited Plan Review	Each	200% of plan review
c.	Phased Approval Permits	Each	$908
d.	Temporary Certificate of Occupancy	Each	$1,816
e.	Alternate Materials and Methods Review	Each	$908

24. Copies, Re-Print + Change of Contractor

a.	Printing Scanned/Archived Drawing	Each	$10 per sheet
b.	Job Card/Permit Re-Print	Each	$113
c.	Change of Contractor	Each	$227

25. Special Inspector Qualification Review

a.	Initial Review for Approved Inspector List	Each	$908
b.	Renewal Review (after 3 years)	Each	$454

26. Violation Fees

a.	Investigation Fee for work done without Permits **(in addition to the regular permit fees)**	Each project	205% of the Building Permit
b.	Filing of Notice of Substandard or Hazardous Structure	Hourly	$227
c.	Removal of Notice of Substandard or Hazardous Structure	Hourly	$227
d.	Placards for Condemnation	Hourly	$227
e.	Notice and Order	Hourly	$227
f.	Stop Work Order/Red Tag	Hourly	$227

27. Permit Extension Fees

a.	First Extension	Each	$227
b.	Second Extension	Each	$454
c.	Third Extension and Beyond	Each	$908

28. Completion Permits

**Based on percentage of work that passed inspection prior to the expiration of the renewed permit (Ordinance 105.5.2 – Fees for Completion Permits)*

	Completed Inspections	% of Updated Valuation
a.	None	60
b.	Foundation	55
c.	Under-floor	50
d.	Shear Wall	40
e.	Rough Frame	30
f.	Lath of Gypsum Board	20
g.	All, except Final	10

B. PLANNING

1.	**Conceptual Development Review Meeting**[1] **UNIT** **Subsequent meetings related to same project/project site		
	a. Residential	No Charge for 1st review	$1,245 Per subsequent review (starting 2nd review)
	b. Commercial & Mixed Use	$	1,245 per review
2.	**SB330 Preliminary Application**	$	2,000 Time & Material; Initial deposit[2]
3.	**Code Assistance Meeting**[3]	No Charge	
4.	**Review of Business License Application**	$	124 Per License
5.	**Annexation Proceedings** Costs shall also include, but not be limited to, current annexation filing fees established by the Board of Equalization in manner provided by the State Government Code Section 54902.5.	$	15,000 Time & Material, Initial Deposit[2]
6.	**LAFCO Utility Service Agreement** (Preparation and processing of documents in connection with utility service to property outside of the City limits)	$	5,000 Time & Material, Initial Deposit[2]
7.	**Environmental/Technical Analysis (Contract) Consultant**	$	5,000 Time & Material, Initial Deposit[2]
8.	**General Plan Amendment**[1]	$	15,000 Time & Material, Initial Deposit[2]
9.	**Text Change to Zoning Ordinance**[1]	$	15,000 Time & Material, Initial Deposit[2]
10.	**Rezoning and Pre-zoning** (including new or major modification to a Planned Development)	$	15,000 Time & Material, Initial Deposit[2]

[1] It is recommended that major projects be reviewed at a Pre-Application Meeting prior to submittal of a Development Review Application. A Code Assistance Meeting is also recommended involving project design to allow professionals to address technical code questions.

[2] This is an initial deposit only to cover staff labor hours and materials. The hourly rate may vary by department; the hourly rate of Planning staff is $249. Materials being deducted from deposits may include costs associated with he distribution of required public noticing, such as legal ads and post cards; an overhead charge of $0.10 per post card (in addition to applicable postage costs) will be applied to cover material and administrative costs. If during the review of the project the Planning Director estimates that the charges will exceed the deposit, additional deposit(s) will be required. Also, the Planning Director may authorize a lesser initial deposit than shown if he/she determines that processing of an application will not entail need for the full initial deposit. Prompt payments of deposits or outstanding fees owed in association with the application will assure continued staff review of the project. Any surplus deposit remaining shall be refunded promptly upon project completion.

[3] It is recommended that major projects be reviewed at a Pre-Application Meeting prior to submittal of a Development Review Application. A Code Assistance Meeting is also recommended involving project design to allow professionals to address technical code questions.

11. Rezoning (Planned Development Precise Plan or Preliminary Plan Minor Modification)	$	4,000 Time & Material, Initial Deposit[2]
12. Conditional Use Permit[1]	$	8, 000 Time & Material, Initial Deposit[2]
13. Major Conditional Use Permit	$	15,000 Time & Material, Initial Deposit[2]
14. Administrative Use Permit[1]		
a. Livestock	$	500 Per Application
b. Food Vendors	$	700 Per Application
c. All Others	$	4,000 Time & Material, Initial Deposit[2]
15. Site Plan Review[1]		
a. Processed Administratively	$	4,000 Time & Material, Initial Deposit[2]
b. Involving Public Hearing	$	6,000 Time & Material, Initial Deposit[2]
16. Major Site Plan Review	$	8,000 Time & Material, Initial Deposit[2]
17. Variances, Including Warrants & Exceptions		
a. Processed Administratively	$	6,000 Time & Material, Initial Deposit[2]
b. Involving Public Hearing	$	8,000 Time & Material, Initial Deposit[2]
18. Minor Modification – Processed Administratively	$	6,000 Time & Material, Initial Deposit[2]
19. Major Modification – Involving Public Hearing	$	8,000 Time & Material; Initial Deposit[2]
20. Extension of Approved Development Plan/Applications	$	1,000 Time & Material; Initial Deposit[2]
21. Designation of Historical or Architectural Significance[1]	$	6,000 Time & Material; Initial

		Deposit[2]
22. Development Agreement		
a. Review of application, negotiation of agreements, processing through Planning Commission and City Council	$	15,000 Time & Material; Initial Deposit[2]
b. Amendment Processing	$	6,000 Time & Material; Initial Deposit[2]
c. Annual Review	$	1,000 Time & Material; Initial Deposit[2]
23. Zoning Verification Letter or Similar Request	$	747 Flat Fee
24. Research, Meetings, & Hourly Rate	$	249 Flat Fee
25. Zoning Conformance Permit		
a. Apiaries/Unattended Collection Boxes	$	373 Fixed Fee
b. Household Pets (when required)	$	124 Fixed Fee
c. Accessory Dwelling Units	$	498 Fixed Fee
d. Outdoor dining	$	747 Fixed Fee
e. ~~Accessory Commercial Unit~~	~~$~~	~~498 Fixed Fee~~
26. Sign Permits		
a. Sign Permit (one business)	$	498
b. Sign Permit (each additional business – same application)	$	498
c. Temporary Sign Permit (Banners, Flags, Streamers, Pennants, Buntin, Searchlights, Inflatable Signs, Human Signs) *Temporary sign deposits to be refunded upon removal of signage	$	498
d. Portable/A-Frame Signs	$	100
e. Mural Art	$	100
*Note: Revocable Encroachment Permit also applies to Human signs in the public right of way, see Engineering and Transportation section for applicable fee(s).		
27. Sign Program	$	1,000 Time & Material; Initial Deposit[2]
28. Appeal Fee – For Applicant	$	6,000 Time & Material; Initial Deposit[2]
29. Appeal Fee – Other Than Applicant	$	747
30. Tentative Tract or Tentative Parcel Map, Including Vesting	$	
a. Processed Administratively	$	6,000 Time & Material; Initial Deposit[2]

b. Involving Public Hearing	$	8,000 Time & Material; Initial Deposit[2]
31. Landscape Lighting Assessment District Benefit Zone Annexation & Formation	$	15,000 Time & Material; Initial Deposit[2]
32. Lot Line Adjustment	$	4,000 Time & Material; Initial Deposit[2]
33. Certificate of Merger or Certificate of Compliance	$	4,000 Time & Material; Initial Deposit[2]
34. Security Gate Application	$	2,000 Time & Material; Initial Deposit[2]
35. Street/Special Event Permit	$	4,113

The Development Services Director or designee may reduce or waive this fee for certain events. (*See Fee Reduction, Waiver, and Sponsorship for Special Events Policy)*

36. Tree Removal Permit		
a. Annual Pruning Certification	$	817 Fixed Fee
b. Tree Removal Permit* A Minor Encroachment Permit may also be required – See Engineering Services Section		
i. ≤ 2 trees	$	498 Fixed Fee
ii. 3 to 5 trees	$	996 Fixed Fee
iii. 6 to 8 trees	$	1,245 Fixed Fee
iv. ≥9	$	1,000 Deposit
v. Heritage Tree	$	1,000 Deposit
c. Tree Pruning Permit		
i. ≤ 2 trees	$	249 Fixed Fee
ii. ≥ 3 trees	$	747 Fixed Fee
iii. Heritage Tree		498 Fixed Fee
d. Investigation and Violation Fee – Work done without Permits (in addition to the regular permit fees)		200% of Tree Permit Fee
37. Mobile Home Park Closure / Change of Use	$	11,748
38. Inspections – Planning and Landscape		
a. Code Enforcement Compliance Inspection Fee	$	424
b. Planning, Landscaping Inspection and Reinspection Fee	$	249 Fixed Fee
39. Review of Ministerial Planning Applications		
a. Applications that do not Include a Tentative Map	$	4,000 Deposit

b.	Applications that Involve a Tentative Map	$	6,000 Deposit
40. Limited Entertainment Permit		$	249
41. Minor Temporary Use Permit		$	747
42. Policy Planning Fee			16% of Building Permit Fee
43. Park Impact Fee – Residential			
a.	ADU that is 750+ s.f.	$	3,379
b.	Studio/0-bedroom Unit	$	3,789
c.	1 Bedroom Unit	$	5,931
d.	2 Bedroom Unit	$	10,699
e.	3 Bedroom Unit	$	18,685
f.	4+ Bedroom Unit	$	25,991
	Industrial Development (Industrial us in IL, IP, or IG zoning district)		
g.	Gross Floor Area	$	0.95 per s.f.

Notes:

1. Bedroom", "dwelling unit", "gross floor area", as defined by HMC Sec. 10-1.3500.
2. Projects receiving all discretionary approvals by the effective date of this Resolution shall be subject to the parkland dedication and in- lieu fee requirements in effect immediately prior to the effective date of Resolution 19-245.

44. Affordable Housing In-Lieu Fees

1. Residential Development Projects – Ten Units or More

a.	High-Density Condominiums (35 units per acre or more.	$	19.22/Square Foot of Habitable Space*
b.	Lower Density Ownership Housing (Less than 35 units per acre)	$	25.82/Square Foot of Habitable Space*
c.	All other Dwelling Unit Types	$	23.30/Square Foot of Habitable Space*

*Notes:
Affordable housing in-lieu fees shall be paid either prior to issuance of a building permit or prior to approval of a final inspection or issuance of an occupancy permit. Fees paid at occupancy shall be increased by 10 percent (10%).

"Habitable Space" means floor area within a Dwelling Unit designed, used, or intended to be used exclusively for living and sleeping purposes and exclusive of vent shafts, eaves, overhangs, atriums, covered entries and courts and any portion of a structure above ground used for parking, parking aisles, loading areas, or accessory uses.

2. Residential Development Projects – Less Than Ten
Fee calculated pursuant to Section 44.1 above:

Residential Development Projects	Percentage of Calculated Fee
<10	50%

3. Fractional Units
If an applicant provides on-site Affordable Units under Chapter 10, Article 17 of the Hayward Municipal Code and elects to pay affordable housing in-lieu fees for a fractional unit, the fractional in-lieu fee payment shall be calculated as follows:

Fractional Unit/Total Affordable Unit Requirement x Per Square Foot Fee x Total Habitable Square Footage in the Project

4. Applications for Residential Development Projects of Two or More Units Deemed Complete as of December 20, 2017
   a. Projects receiving all discretionary approvals by February 1, 2018: Affordable housing impact fees in effect on December 20, 2017.

      Projects not receiving all discretionary approvals by February 1, 2018, provided that all discretionary approvals and building permit(s) are obtained within two (2) years of December 20, 2017: 50% of the affordable housing in-lieu fee calculated under either Section 3.1 or Section 3.2 of RES 17-167, and as amended, as applicable, depending on the size of the project.

45. Mills Act/Williamson Act Program

a.	Mills Act/Williamson Act Program	$	2,000 Time & Material Initial Deposit
b.	Mills Act Annual Compliance Inspection	$	498 Fixed Fee

C. CODE ENFORCEMENT COMMUNITY PRESERVATION PROGRAM

1. General Administration Fees (Applicable to all Code Enforcement Programs/Cases

a.	Code Enforcement Re-inspection Fee	$	784
b.	Code Enforcement Request for Postponement Fee	$	423
c.	Impound Fee (Un-permitted Mobile Vending)	$	573
d.	Monthly Storage Fee (Mobile Vending Equipment)	$	218
e.	No Show on Inspection Fee	$	667
f.	Impound Fee (includes 3 hours of Code Enforcement Staff Time)	$	573
g.	Storage Fee (flat rate pallet and handling fee)	$	218
h.	Request for Postponement of Inspection		
	(1) First Request	$	423 Flat Rate
	(2) Second Request for postponement penalty	$	423 Flat Rate

(3) Third & Subsequent request for postponement penalty	$	423 Flat Rate
(4) "No Show" for Inspection Appointment Penalty	$	667 Flat Rate

2. Violation of Community Preservation, Sign, Vehicle, Weed Abatement, Building, Public Nuisance, Zoning Ordinances, and HMC Code violations

a. First Violation

(1) Initial inspection Fee (upon violations found)	No Violations-free of charge	$773
(2) Penalty for initial violation (upon first failed re-inspection)		$400
(3) Penalty for second violation (upon second failed re-inspection)	Penalty	$800
(4) Penalty for third and Subsequent violations	Penalty	$1,600

b. Subsequent violation(s) within 1 year

(1) Subsequent Case Initial inspection Fee		$743
(2) Subsequent Case Initial Inspection Penalty	Penalty	$800
(3) Subsequent Case Re-inspection Fee		$784
(4) Subsequent Case Re-inspection Penalty	Penalty	$1,600

3. Egregious Violation(s) Penalties

On-going health and safety violations, public nuisances and illegal uses, including but not limited to: garage conversion, room additions, unauthorized short-term rentals, accessory structures, construction without permits, home occupation, use permits or site plan review, unpermitted uses related to environmental hazards.

a. Tier 1 for first verified violation(s)	Penalty	$1,500
b. Tier 2 for second verified violation(s)	Penalty	$3,000
c. Tier 3 for third and subsequent verified violation(s)	Penalty	$5,000

4. Tobacco Retailer License, Initial or Renewal Fee	Annual Fee	$722
Initial Inspection	No Charge	
a. First Offense	Penalty/30-day TRL suspension	$1,500
b. Second Offense	Penalty/30-day TRL suspension	$3,000
c. Third Offense	Penalty/30-day TRL suspension	$5,000

5. Cannabis Licensing Program, License Renewal, Inspection, Penalties Fees

a. Preliminary Determination of Eligibility/Screening Application	$2,500
b. Initial Commercial Cannabis Business Permit Application	$15,000

*Covers cost of consultant review of business and operating plan, initial site inspections to verify compliance by applicable City staff, administrative costs, and program management, including HPD decoy operations.

c. Annual Cannabis Permit Renewal Fee, Per License Type

*Covers cost of follow-up site inspections to verify compliance and related administrative costs

Delivery		$5,000
Distribution		$5,000
Cultivation		$8,000
Manufacturing		$8,000
Retail Dispensaries (Storefront)		$10,000
Microbusiness (includes all activities)		$20,000
Testing Labs		$3,000
d. Temporary Cannabis Permit Activity	Deposit/ Hourly	$2,500
e. Modification to Existing Commercial Cannabis Permit *Does not include revisions to Planning Entitlements	Deposit/ Hourly	$2,000
f. Employee Work Permit Application Fee		
(1) Initial Application Fee (Including, but not limited to: Fingerprints, Live Scan, and Badge)		$299
(2) Renewal Fee w/o Live Scan		$160
g. Inspection Fees		
(1) Initial Inspection		$0
(2) Code Enforcement-Reinspection		$784
h. Penalties for Non-Cultivation Related Violations		
(1) First Violation		$5,000
(2) Second Violation		$10,000
(3) Third Violation		$15,000
(4) Selling Cannabis Product to a Minor	/Incident	$2,500
i. Penalties for Cultivation Violations		
(1) First Violation	Per Plant	$5,000
(2) Second Violation within 2 years	Per Plant	$2,500
(3) Third Violation within 2 years	Per Plant	$5,000
6. Grading or Encroachment Permit		
a. Code Enforcement Investigation fees, for permit not obtained	Fee	$2,000
7. Building Violation Fees		
a. Investigation Fee for work done without Permits (in	Fee	$2,300

	addition to the regular permit fees)		
b.	Filing of Notice of Substandard or Hazardous Structure	Per Hour	$305
c.	Removal of Notice Substandard or Hazardous Structure	Per Hour	$305
d.	Placards for Condemnation	Per Hour	$305
e.	Notice and Order	Per Hour	$305

8. Vacant Property Monitoring

Annual Vacant Property Registration and Monitoring Fee		$2,371 (Minimum of one inspection per year)
Program Fees:		
Initial Inspection, No Violation Found		$1,048 (If a violation found)
Reinspection Fee		$784
Initial Inspection, Violation Found	Penalty	$1,500
2nd Re-Inspection, Violation Found	Penalty	$3,000
3rd and Subsequent Re-inspection, Violations Found	Penalty	$5,000

D. CODE ENFORCEMENT – RENTAL HOUSING & HOTEL INSPECTION PROGRAM

1. Annual Fee for Rental Housing, Hotel or Motel

a.	Single-family, Duplex, Triplex, or Fourplex		$125
b.	Five or more units	Per Unit	$35

2. First Request for Postponement of Initial Inspection or Progress Check — No Charge

3. Inspection, Report, and Enforcement Actions Pursuant to HMC, Ch. 9, Art. 5, Rental Unit Parce

a.	Initial Inspection, No Violation Found	No Charge	(Included in annual fee)
b.	Code Enforcement-Re-inspection Fee (single unit)		$784
c.	Code Enforcement-Multi-family Re-inspection Fee (per unit)		$180
d.	First Progress Check, Violations not corrected	Penalty	$400
e.	Second Progress Check	Penalty	$800
f.	Third and Subsequent Progress Checks	Penalty	$1,600

4. Initial Inspection or Progress Check, No Access or Re-schedule

a.	First Site Visit		$512
b.	Second Site Visit	Penalty	$512
c.	Third and Subsequent Visit	Penalty	$512

E. CODE ENFORCEMENT ADMINISTRATION

1.	Lien/Special Assessment (per parcel): Unpaid Annual Program Fees	$921
2.	Lien/Special Assessment (per parcel): Code Violations	$2,134
3.	Hearing Fee: Administrative, Special Assessment, Administrative Citation, and Lien Hearings)	$1,500
4.	Abatement costs (per parcel)	$1,555+ Contractor Costs
5.	Hourly Code Enforcement Inspection Fee (Applicable to all Code case Types above initial 2 hours with continuing violations)	$525
6.	Police Standby Safety Fee	$346
7.	Legal Consultation	$530

F. HOUSING

1. Rent Stabilization Administration

a.	Annual Fee per Rental Unit		$32
b.	Annual Fee per Covered Rental Unit		$66
c.	Annual Fee per Mobile-home Space		$5
d.	Special Assessment (per parcel): Unpaid Annual Program Fees	Per Parcel	$921

The fees set forth herein shall be payable immediately and shall be delinquent if not received by the Housing Division on or before 5 p.m., October 31.

2. Tenant Relocation Assistance Ordinance Hearings

a.	Hearing Fee: Administrative, Special Assessment, Administrative Citation, and Lien Hearings	Per Hearing	$1,500
b.	Administrative Citation	Per Citation	$1,000

3. Loan Servicing and Monitoring

General

a.	Title Report	Per Report	Actual Costs
b.	Property Appraisal Report	Per Report	Actual Costs
c.	Recording Fee	Per Document	Actual Costs or $50 minimum
d.	Document Preparation Fee	Per Document	$100
e.	Notary Service - Government Code 8211	Per Signature	$15

Homeownership Loan Programs

a.	Refinance/Subordination Fee (does not apply to CDBG and HOME)	Per Transaction	$600

b. Late Payment Fee	Payment after 15 days	The greater of 6% Monthly Loan or $5 minimum
Below Market Rate Program Fee		
a. Refinance/Subordination Fee	Per Transaction	$600
b. Modification/Transfer Fee		Actual Costs/ Time and Materials[1]
c. Resale Fee		0.5% Purchase Price
d. Exercise City Option to Purchase		3% Maximum restricted resale price
Affordable Housing		
a. Loan and Agreement Modification Fee		Actual Costs/ Time and Materials[1]
b. Subordination Fee		Actual Costs/ Time and Materials[1]
c. Monitoring Fee	Per Unit	$50
d. Resale Fee		Actual Costs/ Time and Materials[1]
e. Legal Fee	Per Transaction	Actual Costs

[1]Costs may include but are not limited to: hourly rate for staff time, recording fees, title reports, appraisals, and public noticing costs. Hourly rate may vary by department, but the hourly rate for Housing staff is $199.

Engineering and Transportation Services

A. AIRPORT SERVICES

1. Monthly and Daily Fees for Aircraft Parking and Storage.

Waiting List Application Refundable Deposit of $300.00

a. Hangar Space	Monthly Charges
(1) Small T-Hangars	$319.00
(2) Standard T-Hangars	$494.00
(3) Large T-Hangars	$614.00
(4) Small Executive Hangar	$1,065.00
(5) Standard Executive Hangars	$1,475.00
(6) Large Executive Hangars	$1,609.00

b. Hanger Storage Rooms	Monthly Charges
(1) Small	$79.00
(2) Medium	$110.00
(3) Large	$213.00
(4) Extra Large	$271.00
(5) Office Spaces	$706.00

c. Tie Downs (Aircraft Gross Weight/Wing Span)

(1) Single Engine 3,500 lb. and Single Engine Helicopters	$65.00
(2) Twin Engine 12,500 lb. less than 50 ft and Twin Engine Helicopters	$75.00
(3) 12,501 - 25,000 lb. more than 50 ft	$108.00
(4) 25,001 - 75,000 lb.	$161.00
(5) Excess of 75,000 lbs.	$216.00

d. Transient Overnight Tie Downs (Aircraft Gross Weight/Wing Span)
First Four (4) Hours Free

Single Engine 3,500 lb. and Single Engine Helicopters

	Daily Charge
(1) Single Engine 3,500 lb. less than 40 ft%	$6.00
(2) Twin Engine 12,500 lb. less than 50 ft and all Helicopters	$8.00
(3) 12,501 - 25,000 lb. more than 50 ft	$12.00
(4) 25,001 - 75,000 lb.	$23.00
(5) Excess of 75,000 lbs.	$29.00
(6) Lighter-than air Airships	$20.00

e. Effective July 1, 1997, a late charge of $15.00 or 5% of the monthly rent per month,

whichever is greater, shall be assessed if rent is not paid within ten (10) days of its due date (does not apply to daily rent).

f. Effective July 1, 1997, if the service of a member firm of the California Association of Photocopies and Process Servers must be utilized, a $50 fee shall be charged to the individual or business necessitating said process service.

g. The City shall charge a fee equal to the sum of the following: Five cents for each gallon of petroleum products delivered during the previous calendar month from the Leased Premises, or an amount equal to 3 percent of the gross receipts (including fuel and gasoline taxes for which Lessee sold fuel products during the previous calendar month on or from the Airport, whichever amount is greater.

h. All month-to-month Airport leases shall include a security deposit equal to one month's rent.

2. Permits

	Monthly Charges
a. Airport Annual Business Permit	$150.00
b. Taxiway Access Permit	$786.00

3. Airport Land Values

Airport Land Value is on file in the Airport Administration Office and available for review

4. Gate Access Cards

a. Initial Issue for Airport Tenants	Free
b. Initial Issue for non-direct Airport Tenants	$47.00
c. Replacement	$47.00

5. Hangar Padlock Keys

a. Duplicate Key	$21.00
b. Padlock Replacement	$133.00

6. Chocks and Chains Replacement $79.00

7. Landing Fee

Commercial aircraft operations (shall include landings of all non-based general aviation aircraft that conduct air taxi, charter, or cargo operations under FAR Part 121 or Part 135) based on maximum certificated gross landing weight:

	Per Landing	Daily	Monthly
0 – 3,500 pounds	$2	$5	$13
3,501 – 6,250 pounds	$4	$10	$26
6,251 – 12,500 pounds	$8	$20	$52
12,501 – 25,000 pounds	$16	$40	$104
25,001 – 50,000 pounds	$32	$80	$208
50,001 pounds and above	$64	$160	$416

8. Hangar Exchange

a. Administration Fee for Exchange between Tenants (each Tenant)	$100.00

b. Administration Fee for Exchange into Vacant Hangar	$100.00
9. Tie Down Exchange	
a. Administration Fee to Exchange tie-down spaces	$70.00
10. Vacated Hangar Cleanup	
a. Cleanup and disposal of items, minimum charge of 2 hours (per person)	$250.00
b. Additional hours, hourly rate	$100.00
11. Ramp Sweeping Services, hourly rate	$238.00/hour
***Ramp Sweeping Services do not include staff time**	
12. Maintenance Staff Service Charge per hour	$100.00 plus materials
13. Airport Administration Building Meeting Room	
a. Non-profit Aviation organization charging no fee to the public	No Charge
b. For-profit Aviation organization charging a fee to the public	$200.00/day
14. Airport Project Administration Fee	$5,000.00
15. Commercial Operator/Fixed Base Operator Waste Oil Fee	$1.00/per qt.

B. ENGINEERING SERVICES

1. Publication	
a. Standard Detail	$20.00
b. "No Parking" Signs	$29.00
c. Copy and print full size prints (24x36) first 10 pages (fee is per page)	$10.00
d. Copy and print full size prints (24x36) first 11+ pages (fee is per page)	$8.00
2. Sidewalk Rehabilitation Program	
a. Single Family Residential lots	$550.00
b. Multi-family with 1 or 2 damaged locations	$550.00
c. Additional locations Varies – shall be charged for the exact square footage of the damaged sidewalk repair at the actual Construction Contract bid price	
3. Encroachment Permit Application – Minor Work	$374.00 plus Public Works inspection fee
a. Concrete	
(1) Curb, gutter, and/or sidewalk (including driveway) First 100 linear ft.	$595.00
(2) Each additional 100 linear feet or fraction thereof	$465.00
(3) Driveway, handicapped ramp, curb return	$430.00
(4) Planter strip fill (each property)	$215.00
b. Drainage	

(1) Drainage system and appurtenance, first 100 linear ft.	$975.00
(2) Each additional 100 linear ft. or fraction thereof, up to a maximum total of 500 linear ft.	$765.00
(3) Drainage tie-in to existing structures	$765.00
(4) Non-standard structures (other than above)	$975.00
(5) Manholes, vaults, area drains, storm water inlets other standard structures	$975.00
(6) Storm Water Interceptors	$975.00
c. Street Work & Miscellaneous	
(1) Street trenches up to 100 linear ft.	$765.00
(2) Each additional 100 linear ft. or fraction thereof, up to a maximum total of 500 linear ft.	$555.00
(3) Street cuts, other, up to 100 square ft.	$765.00
(4) Each additional 100 sq. ft. or fraction thereof	$555.00
(5) Temporary placement of Debris Box or Storage Container within public right-of-way. (cost per month)	$196.00
(6) Street micro trench up to 500 linear ft.	$4,875.00
(7) Street bores or any trenchless work up to 500 linear ft.	$4,875.00
(8) Sidewalk area obstruction fee, first week only	$1,040.00
a. Sidewalk area obstruction fee, each additional week or fraction thereof	$205.00
(9) Temporary lane closure only (no construction), first week only	$380.00
a. Temporary lane closure only (no construction), each additional week or fraction thereof	$205.00
d. Monitoring well inspection and plan review	
(1) First well	
a. Inspection	$537.00
b. Plan review	$374.00
(2) Each additional well within the same general location	
a. Inspection	$250.00
e. Utility Services – New or Repaired	
(1) Each new or replaced utility pole location, guy wire, etc.	$555.00
(2) Each utility service connection in sidewalk or street (gas electric, telephone, etc.)	$635.00
f. Sanitary Sewers	
(1) Sanitary Sewer Laterals	
a. From main in street to easement to building up to 100 linear ft.	$975.00
b. Each additional 100 linear ft. or fraction thereof	$555.00

c. Add for monitoring structure if required	$975.00
d. From existing stub at right-of-way to building up to 100 linear ft.	$765.00
e. Each additional 100 linear feet or fraction thereof	$555.00
f. Each building sewer repair or replacement	
(i) In public right-of-way, complete	$975.00
(ii) In private property (no street evacuation)	$765.00
(2) Sanitary Sewer Building Court Mains	
a. Each building court main when plan, profile, and cut sheet are required, initial	$975.00
b. Each additional 100 ft. or fraction thereof	$555.00
c. Each building court main when plan only is required for Initial 100 ft. or less	$725.00
d. Each additional 100 feet or fraction thereof	$465.00
g. Additional Inspections For any public works encroachment permit on which an unreasonable number of inspections are required, an additional fee per inspection will be charged for each inspection over and above the number deemed reasonable by the City Engineer.	$405.00
h. Additional Inspections After Hours	$215.00
i. Permit Amendment Fee (extensions for expired permit, additional permits not originally obtained, etc.)	$187.00 (per occurrence)
j. Traffic Control Plan Review	$216.00
a. For additional sheets over 6 pages	$108.00

k. Survey	
a. Curb and gutter skating; after 100 linear ft.	$889.00
b. Curb and gutter skating; after 100 linear ft. – each additional 50 linear ft.	$431.00
c. Grade calculations and cut sheets per location	$431.00
d. Form checking up to 100 linear ft.	$863.00
e. Form checking: after 100 linear ft. – each additional 50 linear ft.	$215.00
f. Survey Monument Preservation Review	$50.00

4. Encroachment Permit Application – Major Work (road closures, traffic control, more than 500 linear ft. of work, etc.)	$4,000.00 (Deposit – T&M)
a. Construction Inspection, Technical Support, & Project Closeout for Trenchless Construction	5% of construction cost prior to permit issuance.

5. Development Plan Review

a. Parcel Map Application	$5,000.00 (Deposit – T&M)
b. Final Map Application	$15,000.00 (Deposit – T&M)
c. Grading Permit Application	$4,000.00 (Deposit – T&M)
d. Geological Investigation and Report Peer Review	$4,000.00 (Deposit – T&M)
e. Floodplain (Special Flood Hazard Area - SFHA) Development (Fill/Grading) – Hydrologic & Hydraulic (H&H) Engineering Peer Review	$4,000.00 (Deposit – T&M)
f. Construction Inspection	5% on any amt below $500,000 4% on any amt above $500,000

6. Penalties

Failure to comply with this notice will result in further enforcement action by the Code Enforcement Division including, but not limited to; additional permit, inspection and penalty fees, and/or other available legal remedies.

a. Public Works penalty for work in public right-of-way or grading without a permit	$2,000.00
b. Code violation illegal project, penalty fee may be applied daily	$125.00
c. Code Enforcement Investigation fees for permit not yet obtained	$2,000.00

7. Dig-Once Policy

a. Engineering Plan Review	$2,500.00 (Deposit – T&M)
b. Moratorium Override Request Fee	$5,000.00 (Deposit – T&M)

8. Section 7-4 Wireless Communication Facilities

a. Wireless Communication Facilities in the Public Right of Way (WCF PROW)	
(1) WCF PROW Permit Application Fee	$2,000.00 (Deposit – T&M)
(2) Renewal Fee	100% of Application Fee
(3) Appeal Fee	$400.00
(4) Application Pre-Submittal Review Fee	No Charge
b. Small Cell Master License Agreement (MLA)	
(1) MLA Processing	$4,000.00
(2) Pole License Administrative Fee	$2,500.00
(3) Annual Lease Charge for Use of City Poles	$295.04* $303.89**

*$295.04 Effective January 14, 2026

**$303.89 Effective January 14, 2027

9. Traffic Impact Fee

a. Residential

(1) Single-Family Resident/Unit	$3,922/unit
(2) Townhome/Unit	$3,922/unit
(3) Multi-Family/Unit	$0/unit

b. Non-Residential

(1) Retail/KSF	$0/KSF
(2) Office/KSF	$0/KFS
(3) General Industrial/KSF	$3,661/KSF
(4) Distribution or e-commerce/KSF	$6,499/KSF

c. Appeal Fee. $451.00

d. Annual Adjustment

The traffic impact fees listed above shall be automatically adjusted on the first of the fiscal year based on the preceding calendar year average California Cost Index (CCI) for the San Francisco Bay Area as produced by the Engineering News Record (ENR).

Finance

A. OPERATING PERMITS

1. Bingo Permit (Reference HMC 4-3)	
a. Initial or Renewal Fee	$69.00
2. Card Club Permit (Reference HMC 4-3)	
a. Application Fee	$122.00
b. Annual Table Fee	$18,467 Per Table
3. Closeout Sale Permit (Reference HMC 6-4)	
a. Initial Fee	$45.00
b. Renewal	$45.00
4. Cabarets and Dance Licenses and Permits (Reference HMC 6-2)	
a. Annual License (payable quarterly in advance)	$692.00 Per Year
b. Single Event Permit	$4614.00
5. Preferential Parking Permit (Reference Hayward Traffic Regulations Section 3.95 and Hayward Traffic Code 6.36)	
a. Initial Fee and Biennial Renewal Fee (for first residential or visitor permit)	$60.00
b. Each additional residential permit	$30.00
c. Each additional visitor permit	$30.00
d. Permit Replacement fee	$30.00
6. Peep Show Permit (Reference HMC 6-9)	
a. Peep Show Device	Time & Material
b. Investigation Fee	Time & Material

B. MISCELLANEOUS FEES

1. Monthly Listing of New Hayward Based Businesses	$18.00 Per Month
2. Business Verification/Ownership Research	$30.00 Per Business
3. Parking Tax Offset Fee	$2.50
4. Online Credit/Debit Card Payment Transaction Fee	$3.95
5. Business License Application Fee	$29.00 Per Application
6. Business License Technology Fee	$10.00 Per Business
7. Chargeback/Returned Payment Fee	$25.00 for first/$35.00 after

Fire Department

A. FIRE PREVENTION

Standard Hourly Rate	Per Hour	$318.00
OVERTIME (AFTERHOUR INSPECTION 2 hour minimum)	Per Hour	$478.00
Expedited Plan Review (2 hour minimum)	Per Hour	$478.00

New Fire Sprinkler Systems PLUS Hydraulic Calculation Fee* (See Below)

1-29 Heads	Per Floor or System	$2,232.00
30-100 Heads	Per Floor or System	$2,710 .00
101-200 Heads	Per Floor or System	$3,029.00
201-350 Heads	Per Floor or System	$3,508.00
351+ Heads	Per Floor or System	$4,305.00

Fire Sprinkler —Tenant Improvements (PLUS Hydraulic Calculation Fee*, if applicable)

LESS THAN 30 HEADS W/ NO HYDRO - Minor plan check required – only one inspection		$956.00
LESS THAN 30 HEADS WITH HYDRO - Minor plan check required – only one inspection		$1,275.00
Minor plan check required-only one inspection		
30-100 Heads	Per Floor or System	$2,391.00
101-200 Heads	Per Floor or System	$3,029
201-350 Heads	Per Floor or System	$3,508.00
351+ Heads	Per Floor or System	$4,305.00

Tract Review – Fire Sprinkler Master Plan Check PLUS Hydraulic Calculation Fee*

Duplicate TRACT Plan Check 13D SYSTEM (SFD/TOWNHOUSE)	Per Floor or System	$1,275.00
Duplicate TRACT Plan Check 13 SYSTEM (BUILDING) - 200 Heads and Below	Per Floor or System	$1,594.00
Duplicate TRACT Plan Check 13 SYSTEM (BUILDING) - 201 – 350 Heads	Per Floor or System	$1,913.00
Duplicate TRACT Plan Check 13 SYSTEM (BUILDING) - 351+ Heads	Per Floor or System	$2,232.00

Additional Fire Sprinkler Review Items

Hydraulic Calculation*	Per Remote Area	$1,275 .00
Antifreeze System	Per System	$2,391.00

Dry Pipe Valve	Per Valve	$2,551.00
Deluge/Pre Action	Per Valve	$3,029.00
Pressure Reducing Station	Per Valve	$3,508.00
Fire Pump	Per Pump	$4,145.00
Water Storage Tank		
Gravity	Per Tank	$2,391.00
Pressure	Per Tank	$2,391.00
Fire Standpipe System		
Class I, II, III & Article 81	Per Standpipe	$2,870.00
Fire Alarm System -New		
0-15 Devices*	Per System	$1,594.00
16-50 Devices	Per System	$2,232.00
51-100 Devices	Per System	$2,870.00
101-500 Devices	Per System	$3,508.00
Each additional 25 devices up to 1,000	Per System	$1,594.00
1001+	Per System	$6,378.00
Each additional 100 devices	Per System	$3,189.00
*Devices=All Initiating and indicating appliances, including Dampers		
Existing system under 8 devices		$956.00
Additional Fire Alarm Review Items		
Hi/Lo Alarms	Each	$1,754.00
Low Air/Temp Alarms	Each	$1,754.00
Graphic Annunciator Review	Each	$1,754.00
Hazardous Activities or Uses		
Installation Permits		
Clean Agent Gas Systems		$1,754.00
Dry Chemical Systems		$1,754.00
Wet Chemical/Kitchen Hood		$1,754.00
Foam Systems		$1,754.00
Paint Spray Booth		$1,754.00
Vehicle Access Gate		$797.00
Monitoring		$956.00

Aboveground—Flammable/Combustible Liquid Tank and/or Pipe		$1,594.00
Underground—Flammable/Combustible Liquid Tank and/or Pipe		$1,594.00
Fuel Dispensing System Complete		$1,754.00
High Piled/Rack/Shelf Storage		$2,072.00
Smoke Control CFC		$2,072.00
Medical Gas Alarms		$1,754.00
Refrigerant System		$1,594 .00
Refrigerant Monitoring System		$1,754.00

AMMR Review

Activity Permits (Single Event/One-Time)	Each	$956.00
Open Flames and Candles	Per Permit	$1,275.00
Carnivals and Fairs	Per Permit	$1,594 .00
Seasonal Lots (Christmas Tree/Pumpkin Lot)	Per Permit	$318.00
Special Events (Haunted House/Camps)	Per Permit	$318.00
Explosives	Per Permit	$1,594.00
Fireworks; Displays	Per Permit	$1,594.00
Hot-Works Operations	Per Permit	$1,275 .00
LP-Gas	Per Permit	$1,594.00
Liquid or Gas-Fueled Vehicles or Equipment in	Per Permit	$1,594.00
Assembly Buildings		
(1) Covered Mall Buildings	Per Permit	$1,594.00
(2) Open Burning	Per Permit	$1,594.00
Pyrotechnical Special Effects Material	Per Permit	$1,594.00
Temporary Membrane Structures, Tents and Canopies (105.5.49)		
(1) Small Tent Structure (750 Sq. Ft. or less)	Per Permit	$797.00
(2) Large Tent Structure (751 Sq. Ft. or above)	Per Permit	$956.00
(3) Fire Safety Inspections	Per Application	$1,275.00
(4) Non-Compliance Inspections	Per Inspection	$1,275.00
(5) Outside Agency	Per Inspection	$1,275.00

Facility Inspections

Annual State-Mandated Pre-Inspections (6 or less Occupants)	Per Facility	$262.82

Annual State-Mandated Pre-Inspections (7 or more Occupants)	Per Facility	$394.23
Apartments		
Small Apartments (3-15 units)	Per Facility	$262.82
Medium Apartments (16-100) units More	Per Facility	$1,275.00
Large Apartments (>100 units)	Per Facility	$1,594.00
24 Hour Community Care Facilities	Per Facility	
7 to 49	Per Facility	525.64
50 or more	Per Facility	$1,275.00
Day Care Centers		
Residential 9-14	Per Facility	$318.00
Commercial 15+	Per Facility	$637.00
High Rise Building	Per Facility	$1,913.00
Homes for the Mentally Impaired (7 or more Occupants)	Per Facility	$1,275.00
Hospital and Jail	Per Facility	$2,870.00
Hotels/Motels	Per Facility	$1,275.00
School	Per Facility	$1,435.00
Reports	Per Facility	
Life Safety Report	Per Report	$0.50/page for first ten (10) pages of Each document $0.10 Each additional page of same document
Life Safety Report Photographs	Per Photograph	Direct cost of duplication
Subpoenaed Reports	Per Report	$0.50/page for first ten (10) pages of Each document $0.10 Each additional page of same document
Other Fire Fees		
Underground Fire Service Plan Check	Each	$2,870.00
Emergency Underground Repair	Each	$956.00
Hydrant Flow Test (existing Hydrants)	Each	$1,116.00
Fire Plans Examiner Miscellaneous	Each	$478.00
Re-Inspection Fee	Per Hour	$558.00

Fire Prevention Office “No Show” for Inspection Appointment Fee	Each	$318.00
False Alarm Response*	Per Billed Incident	$1,435.00
Fire Hydrants	Per Hydrant	$318.00
Re-roofing Permits /Siding/Windows (Applicable only in Wildland/Urban Interface)	Per Application	$159.00
Fire Permit Extension Fee	Per 6-Month Extension	$159.00
Cannabis Facilities	Per Year	$1,275.00
Pre-Application/General Plan Review/Code Assistance	Per Meeting	$1,594.00
Planning/Engineering Referrals (HWD)	Per Application	$1,275.00
Business License Reviews	Each	$1,116.00
Fairview Planning Referrals	Each	$478.00
Fairview New Construction	Per Application	$1,435.00

Annual Permits

Additive Manufacturing (3D Printing) (105.5.1)	Per Year	$1,275.00
Aerosol Products (105.5.2))	Per Year	$1,594.00
Amusement Buildings (105.5.3)	Per Year	$1,275.00
Aviation Facilities (105.5.4)	Per Year	$1,275.00
Carnivals and Fairs (105.5.5)	Per Year	$1,275.00
Cellulose Nitrate Film (105.5.6)	Per Year	$1,275.00
Combustible Dust-Producing Operations (105.5.7)	Per Year	$1,275.00
Combustible Fibers (105.5.8)	Per Year	$1,275.00
Compressed Gases (105.5.9)	Per Year	$1,275.00
Covered Mall Buildings (105.5.10)	Per Year	$3,508.00
Cryogenic Fluids (105.5.11)	Per Year	$1,275.00
Cutting and Welding (105.5.12)	Per Year	$1,275.00
Dry Cleaning Plants (105.5.13)	Per Year	$1,275.00
Energy Storage Systems (105.5.14)	Per Year	$1,275.00
Exhibits and Trade Shows (105.5.15)	Per Year	$1,275.00
Explosives (105.5.16)	Per Year	$1,275.00
Fire Hydrants and Valves (105.5.17)	Per Year	$1,275.00
Flammable and Combustible Liquids (105.5.18)	Per Year	$1,275.00
Fruit and Crop Ripening (105.5.20)	Per Year	$1,275.00
Fumigation or Thermal Insecticide Fogging (105.5.21)	Per Year	$1,275.00
Hazardous Materials (105.5.22)	Per Year	$1,275.00

HPM facilities (105.5.23)	Per Year	$1,594.00
High-Piled Storage < 12000 SF (105.5.24)	Per Year	$1,275.00
High-Piled Storage > 12000 SF (105.5.24)	Per Year	$1,594.00
Hot-Works Operations (105.5.25)	Per Year	$1,275.00
Industrial Ovens (105.5.26)	Per Year	$1,275.00
Lumber Yards and Woodworking Plants (105.5.27)	Per Year	$1,275.00
Liquid or Gas-Fueled Vehicles or Equipment in Assembly Buildings (105.5.28)	Per Year	$1,275.00
LP-Gas (105.5.29)	Per Year	$1,275.00
Magnesium (105.5.30)	Per Year	$1,275.00
Miscellaneous Combustible Storage (105.5.31)	Per Year	$1,275.00
Mobile Fueling of Hydrogen-Fueled Vehicles (105.5.32)	Per Year	$1,275.00
Motor fuel-dispensing facilities (105.5.33)	Per Year	$1,275.00
Open Burning (105.5.34)	Per Year	$1,275.00
Open Flames and Torches (105.5.35)	Per Year	$1,275.00
Open Flames and Candles (105.5.36)	Per Year	$1,275.00
Organic Coatings (105.5.37)	Per Year	$1,275.00
Outdoor assembly event (105.5.38)	Per Year	$1,275.00
Places of Assembly < 300 (105.5.39)	Per Year	$1,275.00
Places of Assembly > 300 (1055.39)	Per Year	$1,594.00
Plant extraction systems (105.5.40)	Per Year	$1,275.00
Private Fire Hydrants (105.5.41)	Per Year	$1,275.00
Pyrotechnical Special Effects Material (105.5.42)	Per Year	$1,275.00
Pyroxylin Plastics (105.5.43)	Per Year	$1,275.00
Refrigeration Equipment (105.5.44)	Per Year	$1,275.00
Repair Garages and Motor Fuel-Dispensing Facilities (105.5.45)	Per Year	$1,275.00
Rooftop Heliports (105.5.46)	Per Year	$1,275.00
Spraying or Dipping (105.5.47)	Per Year	$1,275.00
Storage of Scrap Tires and Tire Byproducts (105.5.48)	Per Year	$1,275.00
Technology Fee	Per Year	6% of annual permit fee
Tire-Rebuilding Plants (105.5.50)	Per Year	$1,275.00
Waste Handling (105.5.51)	Per Year	$1,275.00
Wood Products (105.5.52)	Per Year	$1,275.00
Lithium Batteries (105.5.53)	Per Year	$1,275.00
Additional Permits (105.5.54)	Per Year	$1,275.00

Essential City Facilities	Per Year	$1,275.00

Miscellaneous Fees - Building Permits

Minor Tenant Improvement	Per Permit	$956.00
Revision-minor changes to (E) permit	Per Permit	$478.00
Cellular Sites		
Existing Site	Per Permit	$956.00
New Site	Per Square Footage	VARIABLE - SEE CHART
Equipment Installations	Per Permit	$956.00
HVAC/air units		
If over 2,000 cfm	Per Permit	$318.00

B. HAZARDOUS MATERIALS OFFICE

Annual Certified Unified Program Agency (CUPA) Program Permit and Registration Fees

1. Hazardous Materials Storage Permit

   Annual permit per facility for storage and/or handling of hazardous materials as defined in Hayward Municipal Code, Chapter 3, Article 8.

1A	Storage of one (1) or more types Solid - up to 500 pounds Liquid - up to 55 gallons Gaseous - up to 2,000 cubic feet at STP	$381.00 Per Year
2A	Storage of one (1) or more types Solid - over 500 & up to 5,000 pounds Liquid - over 55 & up to 550 gallons Gaseous - over 200 & up to 2,000 cubic feet at STP	$397.00 Per Year
3A	Storage of one (1) to five 5) types Solid - over 5,000 & up to 25,000 pounds Liquid - over 550 & up to 2,750 gallons Gaseous - over 2,000 & up to 10,000 cubic feet at STP	$413.00 Per Year
3B	Storage of six (6) or more types Solid - over 5,000 & up to 25,000 pounds Liquid - over 550 & up to 2,750 gallons Gaseous - over 2,000 & up to 10,000 cubic feet at STP	$447.00 Per Year
4A	Storage of one (1) to five (5) types Solid - over 25,000 & up to 50,000 pounds	$462.00 Per Year

	Liquid - over 2,750 & up to 5,000 gallons Gaseous - over 10,000 & up to 20,000 cubic feet at STP		
4B	Storage of six (6) or more types		$480.00 Per Year
	Solid - over 25,000 & up to 50,000 pounds Liquid - over 2,750 & up to 5,000 gallons Gaseous - over 10,000 & up to 20,000 cubic feet at STP		
5A	Storage of one (1) to five (5) types		$530.00 Per Year
	Solid - over 50,000 pounds Liquid - over 5,000 gallons Gaseous - over 20,000 cubic feet at STP		
5B	Storage of six (6) to ten (10) types		$580.00 Per Year
	Solid - over 50,000 pounds Liquid - over 5,000 gallons Gaseous - over 20,000 cubic feet at STP		
5C	Storage of eleven (11) or more types		$596.00 Per Year
	Solid - over 50,000 pounds Liquid - over 5,000 gallons Gaseous - over 20,000 cubic feet at STP		
2.	Hazardous Waste Generator Program		
	a. Small Quantity Generator (SQG) – Less than 1000 kilograms (approximately 270 gallons or 2200 pounds) per month. Less than 1 kilogram of acutely/extremely hazardous waste per month		$397.00 Per Year
	b. Large Quantity Generator (LQG) – 1000 kilograms or more per month (approximately 270 gallons or 2200 pounds) or 1 kilogram or more of acutely/extremely hazardous waste per month		$529.00 Per Year
3.	Hazardous Waste Treatment (Tiered Permit) Program		
	a. Permit by Rule (Fixed Units)	Per Year	$529.00 Per Facility
	b. Permit by Rule (Transportable units)	Per Year	$529.00 Per Facility
	c. Conditional Authorization	Per Year	$298.00 Per Facility
	d. Conditional Exemption, Specified Waste	Per Year	$264.00 Per Facility
	e. Conditional Exemption, Small Quantity Treatment	Per Year	$264.00 Per Facility
	f. Conditional Exemption, Commercial Laundry	Per Year	$264.00 Per

			Facility
	g. Conditional Exemption, Limited	Per Year	$264.00 Per Facility
4.	Hazardous Materials Business Plan (HMBP)	Per Year	$397.00 Per Facility
5.	Underground Storage Tank (UST) Program	Per Year	$1,490.00
6.	Underground Storage Tank (UST) Program per Additional UST		$645.00 Per Facility
7.	Aboveground Petroleum Storage Act Program (APSA) – Spill Prevention Control and Countermeasure Plan (SPCC) – Qualified: Greater than 1,320 gallons but not more than 10,000 gallons stored at facility per year.	Per Year	$365.00 Per Facility
8.	Aboveground Petroleum Storage Act Program (APSA) - Spill Prevention Control and Countermeasure Plan (SPCC) - Non-Qualified: 10,000 gallons or greater stored at the facility per year.	Per Year	$463.00 Per Facility
9.	California Accidental Release Prevention (CalARP) Program		
	a. Small CalARP facility	Per Year	$3,079.00 Per Facility
	b. Large CalARP facility	Per Year	$3,179.00 Per Facility
10.	Annual State Surcharges*		
	a. CUPA Program Oversight		Current State Fee*
	b. Underground Storage Tanks (UST) Program Current State Fee*		Current State Fee*
	c. CalARP Program Fee*		Current State Fee*
	d. California Electronic Reporting System (CERS) Fee*		Current State Fee*
	e. Above-ground Petroleum Storage Act (APSA) Fee		Current State Fee*

*These fees are established through a regular fee adoption process by the State of California and are required to be collected at the current State of California rate by the Hayward Fire Department's Certified Unified Program Agency (CUPA). The fees are then required to be remitted by the City of Hayward Fire Department to the State of California on a quarterly basis. The fees are set by the State of California per Title 27 California Code of Regulations Section 15240.

11.	Technology Fee	6% of annual permit fee

New Construction Permits and Fees

1.	New Construction	
	a. Large, Tenant Improvement – New Facility	$4,768.00
	b. Medium, Tenant Improvement – New Facility	$3,129.00

c.	Small, Tenant Improvement – New Facility	$1,589.00
d.	Extra Small, Tenant Improvement – New Facility	$794.00
2.	New Facility – No Construction	
a.	Medium to Large	$2,384.00
b.	Small	$1,192.00
3.	Underground Storage Tank	
a.	System Installation – VPH* up to 3 tanks	$5,017.00
	System Installation – VPH" each tank over 3 tanks	$1,672.00
b.	Piping Installation	$1,738.00
c.	Piping Installation – VPH*	$2,136.00
d.	UDC/Sump Installation	$1,738.00
e.	UDC/Sump Installation – VPH*	$2,136.00
f.	System Removal up to 3 tanks	$2,185.00
	System Removal each tank over 3 tanks	$728.00
g.	Piping Removal	$1,390.00
h.	UDC/Sump Removal	$1,390.00
i.	EVR Phase I Installation or Upgrade	$794.00
j.	EVR Phase II Installation or Upgrade	$1,440.00
k.	Monitoring System Installation or Upgrade	$1,291.00
l.	System Tank/Piping Repair	$2,285.00
m.	System Tank/Piping Repair – VPH*	$2,682.00
n.	System Miscellaneous Component Repair - Major	$2,285.00
o.	System Miscellaneous Component Repair – Major– VPH*	$2,682.00
p.	System Miscellaneous Component Repair – Minor (Including Monitoring System ("Cold Starts")	$943.00
q.	System Miscellaneous Component Repair – Minor – VPH* (Including Monitoring System ("Cold Starts")	$1,341.00
r.	Spill Bucket/Overfill Protection Replacement	$1,589.00
s.	Temporary Closure *VPH – Vacuum, Pressure, and Hydrostatic Continuously Monitored Systems	$1,788.00
4.	Aboveground Storage Tanks	
a.	System Installation	$1,490.00
b.	System Removal	$1,291.00
c.	System Repair or Modification	$1,142.00
5.	California Accidental Release Prevention (CalARP) Program	

a.	Large - Risk Management Plan Review		$8,544.00
b.	Small - Risk Management Plan Review		$5,364.00
c.	Other costs incurred, including but not limited to third- party review, laboratory work, public notice, communication and correspondence		$198.00 per hour or cost
6.	Meetings		
a.	Code Assistance Meeting		$496.00
b.	Pre-Application Meeting		$397.00
7.	Request for Alternate Means of Protection (AMP)		
a.	Review		$794.00

Miscellaneous Fees

1.	Annual Permit Fee	Per Year	$198
2.	Operational Permits - Mobile Fueling Operations		
a.	Initial Permit and Verification Inspection	Per Site	$794.00
b.	Annual Permit Fee	Per Year	$198.00
3.	Facility Closures		
a.	3A and above – full facility closure		$2,185.00
b.	3A and above – partial facility closure		$1,241.00
c.	Below 3A – full facility closure		$745.00
d.	Below 3A – partial facility closure		$496.00
4.	Contamination		
a.	Staff oversight	Per Hour	$198.00
5.	Site Clearance		
a.	New construction/use – large		$496.00
b.	New construction/use – small		$298.00
c.	Property transfer – large		$496.00
d.	Property transfer – small		$298.00
6.	Other Inspections and Compliance Verification		
a.	Re-inspection (CUPA and non-CUPA)	Per Hour	$198.00
b.	Re-inspection beyond allowed by permit	Per Insp.	$397.00
c.	After-hours inspection	Per Hour	$298.00
d.	Miscellaneous Inspections and Activities	Per Hour	$198.00
e.	Compliance verification	Per Notice	$99.00
f.	HazMat Office “No Show” for Inspection Appointment Fee	Each	$198.00

7.	Plan Review/Checking Fees – General		
	a. Planning Review Fee	Per Hour	$198.00
	b. Plan Checking Fee	Per Insp.	$198.00
	c. Expedited Plan Checking Fee (two hours minimum)	Per Hour	$298.00
8.	California Environmental Reporting System		
	a. Assistance Fee	Per Hour	$198.00
	b. Assistance Fee (after hours)	Per Hour	$298.00
9.	Non-Compliance Fine	Per Hour	$596.00

C. FIRE STATION 6 REGIONAL TRAINING CENTER RENTAL FEES

a. Classroom – EMS (Capacity #)	Per Day	$350.00
b. Classroom - Fire2 (Capacity 24)	Per Day	$350.00
c. Classroom – Fire Simulator (Capacity #)	Per Day	$650.00
d. HazMat Simulator	Per Day	$480.00
e. Pump Pit	Per Day	$250.00
f. Class A Victorian	Per Day	$480.00
g. Outdoor Classroom	Per Day	$350.00
h. BART Rescue Prop	Per Day	$500.00
i. Fire Tower (Full Building)	Per Day	$1,500.00
j. Full Facility Rental	Per Day	$1,800.00
k. Transportation Training Prop	Per Day	$500.00
l. Vehicle Extrication	Per Day	$480.00

Information Technology

Video Technician		
Video services, including editing and duplication, provided for events	Per Hour	$184.00
GIS Map Printing	Per Hour	$244.00

Library and Community Services

A. GENERAL SCHEDULE OF CHARGES:

1.	Item Replacement Fees	
	a. Print material, videotapes and sound recordings	Original cost of item plus processing fee
	b. DVD's	Original cost of item plus processing fee
	c. Reference materials (return within 7 days)	Original cost of item plus processing fee
	d. Processing fee	$9.00
	e. Board Games	Up to $54.99 Each
2.	Printing/Copying Fees (per page	
	a. Printing (B&W)	$0.15
	b. Printing (Color)	$0.30
	c. Copying (B&W)	$0.15
	d. Copying (Color)	$0.30
3.	Replacement of lost library cards (1 free per year)	$2.00
4.	Replacement lost/damaged bar code or RFID tag	$1.00
5.	Agenda & Minutes Library Commission	$30.00
6.	Mailing of library materials	Cost of mailing

B. ADMINISTRATIVE SERVICES

1.	Community Services Commission Agenda	$15.00 Per Year
2.	Community Services Commission Minutes	$15.00 Per Year

C. MAKERSPACE MATERIALS FEES (21ST CENTURY LIBRARY)

1.	Carvey Materials	
	a. Birch material	$3.15 Each
	b. 2-color ABS	$3.15 Each
	c. HDPE	$2.50 Each
	d. Linoleum	$3.00 Each
2.	Laser Cutter Materials	
	a. Birch material	$3.75 Each
	b. Clear acrylic	$3.75 Each
3.	Cricut & Scan N Cut Materials	
	a. Iron-on vinyl	$1.25 Per sq. ft.
	b. Perm adhesive vinyl	$1.25 Each
	c. 12" x 12 Cardstock	$0.65 Each
	d. Transfer tape	$0.65 Each

e. Craft Paper	$0.50 Each
4. Wide-format Printer Paper (per page)	
a. 11” x 17” matte	$0.85
b. 11” x 17” photo	$1.35
c. 13” x 19” matte	$1.75
d. 13” x 19” photo	$3.50
e. 4” x 6” ink only	$0.05
f. 5” x 7” ink only	$0.07
g. 8.5” x 11” ink only	$0.20
h. 11” x 17” ink only	$0.35
i. 13” x 19” ink only	$0.50
5. 3D Printing	
a. Filament	$0.05 Per Gram
6. Sublimation	
a. 8.5” by 11” Paper + Printed ink or marker	$1.25 Each
b. Mug blank	$3.00 Each
c. Mouse Pad blank	$1.50 Each
d. Hat blank	$3.00 Each
e. Puzzle blank	$1.50 Each
f. Bag-small	$1.00 Each
g. Bag-large	$1.50 Each
7. Xyron (Create-a-Sticker)	
a. Sticker paper	$0.10 Per Linear Inch
b. Magnet	$0.30 Per Linear Inch
8. Sewing	
a. 12” x 12” Fabric	$0.75 Each
b. 18” x 22” Fat Quarter	$2.50 Each
c. Fusible Interfacing	$1.00 Per Linear Foot
9. Button Maker	
a. 1.25” button kit	$0.10 Each
b. 2.25” button kit	$0.20 Each
10. Embroidery	
a. Thread	$0.10 Per 1000 stitches
b. Stabilizer	$0.25 Per sheet
11. Miscellaneous	
a. Shrinky Dink	$0.50 Per sheet

b. Perler Project $0.50 per project board

c. Laminate Pouch $0.25 Each

D. LIBRARY OF THINGS

Item	LOT Category	Actual Cost	Fee Schedule
Puzzles	LOT Game	$16.99	Original cost of item plus processing fee
Ukuleles	LOT Music	$50.00	Original cost of item plus processing fee
Binoculars	LOT Recreation	$59.99	Original cost of item plus processing fee
Backpacks (Hiking)	LOT Recreation	$112.86	Original cost of item plus processing fee
Stargazing Kits	LOT Recreation	$504.38	Original cost of item plus processing fee
Trekking Poles	LOT Recreation	$34.99	Original cost of item plus processing fee
SunJack Solar Chargers	LOT Technology	$79.95	Original cost of item plus processing fee
IFixIt Pro Tech Kits	LOT Technology	$94.94	Original cost of item plus processing fee

E. TECH LENDING LIBRARY FEES

a. Processing Fee $20.00

b. Wifi Connected Chrome Book up to $500

c. Wifi Connected Tablet up to $250

d. Hot Spot up to $400

e. Peripherals up to $25 Each

Maintenance Services Department

A. CITY HALL RENTALS

USER GROUPS

Users are classified into the following groups for determining scheduling priority and the applicable fees and charges.

a. Individuals living in Hayward
b. Individuals living outside of Hayward
c. Non-profits [501(c) 3,4, or 6] and other public or private civic, cultural, educational, or charitable groups
d. Businesses and other commercial groups

RENTAL RATES:

			FEE RATES BY USER GROUP **ALL RATES HOURLY**			
			Individual		Organization	
City Hall Facilities	Seating	Deposit	A. Hayward Resident	B. Non- Hayward Resident	C. Non- Profit	D. Commercial
City Hall – Rotunda (4 hr. min)	160	$300*	$121 ($920 daily max)	$152	$131 ($920 daily max)	$183
City Hall – Council Chambers (4 hr. min)	166	$300*	$68 ($546 daily max)	$99	$78 ($546 daily max)	$131
City Hall – Pre- function Area 2nd floor (4 hr. min)	100	$300*	$57 ($462 daily max)	$89	$68 ($462 daily max)	$121
City Hall – Plaza (4 hr. min)	-	$500*	$73 ($588 daily max)	$105	$84 ($588 daily max)	$137

*Non-refundable processing fee of $75 (up to $225 / $425 refundable)

OTHER CITY HALL FEES

Note: All equipment fees are for one setup and per day

Facility Fee	Rate (All User Groups)
Room Setup Fee	$158
Security Admin Fee	$60
Janitorial Admin Fee	$60
Insurance Admin Fee	$90

B. LIBRARY MEETING ROOM RENTALS

USER GROUPS

Users are classified into the following groups for determining scheduling priority and the applicable fees and charges.

a. Individuals living in Hayward
b. Individuals living outside of Hayward
c. Non-profits [501(c) 3,4, or 6] and other public or private civic, cultural, educational, or charitable groups
d. Businesses and other commercial groups

e. City of Hayward and other government agencies (federal/state/city/local)

RENTAL RATES

	FEE RATES BY USER GROUP **ALL RATES HOURLY**				
	Individual		Organization		Government
Library Meeting Room and Event Spaces	**A. Hayward Resident**	**B. Non-Hayward Resident**	**C. Non-Profit**	**D. Commercial**	**E. Government Agency**
Fremont Bank Foundation Room A (Half)	$60.00	$80.00	$50.00	$150.00	$0.00
Fremont Bank Foundation Room B (Half)	$60.00	$80.00	$50.00	$150.00	$0.00
Fremont Bank Foundation Room (Full)	$100.00	$140.00	$75.00	$250.00	$0.00
Meeting Room C	$30.00	$40.00	$25.00*	$50.00	$0.00
Prep Area**	$50.00	$50.00	$50.00	$100.00	$0.00
Weekes Library Legacy Room***	$0.00	$0.00	$0.00	$0.00	$0.00

*Two (2) meetings each month in Meeting Room C will be free if the following criteria are met:

i. Meeting sponsored by a Group C user that is based in Hayward and serves primarily Hayward residents
ii. Meeting is open to the public

**Prep Area is a room next to Fremont Bank Foundation Room A with refrigerator, oven, and sink

***All events held in the Legacy Room are required to be open to the public

OTHER LIBRARY MEETING ROOM FEES

Meeting Room Fee	Rate (All User Groups)
Room Setup Fee (If Requested)	$50.00-$100.00
Janitorial Service Fee (When Needed)	$57.00 Per Event, plus janitorial hourly service fee
Attendant On Duty (When Needed)	$75.00 Per Hour
Processing Fee	$50 Per Reservation

Notes:
All meeting room applications must be submitted via the online scheduling system **at least 30 days in advance**. Paper applications will not be accepted.
Minimum rental is two (2) hours. Hourly rates are not pro-rated for parts of an hour.
Partial- hour reservations will be rounded up to the nearest hour.
Any setup and tear-down time required must be included in the time requested and will be billed at the same rental rate.
Payments must be made at least 14 days prior to the event. Events are not considered approved until payment is received in full.
Other service fees (when needed) may also be applicable. These may be assessed prior-to

or immediately following the reservation.

C. STREET MAINTENANCE

1.	Cart Retrieval Fee	$142.19	
2.	Sign Fabricated & Installed by City Crew	$868.75	
3.	Illegal Dumping on Public Right-of-Way	**Fee**	**Penalty**
	a. First Violation		
	Initial Inspection and noticing	No Charge	No Penalty
	Reinspection shows violation eliminated	No Charge	No Penalty
	Reinspection shows violation still exists; City abates	$1,845.31	$400.00
	b. Subsequent Violation within 12 Months *(same property owner)*		
	Initial Inspection and noticing	$1,845.31	$800.00
	Reinspection shows violation eliminated	No Charge	No Penalty
	Reinspection show violation still exists; City abates	$1,845.31	$1,600.00
	Lien/Special Assessment Per Parcel	$2,134.00	
	Hearing Fee; Administrative, Special Assessment, Administrative Citation, and Lien Hearings	$1,500.00	
4.	Special Events Per Hour	$179.69	

Police Department

ANIMAL CONTROL
(Ref. Hayward Municipal Code, Chapter 4, Article 4)

For those fees designated to RTO (Refer To Office), the Animal Services Manager shall determine a reasonable fee or charge, basing that determination on the nature of the service; time spent; consistency with fees and charges specified for other services; actual costs incurred, including overhead and other indirect cost; and any other relevant factors.

1. Impounding Charges	
a. For each dog and cat	
(1) 1st impoundment	$50.00
(2) 2nd impoundment within one year	$75.00
(3) 3rd impoundment within one year	$150.00
(4) Impound dangerous animal	$190.00
(5) Field Impound	$150.00
b. For any unsterilized dog or cat impounded, an additional fee is assessed as mandated by the State of California Food & Agricultural Code.	
(1) 1st Impoundment	$35.00 Penalty
(2) 2nd Impoundment	$50.00 Penalty
(3) 3rd Impoundment	$100.00 Penalty
c. For each horse, bull, cow, steer, calf, colt, sheep, lamb goat or hog	
(1) 1st impoundment	RTO (minimum field impound) Charge will be total direct cost
(2) 2nd impoundment within one year	RTO (minimum field impound) Charge will be total direct cost
(3) 3rd impoundment within one year	RTO (minimum field impound) Charge will be total direct cost
d. For each non-specified animal (rabbit, monkey, rat, etc.)	RTO (minimum 1st impound)
2. Feeding and Boarding Charges Per Day. Boarding charges shall be levied as of the first day of impoundment. Charges shall be waived where the animal is redeemed "off the truck."	
a. For each dog, cat or small domestic pet	$15.00
b. Special needs animal (medications given, treatment)	$37.00 per day
c. For each horse, bull, cow, hog, steer, lamb, sheep, goat, colt, or calf	RTO. Charge will be

	total direct cost
d. For lamb, sheep, goat, other small livestock maintained at shelter	$24.00
e. For each non-specified animal	RTO (minimum $15 board fee)
3. Special Services	
a. Owner surrender of adult unlicensed animals (boarding fees for the State mandated period additional)	$40.00 Per Animal
b. Owner surrender of additional animals less than ten weeks of age. Boarding fees for the State mandated holding period will also be charged	$9.00 Per Animal
c. Owner surrenders - small animals/bird Boarding fees for the state mandated holding period will also be charged	$34.00 Per Animal
d. Owner brings dead animal to shelter for disposal	
(1) Under 50 lbs.	$50.00 Per Animal
(2) Over 50 lbs.	$75.00 Per Animal
(3) Transportation of disposal	$145.00 Per Animal
e. Transportation of injured or sick-owned animal to a veterinarian	$130.00
f. Veterinary treatment provided to an animal housed in the Shelter where the owner is later identified	Actual Vet Costs
g. Rabies vaccination	Actual Vet Costs
h. In-house cat, dog, or rabbit vaccines	$10.00
i. Deworm & Flea Preventative	
(1) Cat	$10.00
(2) Dog – under 25lbs.	$15.00
(3) Dog – 25.1-50lbs.	$30.00
(4) Dog – 50.1-100lbs.	$45.00
j. Felv/FIV combo test – in-house	$45.00
k. Microchip	
(1) Animal adopted from the Shelter	$15.00
(2) Animals not adopted from the Shelter	$30.00
4. Animal License and Permit Fees	
a. Dog License	
(1) Flat fee is for 1, 2 or 3 years depending on Rabies Vaccination Certificate (not to exceed 3 years)	$17.00
(2) Unsterilized animal (flat license or license renewal fee additional)	$35.00
(3) License renewal – replacement tag additional if needed	$17.00
The Animal Services Manager is authorized to reduce dog license fees by one half of the amount set forth above	
b. Late Penalty	$5.00

c.	Replacement license tag issued at time of renewal	$4.00
d.	Replacement license tag issued not at time of renewal	$12.00
e.	Seeing or hearing dog	No Charge
f.	Fancier's Permit	$395.00

5. Observation Fees

   All observation fees are assessed at the full rate and are not refundable, either in part or in full.

a.	For each dog, cat or small domestic pet for quarantine, evidence and protective custody. Boarding fees for the State mandated holding period will also be charged.	$5.00 Per Day
b.	Other Animals	Actual Costs per inspection
c.	Property inspections (required prior to home quarantines and for the private retention of all animals declared dangerous outside City of Hayward hearing)	$75.00

6. Adoption Fees — RTO (minimum $5.00)

a.	The fees charged for dogs and cats offered for adoption shall be set by the Animal Services Manager. In no case shall this amount be less than $5.00. In no case shall animals listed as "Owner Surrendered" be adopted by the previous owner without payment of all fees and charges (as specified in the schedule) for shelter service in impounding and caring for the animal	$20.00
b.	All Other Animals	Market Value
c.	Spaying and neutering (mandated for dogs and cats prior to adoption)	Veterinary contract cost
d.	Administrative processing fee for the return of animals adopted from the shelter	$15.00

7. Hearing Fee: Hearing and inspection of property of owners of animals declared dangerous or potentially dangerous — $200.00

POLICE ADMINISTRATION

1. Photocopying of Reports

a.	Traffic Accident Reports	$25.00 Per Report
b.	Other Reports	$25.00 Per Report

2. Photographs — $40.00 Each
3. Citation Sign off-Outside Agencies — $33.00 Per Citation
4. Fingerprinting — $42.00 Each
   (Fingerprint processing fees established by Federal or State agencies shall be additional charge.)
5. Traffic Police Security Services

a. Traffic control and police security services for pre-planned, non-city sponsored events	Time & Motion
b. Planned traffic control for contractors and utilities	Time & Motion
6. Permit Processing (Fees are for processing only, fingerprint and Department of Justice fees are not included)	
a. Taxi Drivers	
(1) Initial Permit	$923.00
(2) Annual Renewal$	461.00
(3) Annual taxi operating sticker	$230.00
(4) Lost permit replacement	$42.00
b. Tow Permits	
(1) Company 1st License	$461.00
(2) Company Annual Renewal	$64.00
(3) Driver 1st License	$461.00
(4) Driver Annual Renewal	$64.00
(5) Lost Permit Replacement	$64.00
c. Massage Establishments	
(1) Initial Inspection/application and processing of new massage establishment	$1,154.00
(2) Annual Renewal fee for massage establishment	$384.00
(3) Badge Replacement	$128.00
(4) Massage Out-Call initial inspection/application	$1,154.00
(5) Massage Out-Call renewal	$241.00
d. Card Clubs Employee Permit	
(1) Initial permit	$241.00
(2) Annual renewal	$256.00
(3) Lost permit replacement	$128.00
e. Firearms	
(1) Background Investigation	Time & Motion
(2) Firearm dealers annual permit	$1,965.00
f. Employees Working at a Cannabis Establishment	
(1) Employee Work Permit Application Fee	
a. Employee background check (live scan + fingerprint/photograph processing fee)	$82.00 Vice
Any charges not specified below shall be established by State and/or Federal Statutes	
(2) Other Permit processing	Time & Motion

7. Alarm Permit Fee

    a. New and annual renewal: $25.00

    b. For Low income or persons in a temporary or permanent disabled status who: $10.00

    (1) meet the City income guidelines as defined in the All City Department section of the Master Fee Schedule and

    (2) file with the Revenue Division of the Finance Department a discount application and adequate documentary evidence showing that the Permit applicant comes within the provision of subparagraph (a).

8. False Alarm Fees (for instances of false alarms within any one-year period):

    a. First False Alarm Fee $0.00 Records

    b. Second False Alarm Fee $185.00

    c. Third False Alarm Fee $185.00
    Penalty $50.00

    d. Fourth False Alarm Fee $185.00
    Penalty $200.00

    e. Fifth and Each Fee $185.00

    Subsequent False Alarm Penalty $400.00

9. Vehicle Release Fee $278.00

10. Vehicle Verification or Administrative Fee

    a. Onsite verification $114.00

    b. Offsite verification $229.00

11. Communication Tapes $119.00 Per Tape

12. Clearance Letters $25.00 Per Letter

13. Auto Sales/Repair Permit $254.00

14. Vehicle Abatement $254.00 Per Vehicle

    Any charges not specified below shall be established by State and/or Federal statutes.

    a. Cite & Release $89.00

    b. Hold for Court $180.00

    c. Transfer to Santa Rita $199.00

15. Social Host Accountability Ordinance

    The following penalties and/or cost recovery are authorized by Chapter 4, Article 11 of the HMC. Penalties for violations and cost recovery are separate and distinct charges. Penalties for Violation – The following is authorized by sec 4-11.20 HMC.

    a. First Violation $750.00

    b. Second Violation $1,500.00

    c. Third & Subsequent Violations $2,500.00

Public Safety Services/Response Cost - The following is authorized by sec 4-11.25 HMC

d. Recovery of the cost of the public safety response to a "Social Host" ordinance violation using the fully burdened cost allocation rate.	Time & Motion
16. Firearms Range Maintenance Fees – apportions the upkeep of the firearms range among user law enforcement agencies over a fiscal year period	$2,000.00
17. Alcohol	
a. Level I – Alcoholic Beverage Establishment Retail License Fee – Full service restaurants, wine shops, breweries, distilleries; and retail stores using no more than 5% of their floor area for alcohol sales, storage and display.	$280.00
b. Level II – Alcoholic Beverage Establishment Retail License Fee – All alcoholic beverage outlets other than Level I.	$1,120.00
c. Critical Incident Fee	Time & Motion
d. Violation of Alcoholic Beverage Outlets Ordinance	
(1) First Offense	$750.00
(2) Second Offense	$1,500.00
(3) Third and subsequent Offenses	$2,500.00
e. Reinspection Fee	Time & Motion
f. Alcohol Sales – Special Event Permit	$304.00

Tow Operation Fee

Fees to be charged for tow operations shall not be in excess of the following schedule:

1. Towing	
a. Towing of vehicles of others (From public and private property)	$281.25
b. All other towing:	
1. Passenger vehicles	$281.25
2. Motorcycles	$281.25
3. Trucks to 10,000 lbs. (unloaded)	$281.25
4. Trucks 10,000 to 26,000 lbs.	$312.50
5. Trucks over 26,000 lbs.	$468.75
c. Extra labor charges on disabled vehicles Applicable 1/2 hours after arrival of tow truck (Per hour or portion thereof, at 15-minute increments)	$237.50/hr.
d. Gate fee request between 5:00 PM and 8:00 AM On weekdays and all day Saturday, Sunday and Holidays	$150.00
2. Storage (Storage charges applicable after 8 hours)	
a. Passenger vehicles, motorcycles and trucks (To 8,000 lbs., outside per 24-hour period)	$112.50

b. Passenger vehicles, motorcycles and trucks (To 8,000 lbs., inside per 24-hour period)	$112.50
c. Trucks over 8,000 lbs., buses, and trailers over 20 feet long	$156.25
3. Miscellaneous Service to the Public	
a. Service charges on disabled vehicles where no tow is made	$125.00
b. Release of vehicle from hook-up after authorization to tow	$112.50
4. Complicated Tow	
a. Trailer con gear (big rig dolly)	$187.50
b. Air cushion, includes operator for 3 hours	$1,875.00
c. Lumper, or extra personnel 6am to 6pm	$62.50/hr. (2hr. min)
5. City Owned Vehicles	
a. Removal or tow of vehicle	$60.00
b. Service charge on disabled vehicle (no tow)	$60.00
c. Tow from outside of City of Hayward	$60.00/hr. + $1.00 Per Mile

$362.50 if 2 axle to portal plus for Air cushion Towing, add $213.75 for first three hours then $500 after

$567.50 if 3 axle to portal plus for Air cushion Towing, add $213.75 for first three hours then $500 after

Concealed Carry Weapons Permit
Fees below do not include State or other applicable fees:

1. New Permit Fee	
a. Standard - 2 Years	$430.00
b. Judicial - 3 Years	$430.00
c. Reserve - 4 Years	$430.00
d. Employment - 90 Days	$430.00
2. Renewal Fee	
a. Standard - 2 Years	$95.00
b. Judicial - 3 Years	$95.00
c. Reserve - 4 Years	$95.00
d. Employment - 90 Days	$95.00

Hayward Film Permit

1. Film Permit applications	$125.00 Per Day
2. Expedited Film Permit (3-5 days)	$250.00 (excludes larger productions)

3. Film Permit (TV series, movies, feature films, pilots)	$175.00 Per Day
Minor Encroachment Permit (filming)	Dependent on encroachment type. Refer to Engineering Section B(5)
4. Police clearance (filming)	$346.00 Hourly
5. Fire Permit (filming)	$318.00 flat fee (does not include cost if presence is required at event)
6. Filming on City Property/Facilities/Hangars (varies) Airport Property and Hangars – filming and Photography requests will be authorized at the discretion of the Airport Manager provided that the requested activity will in no way interfere with the safe, orderly, and uninterrupted use of Airport facilities by Airport users or portrays the Airport in a negative manner	$1,500.00 daily fee (extra labor, security engineering or comparable cost are not included)
7. Filming at City Hall	$575.00 daily fee (does not Include cost of guard, janitorial and insurance)

Utilities & Environmental Services

1. SANITARY SEWER SERVICE CHARGES AND FEES

Sewer System Connection Charge (Reference Hayward Municipal Code, Chapter 11, Article 3, Section 11-3.255).

	Sep 1, 2025	Sep 1, 2026
(1) Single family, duplex, triplex, and fourplex residential units, townhouses, and planned developments	$13,235	$14,559
(2) Multi family, high density residential, and mobile homes, each residential unit	$11,781	$12,960
(3) Accessory Dwelling Units (ADUs, where applicable), each unit	$5,295	$5,825
(4) Commercial, industrial, institutional and all other connections:		
Per gallon of daily capacity required to serve the user	$32.98	$36.28
Per pound per year of biochemical oxygen demand (cBOD)	$34.11	$37.53
Per pound per year of suspended solids (SS)	$22.34	$24.58
Minimum charge	$13,235	$14,559

a. For the purposes of calculating non-residential sewer connection fees, carbonaceous biochemical oxygen demand (CBOD) and suspended solids (SS) will be reduced by 50% of the estimated values in the actual discharge, but not lower than the CBOD and SS for domestic wastewater, that is, 371 milligrams per liter and 297 milligrams per liter respectively. The property will be entitled to discharge CBOD and SS concentrations commensurate with the estimated actual concentrations. The volume component will not be reduced and will be calculated at 100% of the estimated discharge. The CBOD and SS reduction is applicable only to estimated daily discharge of 25,000 gallons or less. Discharge in excess of 50,000 gallons per day from a facility will be subject to a sewer connection fee based on full CBOD and SS concentrations. This provision will be in effect through June 30, 2027. Interest Rates on Sewer Connection Fee Payment Agreements (Reference Hayward Municipal Code, Chapter 11, Article 3, Section 11-3.255)

   12-month agreement – 4%
   24-month agreement – 5%
   36-month agreement – 6%
   48-month (and longer) agreement – 7%

b. Sewer Service Charges (Reference Hayward Municipal Code, Chapter 11, Article 3, Section 11-3.450)

Residential Service	**Eff. Jul 1, 2026**	**Eff. Jul 1, 2027**	
(1) Standard (over 8 units of metered water usage)	$53.57	$60.00	Per Month
(2) Economy (5 to 8 units of metered water usage)*	$25.23	$28.26	Per Month
(3) Lifeline (0 to 4 units of metered water usage)*	$13.01	$14.58	Per Month
(4) Duplex, Triplex, Fourplex (per unit)	$53.57	$60.00	Per Month
(5) Multi-Family (per unit)	$48.71	$54.56	Per Month
(6) Mobile Home (per unit)	$36.23	$40.58	Per Month

*Economy and Lifeline rates are only applicable for City water customers

Non-Residential Service – Critical Users

Sewer Service Charge

Constituent/Unit	Jul. 1, 2026	Jul. 1, 2027
Flow – Cost per 100 cubic feet (ccf)	$6.15020	$6.88830
Biochemical Oxygen Demand – Cost Per Pound	$0.57890	$0.64840
Suspended Solids – Cost Per Pound	$2.00060	$2.24070

Non-Residential Service – Coded Users

Sewer Service Charge Per ccf

	With Irrigation Meter		**Without Irrigation Meter**	
Customer Classification	**Eff. Jul 1, 2026**	**Eff. Jul 1, 2027**	**Eff. Jul 1, 2026**	**Eff. Jul 1, 2027**
All Other Domestic Use	$8.91	$9.98	$8.02	$8.99
Restaurant w/ Grease Interceptor	$11.80	$13.22	$10.61	$11.89
Restaurant w/o Grease Interceptor	$14.52	$16.27	$13.06	$14.63
Commercial Laundry	$10.13	$11.35	$8.73	$9.78
Bakeries	$16.12	$18.06	$15.54	$17.41
Industrial Laundry	$15.73	$17.62	$14.15	$15.85
Beverage Bottling	$10.23	$11.46	$9.20	$10.31
Food Manufacturing	$28.81	$32.27	$34.25	$38.36
Meat Products	$19.29	$21.61	$14.73	$16.50
Slaughterhouse	$22.20	$24.87	$20.00	$22.40
Dairy Product Processors	$15.92	$17.84	$14.32	$16.04
Canning and Packing	$11.35	$12.72	$10.21	$11.44
Grain Mills	$14.93	$16.73	$13.46	$15.08
Fats and Oils	$10.77	$12.07	$9.69	$10.86
Pulp and Paper	$11.28	$12.64	$9.96	$11.16

Manufacturing				
Inorganic Chemicals	$18.22	$20.41	$16.40	$18.37
Paint Manufacturing	$28.39	$31.80	$25.56	$28.63
Leather Tanning	$37.38	$41.87	$33.63	$37.67
Fabricated Metal	$6.58	$7.37	$5.92	$6.64

All non-critical commercial and industrial users will be included in the above UCC classification that most closely represents the wastewater discharge strength and characteristics in comparison with domestic wastewater definition in the Regulations, as determined by the Director of Public Works. The UCC designation of a particular industry may not necessarily correspond to the Standard Industrial Classification (SIC) which may be assigned for other purposes.

Unclassified and Critical Users

(1) "Critical Users" and those whose discharge does not respond to any UCC because of variations in wastewater constituents or treatment costs shall pay an amount calculated in accordance with the following formula where,

C = V/M (160 Cv + CB x BOD + CS x SS)

C = Sewer service charge during period for which billing is calculated.

V= Volume of water consumed per hundred cubic feet (CCF) during period for which the billing is calculated (total of public water service, metered flow and all private sources, except those meters or services specifically identified for irrigation purposes only).

BOD= Average Biochemical Oxygen Demand, in milligrams per liter, from user during period for which the billing is calculated.

SS= Average Suspended Solids, in milligrams per liter, from user during period for which the billing is calculated.

Cv = Treatment cost per hundred cubic feet of water
CB = Treatment cost per pound of BOD
CS = Treatment cost per pound of SS
M = 160 for users with separate irrigation meters; and 178 for users without separate irrigation meters.

(1) The minimum fee for each non-residential user shall be that established for one (1) Service Unit per month.

Per Hayward Municipal Code Chapter 11, Article 3, Sec. 11-3.450 and Sec 11-3.455, the basis for determining the cost for treating and collecting wastewater will be the "service unit" which will be considered to be the basic charge for each premises computed on the basis of treating wastewater. The service units for commercial and industrial premises shall be based on categories of usage with similar treatment costs and grouped into User Classification Codes. The categories of usage, user classification codes, and service units to be applied per month for the purpose of determining the applicable sewer service charges shall be those as determined from time to time by resolution of the Hayward City Council.

Wastewater Discharge Permit Fees and Miscellaneous Charges

(1) Wastewater Discharge Permit Fees

Type of Permit	New Permit	Permit Renewal	Amendment
Categorical	$6,450.00	$4,430.00	$1,575.00
Non-Categorical Significant	$4,740.00	$3,170.00	$1,230.00
Groundwater	$2,300.00	$1,230.00	$760.00
Non-Sewered Credit	$280.00	$280.00	N/A
Special Purpose (one-time discharge)	$1,245.00	N/A	N/A

(2) Compliance Schedule (for Correction of Violations) $950.00

(3) Wastewater Sampling

(a) Composite Sample with Lab Costs $1,065.00
(b) Composite Sample without Lab Costs $490.00
(c) Grab Sample $505.00
(d) Violation Follow-Up Sample with Lab Cost $1,065.00
(e) Violation Follow-Up Sample without Lab Cost $490.00
(f) Sampling Equipment Fee $25.00

(4) Compliance Schedule (for Correction of Violations) $1,095.00

(5) Violation follow-up inspection $925.00

(6) Development Plan Review

(a) Industrial $680.00
(b) Commercial $680.00
(c) Residential $420.00

2. WATER SERVICE CHARGES AND INSTALLATION FEES

a. Water Services charges for labor and materials (Reference: Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.02 and 11-2.04)

(a) Single Services. (Also see (4) below)

Meter Size and Service Size	Fee
a. 5/8" x 3/4"	$7,545.00
b. 3/4" x 3/4"	$7,545.00
c. 3/4" x 1"	$7,545.00
d. 1" x 1"	$7,870.00
e. 1" x 1-1/2"	$9,300.00
f. 1-1/2 x 1-1/2	$10,290.00
g. 1-1/2 x 2"	$10,290.00
h. 2" x 2"	$10,560.00

i.	Larger than 2" x 2"	Deposit – T&M Initial Deposit = $10,000

(b) Manifold Service. (Also see (4) below)

Meter Size and Service Size		Service Size	Fee
a.	5/8" x 5/8"	1"	$9,590.00
b.	3/4" x 3/4"	1"	$9,590.00
c.	1" x 1"	1 1/2"	$10,010.00
d.	1" x 1-1/2"	2"	$10,650.00
e.	1-1/2" x 1-1/2"	2"	$11,280.00
f.	1-1/2" x 2"	2"	$11,520.00
g.	2" x 2"	2"	$11,760.00
h.	More than two meters or larger than 2" service line	Deposit – T&M Initial Deposit = $10,000	

**Per Hayward Municipal Code Sec. 11-2.05, actual costs can be charged for services larger than two inches and unusually long or difficult service connections of any size.

(c) Meters Set on Existing Service. (Also see (4) below)

Meter Size		Fee
a.	5/8"	$610.00
b.	3/4"	$680.00
c.	1"	$745.00
d.	1-1/2"	$975.00
e.	2"	$1,080.00
f.	Larger than 2"	Deposit – T&M Initial Deposit = $1,000

(d) All meters in new developments shall have remote radio read capability. The cost for remote read capability is $200 per meter, which is in addition to the fees listed above.

b. Water Service, Construction Work, Temporary Service (Reference: Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.22)

(1) Water Hydrant Meter Deposit

Water Hydrant Meter Deposit Fees (for a 3/4" hydrant meter)	$1,800
Water Hydrant Meter Deposit Fees (for a 3" hydrant meter)	$3,000
Water Hydrant Meter Deposit Fees (for a 4" hydrant meter)	$3,000

Water Hydrant Meter Deposit Fees (for a 6" hydrant meter)	$5,300

(2) The monthly meter service charge on all hydrant and construction meters shall be as follows:

a)	3/4" meter	$16.00	Per Month
b)	3" meter	$120.00	Per Month
c)	4" meter	$210.00	Per Month
d)	6" meter	$650.00	Per Month

(3) All hydrant and construction meter accounts will accrue charges for minimum monthly consumption on the following amounts. However, customers who report water consumption data during the reporting period of the first 5 working days of each month and provide proof they have consumed less than the proposed minimum charges in the table below shall only be billed for the amount consumed.

a)	3/4" meter	1,600 cu ft.
b)	3" meter	12,700 cu ft.
c)	4" meter	28,000 cu ft.
d)	6" meter	50,000 cu ft.

(4) Failure to Report Hydrant or Construction Meter Reading shall cause a $150.00 charge for each month that a reading is not reported (Hayward Municipal Code, Chapter 11, Article 2, Section 11- 2.22). This charge is in addition to service charges and water usage charges.

(5) Unauthorized Connection to a Fire Hydrant – Water theft committed via the unauthorized connection to a fire hydrant in violation of an ordinance (Reference Hayward Municipal Code Chapter 11, Article 2, Section 11-2.24) adopted under this section is punishable as follows:

1. A fine not exceeding two thousand five hundred dollars ($2,500) for a first violation.
2. A fine not exceeding five thousand dollars ($5,000) for a second violation of the same ordinance.
3. A fine not exceeding ten thousand dollars ($10,000) for the third violation and each additional violation of the same ordinance.

c. Water System Facilities Fee (Reference Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.35)

Water Connection (or Facilities) Fee:

(a) Residential

The facilities fee will be based on the water meter size required to meet the indoor demand (excluding fire service demand) and outdoor demand of the residence as determined by the City, based on fixture unit count. The meter that is installed may be larger than the meter facilities fee that is charged if the service is combined with a private fire service. For multi-family complexes, the facilities fee will be based on the water meter size required to meet the indoor demand for each

dwelling unit, as determined by the City, regardless of the arrangement of water meters or meter sizes at the premises.

	Size	Sep 1, 2025	Sep 1, 2026
a.	5/8" meter	$7,846.00	$8,631.00
b.	3/4" meter	$11,773.00	$12,950.00
c.	1" meter	$19,614.00	$21,575.00

(b) Non-residential, each separate irrigation service, and each residential unit with meter size larger than 1”

	Size	Sep 1, 2025	Sep 1, 2026
a.	5/8" meter	$7,846.00	$8,631.00
b.	3/4" meter	$11,773.00	$12,950.00
c.	1" meter	$19,614.00	$21,575.00
d.	1 ½" meter	$39,228.00	$43,151.00
e.	2" meter	$62,763.00	$69,039.00
f.	3" meter	$124,425.00	$136,868.00
g.	4" meter	$196,141.00	$215,755.00
h.	6" meter	$392,282.00	$431,510.00
i.	8" meter	$627,651.00	$690,416.00
j.	10" meter	$902,249.00	$992,474.00

(c) Fire Service, per service regardless of size $7,846.00

For reference, below is the fixture unit count and its corresponding equivalent meter size:

Equivalent Meter Size Calculation		
Total Fixture Unit Count	Corresponding Equivalent Meter Size	Maximum Flow Capacity (GPM)
0-23	5/8”	15
23.5-40	¾”	25
40.5-85	1”	40
85.5-150	1 ½”	80

Meter Services Charges:

The bimonthly standard meter service charge for all meters (except temporary service for construction work), based on size of meter, shall be as follows:

	Oct 1, 2025	Oct 1, 2026
a. 5/8" meter	$41.34	$43.82
b. 3/4" meter	$57.67	$61.14
c. 1" meter	$90.37	$95.79
d. 1 ½" meter	$172.08	$182.40
e. 2" meter	$270.14	$286.35
f. 3" meter	$580.64	$615.48
g. 4" meter	$1,038.23	$1,100.52
h. 6" meter	$2,133.15	$2,261.14
i. 8" meter	$4,584.48	$4,859.55
j. 10" meter	$6,872.40	$7,284.74

(1) Exemption for Low Income:
Notwithstanding any other provision of Hayward Municipal Code, Chapter 11, Article 2, the low income meter service charge shall be imposed by this subsection upon any customer that:

(a) meets the City income guidelines as defined in the All City Department section of the Master Fee Schedule and

(b) files with the Revenue Division of the Finance Department a discount application and adequate documentary evidence showing that the applicant comes within the provision of subparagraph (a).

(2) The bimonthly low-income meter service charge for 5/8”, 3/4", and 1” meters, shall be as follows:

	Oct 1, 2025	Oct 1, 2026
a. 5/8” meter, low income	$14.48	$15.35
b. 3/4” meter, low income	$20.20	$21.42
c. 1” meter, low income	$31.64	$33.54

(3) The water usage charge based on the number of cubic feet of water supplied during each billing period shall be as follows:

Water Usage Rates:

The water usage tiers and rates, based on consumption per hundred cubic feet (ccf), shall be as follows:

	Usage	Rate/ccf	Rate/ccf
Residential:		Oct 1, 2025	Oct 1, 2026
Single Family	1 – 8 ccf	$8.01	$8.50
Multifamily (based on average usage per dwelling unit)	9 – 18 ccf	$9.49	$10.06
	Over 18 ccf	$11.66	$12.36
Non-Residential	1 – 110 ccf	$8.69	$9.22
	Over 110 ccf	$10.20	$10.82
Irrigation	1 – 170 ccf	$10.27	$10.89
	Over 170 ccf	$13.06	$13.85
Hydrant	All Usage	$9.67	$10.26

*Note: hundred cubic feet = approximately 748 gallons of water

d. Fire Service Connections Inside City (Reference: Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.39)

The fire service charge per each billing period shall be as follows:

	Oct 1, 2025	Oct 1, 2026
a. 1" meter	$9.17	$9.72
b. 1-1/2" meter	$10.12	$10.73
c. 2" meter	$11.81	$12.52
d. 3" meter	$17.83	$18.90
e. 4" meter	$28.21	$29.90
f. 6" meter	$65.44	$69.37
g. 8" meter	$129.65	$137.43
h. 10" meter	$226.25	$239.83

e. Fire Flow Test. A charge of $407 shall be applied for each fire flow test.

f. A 50% surcharge on water usage shall be applied in the event that a fire service connection is used for any purpose other than those specifically identified in the Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.20, that is, for extinguishing fires or authorized testing of the fire protection system(s).

Customers with appropriate documentation may qualify for a full or partial refund in specific circumstances such as:

- Authorized water usage (e.g., for extinguishing fires or planned test of fire protection systems). Fire service connections are not intended for day-to-day

water consumption but may occasionally be authorized for specific uses. In instances where customers can provide documentation for authorized water usage, customers will only be billed for consumption and will be refunded if a 50% surcharge has been applied to their account.

- False usage volume (e.g., due to a faulty check valves). In instances where customers can provide proof that water consumption was due to an inaccurate meter reading, refunds can be issued for any false consumption, inclusive of the 50% surcharge.

g. Other Water System Fees and Charges

Account Establishment Fee	$87.00
After-Hours Meter Activation Fee	$120.00
Meter Lock Fee	$150.00
Meter Removal Fee	$145.00
Meter Test Fee (up to 1-inch meter)	$365.00
Meter Test Fee (1 1/2-inch to 2-inch meter)	$485.00
Meter Test Fee (3-inch meter and larger)	$605.00
Noticing Fee	$6.00
Service Restoration/Unlock Fee	$117.00
Capping and uncapping of 2" meter and below	$625.00
Water Hydrant Meter Site Visit fee	$125.00
Additional visits for backflow inspection/test fee	$70.00
Meter Lock Fee due to Non-Compliant Backflow	$150.00
Backflow Service Restoration/Unlock Fee	$117.00
On-site visits requested by customers	$50.00

h. Meter Tampering Fine – Water theft committed via meter tampering in violation of an ordinance (Reference Hayward Municipal Code Chapter 1, Article 3, Section 1-3.00) adopted under this section, is punishable as follows:

(a) A fine not exceeding one hundred thirty dollars ($130) for a first violation.

(b) A fine not exceeding seven hundred dollars ($700) for a second violation of the same ordinance within one year of the first violation.

(c) A fine not exceeding one thousand three hundred dollars ($1,300) for the third violation and each additional violation of the same ordinance within one year of the first violation ordinance.

i. Special Billings

Special Requests for Water Billing

(a) Base Rate Services	$26.00
(b) Each Additional Meter	$9.00

j. Development Plan Review

Residential	$200.00

Commercial	$300.00
Industrial	$300.00
Additional Development Plan Review	$205.00

(After three rounds of plan review, additional review time will be billed in hourly increments.)

k. Water Service Connection Plan Review (Outside City of Hayward's Jurisdiction)

(a) From main in street or easement to water meter up to 100 linear feet	$528.00
(b) Each additional 100 linear feet or fraction thereof (up to 400 linear feet)	$396.00

l. Water System Impact Evaluation	$10,000 Deposit
m. Sanitary Sewer System Impact Evaluation	$10,000 Deposit

3. <u>STORMWATER</u>

a. Stormwater Treatment Measure Inspection	$635.00
b. Stormwater Facility Inspection	
Industrial (under State Permit)	$545.00
Industrial (not under State Permit)	$545.00
Restaurant	$350.00
Commercial	$295.00

The stormwater facility inspection fee will be waived if the inspection does not result in an adverse finding for the property and the potential for pollutant discharge is nonexistent.

Land Use Category Description	Minimum Parcel Size	Runoff Factor	Service Charge/Runoff Acre/Year
Commercial/Industrial	0.25	0.80	$338.32
Parking Lots	0.25	0.80	$285.60
Utilities	0.25	0.80	$285.60
Institutional/Apartments	0.25	0.60	$285.60
Condominium	#	0.60	$285.60
Single Family up to 4 -Plex	0.25	0.40	$285.60
Single Family Ranches	0.25	0.40	$285.60
Vacant Land (Utilized)	10	0.01	$285.60
Vacant Land (Non-utilized)	17	0.00	$285.60
Owned by Government	0.25	0.40*	$285.60
Parcels w/o Valuation			
Utilities on Leased Land			
Cemeteries			
Common Area			

NOTES:

(1) LUF = Land Use Factor coding system utilized by Alameda County Flood Control

(2) Minimum Parcel Size is the minimum size on which charges are calculated

(3) Runoff Factor is the ratio between impervious surface area and total surface area as determined by the Alameda County Flood Control District

Condominium parcel size is determined by dividing the parcel size by the total number of units.
*Or as determined

Rate Formula: Service Charge per year =
PARCEL SIZE x RUNOFF FACTOR x SERVICE CHARGE/RUNOFF ACRE/YEAR

4. <u>RECYCLED WATER</u>

(1) Recycled Water Connection Fee
The recycled water connection fee will be based on the recycled water meter size required to meet the recycled water demand of the property as determined by the City.

	Size	Sep 1, 2025	Sep 1, 2026
a.			
b.	5/8" meter	$7,846.00	$8,631.00
c.	3/4" meter	$11,773.00	$12,950.00
d.			
e.	1" meter	$19,614.00	$21,575.00
f.	1 ½" meter	$39,228.00	$43,151.00
g.	2" meter	$62,763.00	$69,039.00
h.	3" meter	$124,425.00	$136,868.00
i.	4" meter	$196,141.00	$215,755.00
j.	6" meter	$392,282.00	$431,510.00
k.	8" meter	$627,651.00	$690,416.00
l.	10" meter	$902,249.00	$992,474.00

(2) The bimonthly standard recycled water meter service charge for all recycled water meters, based on size of meter, shall be as follows:

		Oct 1, 2025	Oct 1, 2026
a.	5/8" meter	$41.34	$43.82
b.	3/4" meter	$57.67	$61.13
c.	1" meter	$90.37	$95.79
d.	1 ½" meter	$172.08	$182.40
e.	2" meter	$270.14	$286.35
f.	3" meter	$580.64	$615.48
g.	4" meter	$1,038.23	$1,100.52
h.	6" meter	$2,133.15	$2,261.14
i.	8" meter	$4,584.48	$4,859.55
j.	10" meter	$6,872.40	$7,284.75

Recycled Water usage charge based on the number of cubic feet of water supplied during each billing period shall be as follows:

	Usage	Rate/ccf Oct. 1, 2025	Rate/ccf Oct. 1, 2026
Tier 1	1 - 170 CCF	$7.70	$8.16
Tier 2	> 170 CCF	$8.70	$10.39

Cost Per CCF of Metered Water Consumption
Note: hundred cubic feet = approximately 748 gallons of water

5. LOW INCOME REFUSE SERVICE RATES

A residential subscriber shall receive a discount in the amount of $8.22 per month for refuse service for a single-unit dwelling based on the following:

a. The subscriber meets the City income guidelines as defined in the All City Department section of the Master Fee Schedule and

b. The subscriber files with the Revenue Division of the Department of Finance a discount application and adequate documentary evidence showing that the subscriber comes within the provision of subparagraph (a).

6. SOLID WASTE PLAN REVIEW FEES

Development Plan Review

Single Family or Remodel	$77.00
Tract Development	$250.00
Commercial/Industrial	$187.00
Tenant Improvement w/ Trash Enclosure	
Tenant Improvement w/o Trash Enclosure	$125.00
Mixed Use (Commercial & Residential)	Actual cost

Glossary of Terms

The following description of fee charges has been prepared for your convenience. If you have any questions regarding fee charges, please feel free to discuss them with a member of the City staff.

Annexation Fees:

Charges for time and material costs involved in processing applications for the annexation of property to the City.

Compliance Services Fees:

Charges imposed to defray the City's labor and materials cost of assuring compliance with specific City ordinances such as weed abatement.

Inspection Fees:

Charges related to the physical inspection of facilities, buildings, sites, equipment, etc.

Licenses and Permit Fees:

Charges imposed to defray the cost incurred in processing applications for licenses and permits which authorize the holder to engage in a specific function or activity and include the costs of assuring compliance with related conditions and regulations.

Penalty Fees and Fines:

Charges imposed for non-compliance with specific City requirements.

Plan Check Fees:

Charges for time and materials costs for the detailed inspection of plans submitted to the City for review.

Rental Fees:

Charges for use of City facilities and services.

Service Fees:

Charges for time and materials costs incurred by the City in the course of providing those services for which fees or charges are not otherwise specifically set forth.

Special Services Fees:

Charges for time and materials costs incurred by the City in the course of providing extraordinary services.

File #: CONS 26-223

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Approving the Corridor Alternatives for Safe Streets Hayward Phase 1 (A Street, B Street, and Tennyson Road)

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) approving the recommended alternatives for each corridor for the Safe Streets Hayward Project Phase 1 (A Street, B Street, and Tennyson Road).

SUMMARY

The Safe Streets Hayward Plan Phase 1 has the goal of improving traffic safety on A Street, B Street, and Tennyson Road. The federal grant-funded project started in February 2025 and gathered feedback throughout Summer 2025. Using results from outreach, the project team developed a *Base Corridor Enhancements Alternative, Connected Corridor Alternative,* and *Reimagined Corridor Alternative* for each corridor, reflecting the preferences of the communities from each corridor. These alternatives provide a spectrum of choices and tradeoffs to consider, with the Reimagined Corridor Alternative providing the most traffic safety benefit, but also typically the highest parking and congestion impacts.

These alternatives were presented to CIAC on November 13, 2025. After receiving feedback and approval from CIAC to study the alternatives further, the second round of outreach started on January 5, 2026. The purpose of the additional outreach was to receive feedback from the community and stakeholders on their preferences for the alternatives and to understand the perceived benefits and challenges of each alternative. Outreach activities focused around gathering in person feedback or directing users to a survey hosted on the project website and were structured to reduce barriers for Hayward's residents and stakeholders by bringing engagement through pop-up events and facilitating community workshops near the project corridors. In total, outreach efforts yielded 497 surveys taken with 27% received in Spanish and 51% identifying as low-income. With all feedback considered, a total of 742 people and 1,027 public comments were received at the conclusion of the outreach phase.

The project team recommends the following alternatives to move forward to the next phase of the project. A summary of the recommended alternatives with exhibits is included as Attachment III.

Corridor	Limits	Recommended Alternative
A Street	Hesperian to Meekland	Connected Corridor/Reimagined Corridor
	Meekland to Watkins	Reimagined Corridor
B Street	Martin Luther King to Montgomery	Reimagined Corridor
	Montgomery to Watkins	Reimagined Corridor
Tennyson Road	Hesperian to Mission	Reimagined Corridor

City staff presented the recommended alternatives to April 22, 2026 CIAC meeting and received approval to have them on the City Council agenda for formal approval. CIAC members gave feedback on the recommended alternatives. Most of the feedback was focused on the anticipated impacts of parking removal for the Tennyson Road recommended alternative. More specifically, of the 158 parking spaces proposed to be removed, 35 of the parking spots adjacent to the Lord Tennyson Apartments between Calaroga Avenue and Sleepy Hollow Avenue were of particular concern due to their known high use. Staff responded by looking at utilizing the next round of outreach to approach the apartment community directly and work on solutions to mitigate the parking impact. The few community members who attended the CIAC meeting were generally supportive of staff's recommended alternatives and encouraged the implementation of safer infrastructure over parking impacts.

Approval from City Council of the recommended alternatives will allow the project to progress to the next phase to develop conceptual plans and cost estimates of each corridor and engage in the last round of public outreach. This third round of public outreach will focus on seeking solutions to mitigate parking impacts and gather public feedback on the conceptual plans. The project team is anticipated to complete the conceptual design and estimates for final approval in November 2026.

ATTACHMENTS

Attachment I Staff Report
Attachment II Resolution
Attachment III Recommendations
Attachment IV First Round Outreach Summary
Attachment V Illustrative Concepts
Attachment VI Existing Conditions Summary
Attachment VII Second Round Outreach Summary
Attachment VIII Evaluation Report

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

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These alternatives were presented to CIAC on November 13, 2025. After receiving feedback and approval from CIAC to study the alternatives further, staff started the second round of outreach on January 5, 2026. The purpose of the additional outreach was to receive feedback from the community and stakeholders on their preferences for the alternatives and to understand the perceived benefits and challenges of each alternative. Outreach activities focused around gathering in person feedback or directing users to a survey hosted on the project website and were structured to reduce barriers for Hayward's residents and stakeholders by bringing engagement through pop-up events and facilitating community workshops near the project corridors. In total, outreach efforts yielded 497 surveys taken with 27% received in Spanish and 51% identifying as low-income. With all feedback considered, a total of 742 people and 1,027 public comments were received at the conclusion of the outreach phase.

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	Meekland to Watkins	Reimagined Corridor
B Street	Martin Luther King to Montgomery	Reimagined Corridor
	Montgomery to Watkins	Reimagined Corridor
Tennyson Road	Hesperian to Mission	Reimagined Corridor

City staff presented the recommended alternatives to CIAC at their April 22, 2026 meeting and received approval to have them on the City Council agenda for formal approval. CIAC members gave feedback on the recommended alternatives. Most of the feedback was focused on the anticipated impacts of parking removal for the Tennyson Road recommended alternative. More specifically, of the 158 parking spaces proposed to be removed, 35 of the parking spots adjacent to the Lord Tennyson Apartments between Calaroga Avenue and Sleepy Hollow Avenue were of particular concern due to their known high use. Staff responded by looking at using the next round of outreach to approach the apartment community directly and work on solutions to mitigate the parking impact. The few community members who attended the CIAC meeting were generally supportive of staff's recommended alternatives and encouraged the implementation of safer infrastructure over parking impacts.

Approval from City Council of the recommended alternatives will allow the project to progress to the next phase to develop conceptual plans and cost estimates of each corridor and engage in the last round of public outreach. This third round of public outreach will focus on seeking solutions to mitigate parking impacts and gather public feedback on the conceptual plans. The project team is anticipated to complete the conceptual design and estimates for final approval in November 2026.

FISCAL IMPACT

This item has no General Fund or Measure C impact.

This Project is largely funded by federal grant funds. The matching portion of the grant in the amount of $814,000 is provided by three separate funding sources: Fund 213 Measure BB (Pedestrian and Bicycle) and Fund 215 Measure B (Local Transportation).

BACKGROUND

Launched in 2022, the purpose of the Safe Streets and Roads for All (SS4A) federal grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development, refinement, and implementation focused on all users. The program provides funding to develop tools to help strengthen the community's approach to roadway safety and save lives while meeting the needs of diverse local, tribal, and regional communities.

The City adopted its first Local Road Safety Plan (LRSP) on June 27, 2023, which assesses and identifies locations and strategies to improve road safety throughout the City. Along with identifying the City's High Injury Network, the LRSP recommends a set of strategies and countermeasures to address and prevent severe injury and fatal collisions. In addition, the City also adopted its Vision Zero by 2050 policy, which is the goal of achieving zero fatalities and severe injury collisions on the City's roadways by 2050.

On July 7, 2023, Staff applied for a U.S. Department of Transportation SS4A grant to develop a Speed Management Plan and a High Injury Network Safety Plan. Linking the grant application to the City's existing LRSP and Vision Zero policy, staff proposed a comprehensive safety evaluation and development of conceptual plans to improve traffic safety for many of the City's main arterials. The arterials proposed in the High Injury Network Safety Plan include A Street, B Street, Tennyson Road, Mission Boulevard, Hesperian Boulevard, Jackson Street, and the Downtown Area (The Loop). On October 27, 2023, the City was awarded $3,252,000 in funding with a requirement of $813,000 in City matching funds to fully develop a Speed Management Plan and High Injury Network Safety Plan. A Street, B Street, and Tennyson Road consist of the first phase of the High Injury Network Safety Plan.

On October 18, 2024, Staff published a request for proposals for the first set of corridors to be studied for the High Injury Network Plan. After a review of the proposals received, staff recommended Kimley-Horn as the City's consultant to develop the A Street, B Street, and Tennyson Road portions of the High Injury Network Safety Plan. On January 21, 2025, Council authorized the City Manager to execute a contract with Kimley-Horn with a maximum compensation not-to-exceed amount of $1,600,000. The contract was executed on February 20, 2025.

Project Activities

Development of project activities began in February 2025. The project team researched existing City policies and plans, which includes the City's General Plan, LRSP, and Bicycle and Pedestrian Master Plan. Traffic safety and volume data were gathered for various locations in the project area and advanced data analytics were procured for intersections identified in the LRSP's High Injury Network. To establish consistency with other safety projects, the Project was renamed to Safe Streets Hayward.

On May 14, 2025 and May 27, 2025, the project team performed Road Safety Audits (RSA). RSAs are a world-recognized best practice safety performance examination of existing conditions of the project area. It requires a field review with a multidisciplinary team made up of various stakeholders focused on documenting safety issues that would be relevant to the project. The project team and participants walked through the three project corridors and documented observations. In addition, on July 9, 2025, a separate meeting was held with the Hayward Police Department to gather observations and feedback from patrol staff on the three project corridors. Police staff shared their experiences patrolling the corridors, responding to the collisions, and filing incident reports. Results of the RSA and the meeting with the police department was used to help inform outreach efforts and the proposed alternatives.

The first round of outreach for the Project started in March 2025. The project outreach team consisted of City of Hayward staff, Kimley-Horn (consultant), Alta Planning + Design (sub-consultant), and Eden Youth (vendor). Alta Planning + Design led the outreach of this project and submitted to the City a Community and Stakeholder Outreach Plan that was approved by City staff. The project team employed multiple methods to gather community and stakeholder feedback. A project website was created to allow participation through an electronic survey and interactive map. The survey was available through a paper version distributed during pop-up events and canvassing. By the time the survey closed in July 2025, 432 total surveys were collected. A total of 97 unique map comments with 303 follow-up comments and votes on those comments where gathered on the interactive maps of the three corridors.

The project team staffed nine existing pop-up engagement events with the intention of meeting the community where they were to gather additional project feedback throughout the study areas. Example events were the Asian American Native Hawaiian Pacific Islander (AANHPI) Night at Burbank Elementary School, Reaching for a Better Community at Sorensdale Park, and the Hayward Night Market. Participants were invited to learn more about the project as well as provide feedback on specific points of interest or concern on a map.

Eden Youth also conducted canvassing across the study areas with the focus on bringing engagement directly to the residents using intercept surveys and direct interviews. They canvased six locations on A Street, four locations on B Street, and four locations on Tennyson Road.

There were four key findings from the first round of outreach activities:

- Safety concerns at highway crossings
- Mixed opinions about removing travel lanes
- Concern about unsafe driving behavior, with higher frequency on Tennyson Road
- Non-transportation related social/environmental concern, including interactions with and feeling unsafe near unhoused people, especially close to encampments.

Attachment IV contains a more detailed summary of the first round of outreach activities, including a breakdown of findings by corridor, text of survey responses plus demographics, and total interactions for each event.

Proposed Alternatives for Each Corridor

The project team reviewed the ideas generated from the RSA and the results of the Phase 1 outreach. Each corridor has a *Base Corridor Enhancements Alternative*, *Connected Corridor Alternative*, and a *Reimagined Corridor Alternative*. By having three alternatives for each corridor, the community and stakeholders will have a balanced choice of alternatives to consider and select from. These alternatives provide a spectrum of tradeoffs to consider, with the Reimagined Corridor Alternative providing the most traffic safety benefit, but also highest parking and congestion impacts. Below is a general description of each alternative type:

Base Corridor Enhancements*:* Spot improvements with no changes to the cross section of the road. Minimal parking or congestion impacts.

Connected Corridor: A medium impact alternative with geometric and cross section changes for a continuous bicycle facility and increased safety. Some parking or congestion impacts.

Reimagined Corridor*:* Major geometric and cross section changes for maximum safety benefit. Substantial parking and/or congestion impacts.

Corridor alternatives were presented to CIAC on November 13, 2025, with the recommendation to study them further and gather additional public feedback. CIAC approved the recommendation. The proposed alternatives are summarized below. Attachment V includes a detailed illustrative concept of the proposed alternatives along with corridor-wide and location specific recommendations.

A Street Proposed Alternatives	
Existing Conditions	• Two travel lanes in each direction. • Striped bike lanes in each direction, not continuous. • Median west of Grand Street.
Base Corridor Enhancements Alternative	• Maintain striped bike lanes as they exist. • Spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons.

Connected Corridor Alternative	• Narrow travel lanes to provide buffered striped bike lanes and protected bike lanes. • Spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons. • Small section and spot parking removal
Reimagined Corridor Alternative	• Remove a travel lane in each direction west of Santa Clara Street and east of Grand Street to provide protected bike lanes or shared use path. • Remove a parking lane between Meekland Avenue and Montgomery Avenue to provide protected bike lanes or shared use path. • Protected intersections and spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons.

B Street Proposed Alternatives	
Existing Conditions	• One travel lane in each direction west of Grand Street. • Two westbound travel lanes and one eastbound travel lane east of Grand Street. • Striped bike lanes west of Grand Street. • Parking lane on both sides of street.
Base Corridor Enhancements Alternative	• Maintain striped bike lanes as they exist, east of Grand Street. • Spot improvements such as traffic circles, speed humps, and curb bulb outs.
Connected Corridor Alternative	• Narrow travel lanes to 10 feet to provide buffered striped bike lanes west of Montgomery Avenue. • Remove parking on one side of the street or a westbound travel lane to provide striped bike lanes east of Montgomery Avenue. • Option to assess feasibility of traffic diverters along B Street west of Grand St.
Reimagined Corridor Alternative	• Narrow travel lanes to 10 feet west of Myrtle Street to provide a protected two-way cycle track on the south side of the street west of Myrtle Street and buffered striped bike lanes east of Myrtle Street. • Remove parking east of Montgomery Avenue on one side of the street to provide striped bike lanes or remove a westbound travel lane..

Tennyson Road Proposed Alternatives	
Existing Conditions	• Two travel lanes in each direction with median. • Striped bike lane in each direction, except at I-880 interchange. • Parking lanes with designated sections of "no parking."
Base Investment Alternative	• Maintain striped bike lanes where they currently exist. • Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design). • Spot improvements such as curb bulb outs, pedestrian scale lighting, and protected traffic signal phasing. • Recommend separate project for I-880 interchange improvements in partnership with Caltrans.
Connected Corridor Alternative	• Narrow travel lanes to provide buffered bike lanes on street segments while preserving existing parking. • Protected bike where current "no parking" exists. • Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design). • Spot improvements such as curb bulb outs, pedestrian scale lighting, and protected traffic signal phasing. • Recommend separate project for I-880 Interchange Improvements in partnership with Caltrans.
Reimagined Corridor Alternative	• One-way continuous protected bike lane on each side west of Whitman Street. • Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design). • Removal of parking (large portions of corridor already signed as "no parking" and reduction of median width. • Protected intersection improvements, pedestrian scale lighting, and protected traffic signal phasing. • Recommend separate project for I-880 Interchange Improvements in partnership with Caltrans.

DISCUSSION

The next round of outreach started on January 5, 2026 and ended on March 20, 2026. The purpose of the second round of outreach was to receive feedback from the community and stakeholders on their preferences of alternatives and to understand the perceived benefits and challenges of each alternative. The project team prepared for this round of outreach by scheduling outreach events, updating the project website, uploading the Existing Conditions Summary (Attachment VI) to the website, and creating a new survey (paper and online) to gather feedback.

The second round of outreach consisted of multiple outreach activities centered around gathering in person feedback or directing users to a survey hosted on the project website. Outreach activities were structured to reduce barriers for Hayward's residents and stakeholders by bringing engagement to them through pop-up events and facilitating community workshops near the project corridors. Mailers were sent to residents and businesses within a five-hundred feet radius of each project corridor. Community workshops were held at the Eden Youth and Family Center on March 2, 2026 and at the Hayward Public Library on March 10, 2026. Pop-ups were held in partnership with the Hayward Rides team or at the Hayward Farmers Market on January 30, February 7, and February 21. In addition, the project team coordinated with the City's Communications Team to complete email blasts, social media posts, and an article publication in the City's official newsletter, *The Stack*. Outreach efforts yielded 497 surveys taken with 27% received in Spanish and 51% identifying as annual household income under $75,000. In total, 770 people and 1,042 public comments were received from all outreach methods.

The public was given an opportunity to score the alternatives for each corridor during the outreach process. Participants ranked the alternatives for each corridor 1st, 2nd, or 3rd, with 1st equaling three points, 2nd equaling two points, and 3rd as one point. Below is a summary of the scoring for the corridor alternatives. Full details of the second round of outreach are included as Attachment VII.

A Street Outreach Results				
Limits	Alternative	Online Survey	In-Person / Paper Survey	Total Score
Hesperian to Meekland	Base Corridor Enhancements	107	63	170
	Connected Corridor	132	102	234
	Reimagined Corridor	103	81	184
Meekland to Watkins	Base Investment	98	163	261
	Connected Corridor	117	188	305
	High Investment	103	250	353

Common themes for the A Street from Hesperian Boulevard to Meekland Avenue segment were that many intersections felt dangerous and motorists drove at high speeds. The Connected Corridor alternative received the most support and participants cited the need for increased safety, reduced travel speeds, and curtailing red-light running. The Reimagined Corridor alternative was not favored due to the strong concern of congestion impacts from removing travel lanes.

For the Meekland Avenue to Watkins Street segment, there was support for increased pedestrian safety and improving the crosswalk yield rates for drivers. Although the

Reimagined Corridor Alternative received the most support, there were some concerns for the parking loss that comes associated with it.

Overall, participants considered the retention of travel lanes more important than the retention of parking and overwhelmingly preferred a project that significantly increases safety compared to a project that could be built quickly.

B Street Outreach Results				
Limits	Alternative	Online Survey	In-Person / Paper Survey	Total Score
MLK to Montgomery	Base Corridor Enhancements	84	129	213
	Connected Corridor	115	129	251
	Reimagined Corridor	114	242	356
Montgomery to Watkins	Base Corridor Enhancements	71	N/A	71
	Connected Corridor	107	N/A	107
	Reimagined Corridor	110	N/A	110

Common themes for B Street from Martin Luther King Drive to Montgomery Avenue included concerns of poor lighting, lack of pedestrian safety and comfort, and speeding near schools. Participants showed strong support for the Reimagined Corridor Alternative which includes a sidewalk-level separated bikeway on the south side of the street.

For the Montgomery Avenue to Watkins Street segment, participants mentioned a desire to improve visibility at intersections. There were no clear preferred alternatives. The Connected Corridor alternative nearly equaled the Reimagined Corridor alternative (scoring of 107 vs. 110). Compared to the Martin Luther King Drive to Montgomery Avenue, this segment received less engagement overall from the public and stakeholders.

Overall, responses strongly favored the retention of travel lanes rather than parking. Similar to A Street, participants overwhelmingly preferred a solution that maximized safety over one that could be built quickly.

Tennyson Road Outreach Results				
Limits	Alternative	Online Survey	In-Person / Paper Survey	Total Score
Hesperian to Mission	Base Enhancements Corridor	91	180	271
	Connected Corridor	96	199	295
	Reimagined Corridor	106	336	442

Common themes for Tennyson Road from Hesperian Boulevard to Mission Boulevard highlighted the need to prioritize pedestrian safety and that high vehicle speeds, red-light running, lack of lighting, unsafe freeway ramps, and failure of vehicles to yield were a concern. Many comments expressed strong concerns about parking loss, especially relating to how it would impact local businesses, street vendors, and low-income households with multiple vehicles. Conversely, the Reimagined Corridor alternative scored the highest, which would also have the highest parking loss impacts. Responses for Tennyson favored retaining travel lanes compared to retaining parking, but there was less agreement compared to A Street and B Street. Like the other corridors, participants for Tennyson Road also favored maximizing safety over building something quickly.

The project team reviewed the results of the outreach and is recommending to City Council the following alternatives to progress to the next stage of the project. The next stage of the project includes concept and cost estimate development and the final round of outreach.

Corridor	Limits	Recommended Alternative
A Street	Hesperian to Meekland	Connected Corridor/Reimagined Corridor
	Meekland to Watkins	Reimagined Corridor
B Street	Martin Luther King to Montgomery	Reimagined Corridor
	Montgomery to Watkins	Reimagined Corridor
Tennyson Road	Hesperian to Mission	Reimagined Corridor

Two different alternatives are recommended for the A Street from Hesperian Boulevard to Meekland Avenue segment. Staff recommend the Connected Corridor Alternative for A Street between Hesperian Boulevard to the I-880 Interchange and the Reimagined Corridor Alternative for I-880 Interchange to Santa Clara Street. The I-880 Interchange to Santa Clara Street segment can accommodate a lane reduction in each direction while still maintaining two lanes in each direction (currently has three lanes in each direction).

The major parking impacts for each recommended alternative are summarized below.

A Street: Removal of a travel lane in each direction from I-880 interchange to Santa Clara Street (existing section has three lanes in each direction). Removal of the south side parking lane between Meekland Avenue to Watkins St/Lucky's Driveway, a total of approximately 32 parking spaces.

B Street: For the segment east of Montgomery Avenue, removal of a westbound travel lane or the south side parking lane.

Tennyson Road: Removal of on-street parking between Hesperian Boulevard to Ruus Road and Dixon Street to Mission Boulevard. Removal of on-street parking on the south side of Huntwood Avenue and Dixon Street. Total of approximately 158 parking spaces proposed to be removed. Removal of eastbound travel lane between Dixon Street and Mission Boulevard (existing section has three eastbound travel lanes).

Congestion impacts are not expected on a large scale due to the decision to retain existing through travel lanes, but intersection-level congestion impacts can be expected to occur due to changes of intersection geometry, signal phasing, or number of turn lanes at the intersection. Below are the major impacts expected at the intersection level, reported using standard Level of Service (LOS) metric, due to proposed safety improvements.

A Street: A Street/Montgomery Avenue changes from LOS B to LOS D in the AM peak hour.

B Street: B Street/Watkins Street changes from LOS B to LOS D in the PM peak hour.

Tennyson Road: No major impacts expected.

According to the City's General Plan Mobility Element Goal M-4.3 Level of Service, the City shall maintain a minimum vehicle LOS E at signalized intersections during peak commute periods. None of the expected impacts are inconsistent with the City's General Plan.

Full details of the corridor alternatives, traffic operations analysis, and parking impacts can be found in Attachment VIII, Evaluation Report.

City staff presented the recommended alternatives to April 22, 2026 CIAC meeting and received approval to have them on the City Council agenda for formal approval. CIAC members gave feedback on the recommended alternatives. Most of the feedback was focused on the anticipated impacts of parking removal for the Tennyson Road recommended alternative. More specifically, of the 158 parking spaces proposed to be removed, 35 of the parking spaces adjacent to the Lord Tennyson Apartments between Calaroga Avenue and Sleepy Hollow Avenue were of particular concern due to their known high use. The few

community members who attended the CIAC meeting were generally supportive of staff's recommended alternatives and encouraged the implementation of safer infrastructure over parking impacts.

To address this concern with parking adjacent to the Lord Tennyson Apartments, staff will use the next round of outreach to approach the apartment community directly and work on solutions to mitigate the parking impact. This will be done by shifting outreach resources to focus less on large workshops and more on targeted focus/small group outreach.

ECONOMIC IMPACT

The Safe Streets Hayward Project will include development and design concepts and cost estimates for the A Street, B Street, and Tennyson Road corridors, which when implemented, will help reduce the likelihood of serious injuries and fatalities. Vehicle crashes have a significant economic cost, both to those directly impacted and to other users of the transportation system. The increased safety and access will support local businesses and the local economy.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Invest in Infrastructure. Specifically, this item relates to the implementation of the following project:

Project N1: *Continue to implement major corridor traffic calming initiatives*

SUSTAINABILITY FEATURES

This project includes safety improvements that would increase multimodal connectivity in Hayward's roadway network. The improvement of bicycle and pedestrian infrastructure will help encourage more sustainable modes of travel throughout the City, reducing pollution and greenhouse gas emissions.

PUBLIC CONTACT

The first round of public outreach for this project was conducted through various outreach events from March 2025 to July 2025. This includes tabling at City events, canvassing in neighborhoods, and an electronic survey and interactive map accessible through the project website. The second round of public outreach started in January 2026 and ended in March 2026. It included mailers to residents and businesses, tabling at pop-up events, and hosting community workshops near project corridors.

NEXT STEPS

If City Council approves the recommended alternatives for each corridor, the project team will develop conceptual plans, cost estimates, and gather additional public feedback with a third and last round of outreach. Final concept designs and estimates are expected to be brought to City Council for adoption in November 2026.

Table 1. Safe Streets Hayward (A St, B St, Tennyson) Timeline

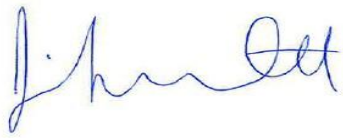
	Expected Completion Date
Phase 3 Outreach	July 2026
Conceptual Plan & Cost Estimates	September 2026
Adopt Selected Designs	November 2026

During the March 24th Traffic Safety Work Session, Transportation Division staff recommended Tennyson Road to be prioritized over A Street and B Street. This direction would have staff immediately seek funds for future project phases for Tennyson Road. City Council approved staff's recommendation. Staff are now in the process of concurrently applying for grant funds while this project moves forward.

Prepared by: Byron Tang, Deputy Director of Public Works - Transportation

Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION APPROVING THE CORRIDOR ALTERNATIVES FOR SAFE STREETS HAYWARD PHASE 1 (A STREET, B STREET, AND TENNYSON ROAD)

WHEREAS, from 2017 to 2021, 35 people died and 138 suffered severe, life-changing injuries on streets with the City of Hayward, an average of 7 deaths and 28 severe injuries per year; and

WHEREAS, the City adopted its Local Road Safety Plan in 2023, seeking to address safety concerns on its highest collision streets by identifying the High Injury Network, a group of streets that comprises 14% of the City's roadways while accounting for over 75% serious and fatal collisions; and

WHEREAS, the corridors of A Street, B Street, and Tennyson Road are identified in the High Injury Network; and

WHEREAS, between 2019-2024 on A Street, B Street, and Tennyson Road, a total of 385 collisions were reported, 31 which resulted in severe injuries or fatalities, and 46% of severe injury or fatal crashes involved someone walking or biking; and

WHEREAS, the City adopted its Vision Zero Policy in 2023 to plan and design its transportation system with the goal of eliminating fatal and severe injuries among all system users by 2050; and

WHEREAS, the City was awarded Safe Streets and Roads for All federal grant funding to develop a High Injury Network Plan, alternatively named Safe Streets Hayward, which would include conceptual plans for A Street, B Street, and Tennyson Road; and

WHEREAS, after conducting technical analyses and outreach, staff have recommended corridor alternatives to maximize safety in alignment with the results from community outreach; and

WHEREAS, approval of corridor alternatives will allow the project to progress to the next phase to develop conceptual plans and cost estimates for each corridor.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby finds and determines as follows:

A Street. Approval of the Connected Corridor Alternative from Hesperian Boulevard to the I-880 Interchange and the Reimagined Corridor Alternative from I-880 Interchange to Watkins Street

B Street. Approval of the Reimagined Corridor Alternative from Martin Luther King Drive to Watkins Street

Tennyson Road. Approval of the Reimagined Corridor Alternative from Hesperian Boulevard to Mission Boulevard

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

Corridor

Recommendations

HAYWARD
Vision Zero

Tennyson Road Intersection Recommendations



Tennyson Road: *Hesperian Blvd to Mission Blvd*

Reimagined Corridor

Narrows the median and removes most street parking for maximum safety & comfort improvements.

Benefits & Impacts

Bicyclist Safety	👍👍👍	Effect on Parking	👎👎👎
Pedestrian Safety	👍👍👍	Effect on Congestion	👎👎
Speed Reduction	👍👍👍	Cost & Schedule	$$$



A Street Intersection Recommendations



Details at SafeStreetsHayward.org

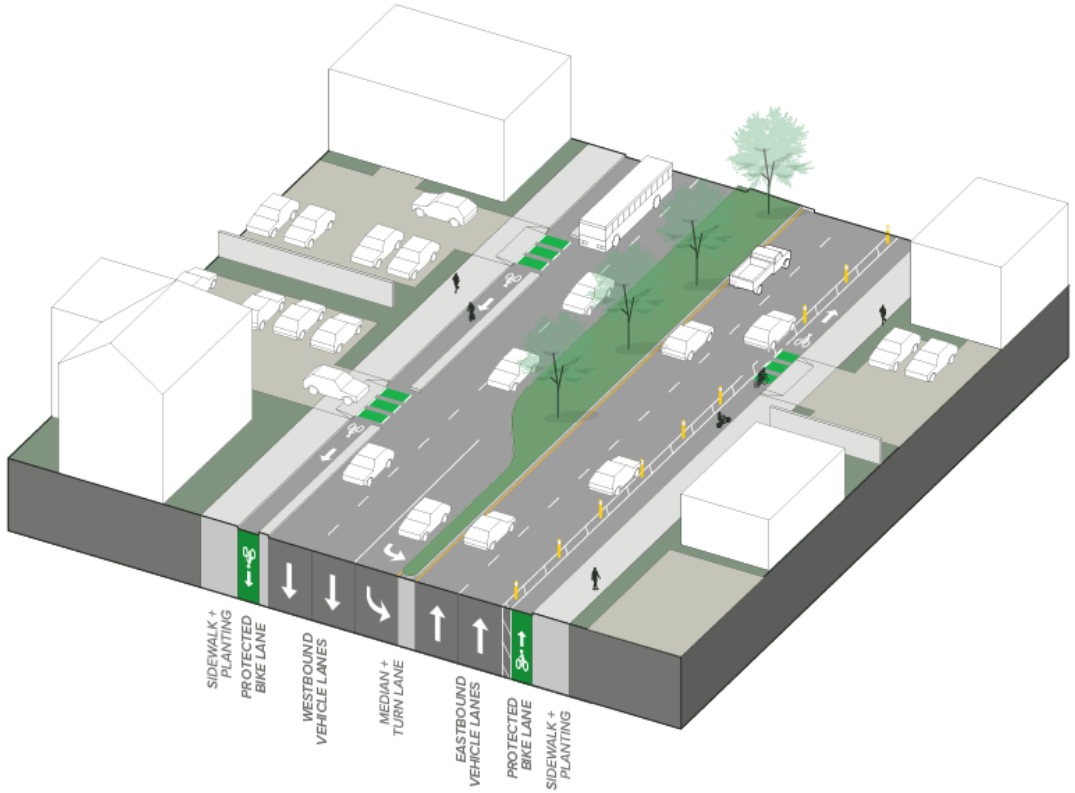
A Street: *Hesperian Blvd to Meekland Ave*

Connected Corridor / Reimagined Corridor

Narrows travel lanes to make continuous safety improvements on the corridor. Reduce travel lanes from I-880 interchange to Santa Clara Street

Benefits & Impacts

Bicyclist Safety	👍👍	Effect on Parking	N/A
Pedestrian Safety	👍👍	Effect on Congestion	👎
Speed Reduction	👍👍	Cost & Schedule	$$$



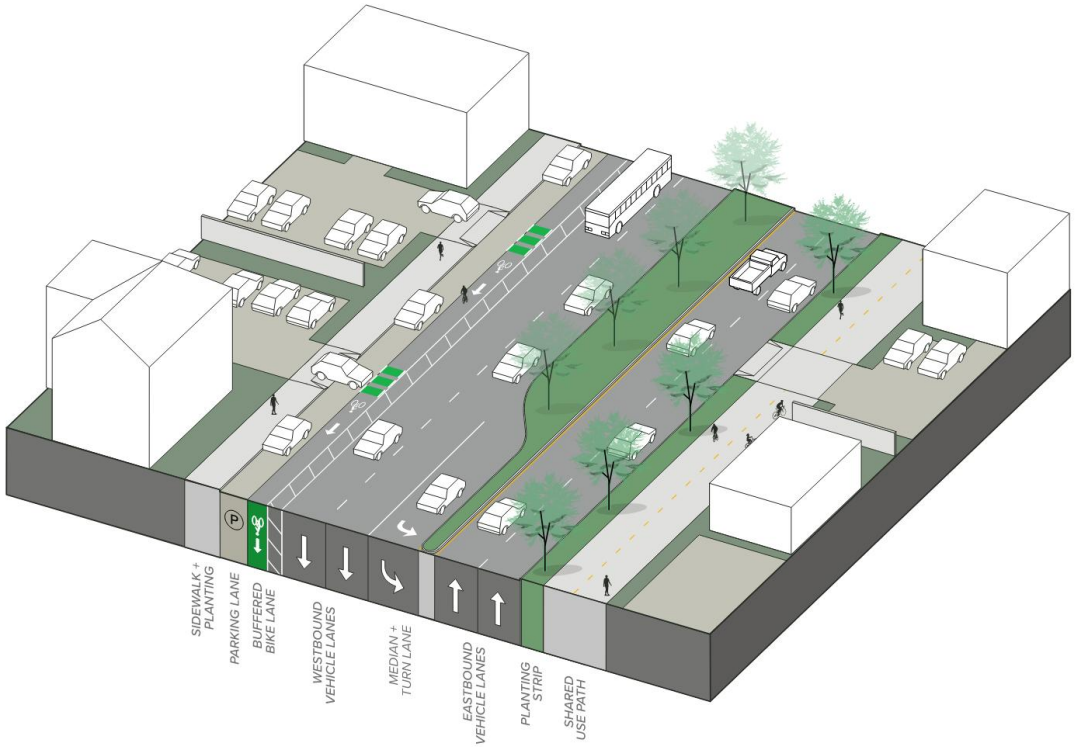
A Street: *Meekland Ave to Watkins St*

Reimagined Corridor

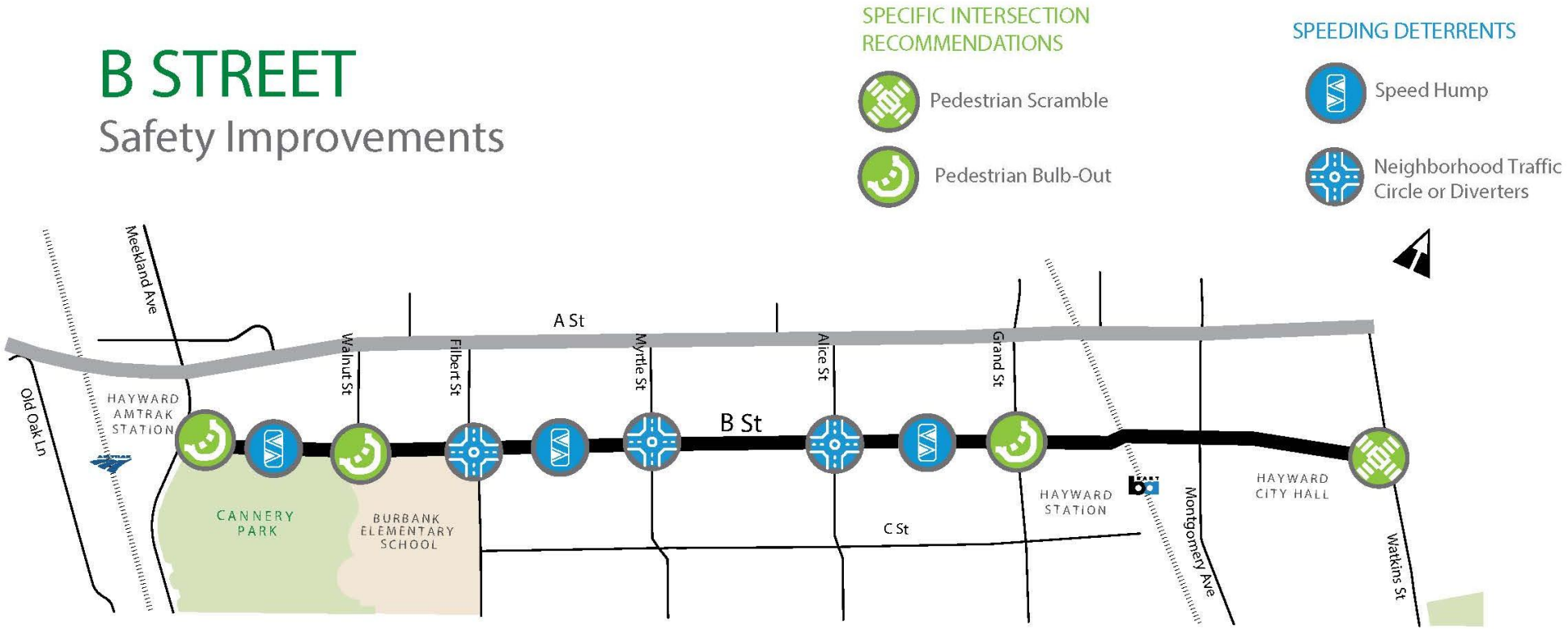
Removes parking on the south side of the street and reduces travel lanes east of Grand St for maximum safety & comfort improvements.

Benefits & Impacts

Bicyclist Safety	👍👍👍	Effect on Parking	👎👎👎
Pedestrian Safety	👍👍👍	Effect on Congestion	👎👎
Speed Reduction	👍👍👍	Cost & Schedule	$$$



B Street Intersection Recommendations



Details at SafeStreetsHayward.org

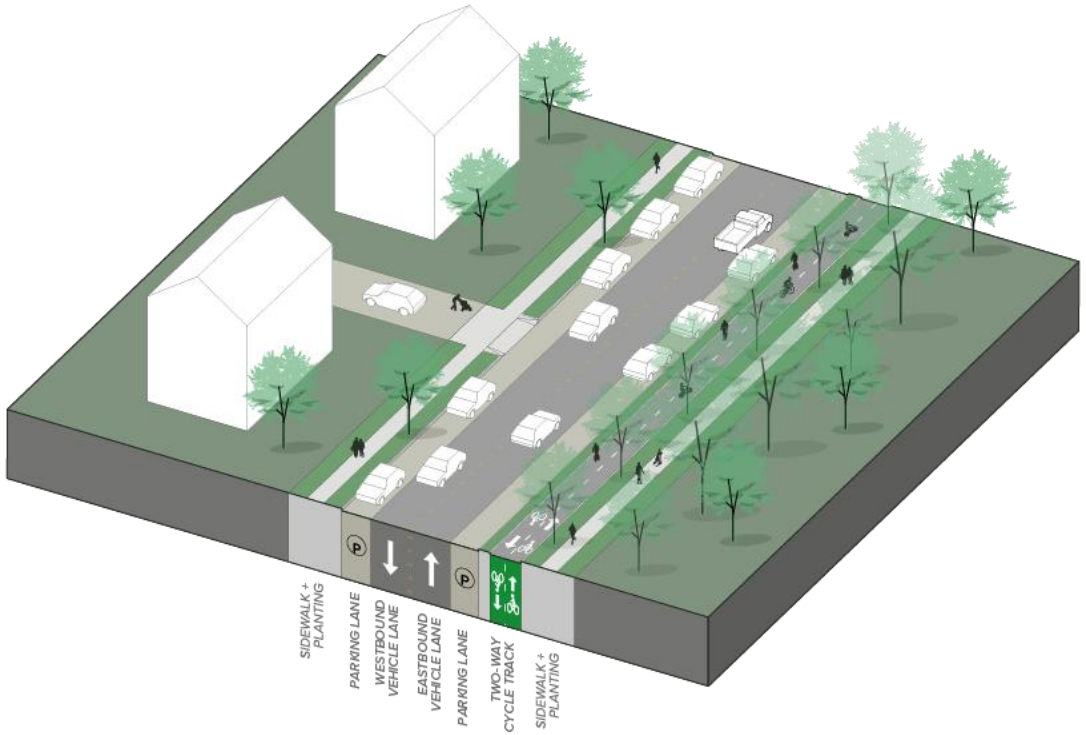
B Street: *MLK Dr to Montgomery Ave*

Reimagined Corridor

Narrows roadway for maximum safety & comfort improvements. Includes a 2-way cycle track.

Benefits & Impacts

Bicyclist Safety	👍👍👍	Effect on Parking	N/A
Pedestrian Safety	👍👍👍	Effect on Congestion	👎
Speed Reduction	👍👍👍	Cost & Schedule	$$$



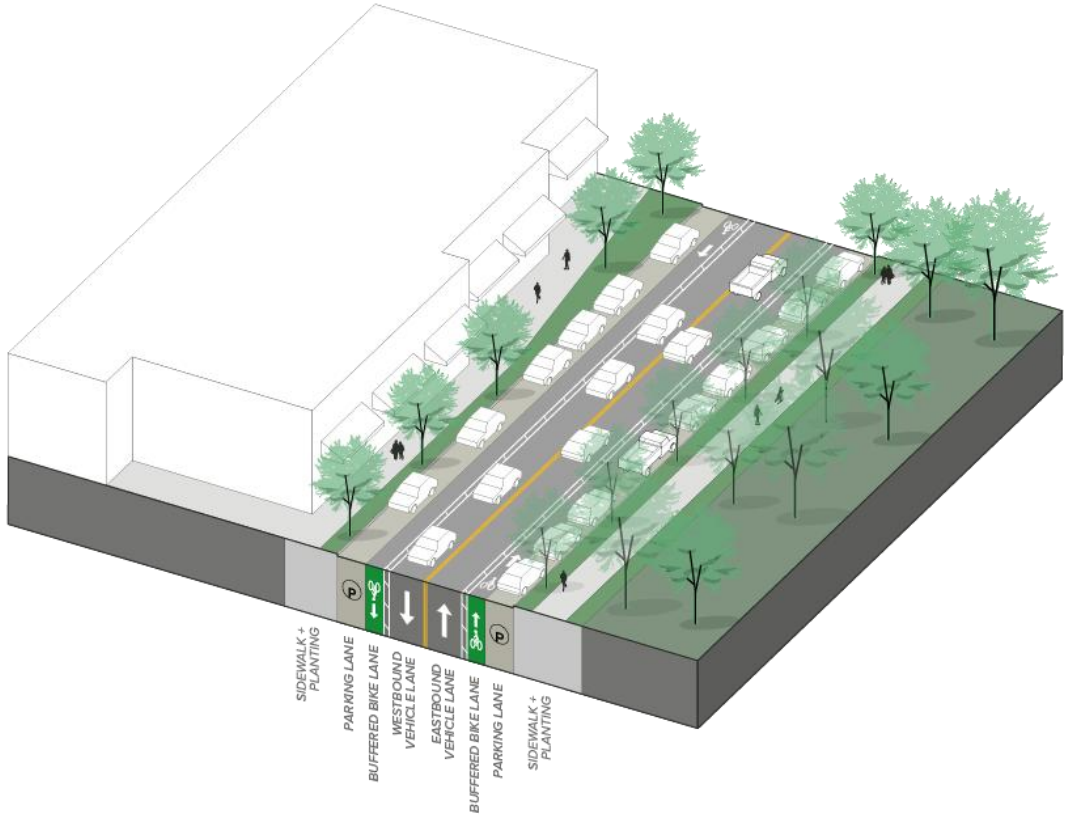
B Street: *Montgomery Ave to Watkins St*

Reimagined Corridor

Removes one westbound travel lane to make continuous safety improvements on the corridor.

Benefits & Impacts

Bicyclist Safety	👍👍	Effect on Parking	👎
Pedestrian Safety	👍👍👍	Effect on Congestion	👎
Speed Reduction	👍👍👍	Cost & Schedule	$$



Recommendations

Street	Segment Limits	Recommendation
Tennyson Road	Hesperian to Mission	**Reimagined Corridor** - Spot improvements at intersections/crossings and add Class IV protected bike lanes by narrowing median and lanes, remove most parking where it exists (approximately 158 parking spaces, of which 43 are mostly unused BART on-street permit parking)
A Street	Hesperian to Meekland	**Connected Corridor/Reimagined Corridor** - Spot improvements at intersections/crossings and add Class IV protected bike lanes by narrowing travel lanes. Reduce from 6 lanes to 4 lanes between I-880 and Santa Clara Street/Hathaway Avenue.
	Meekland to Watkins	**Reimagined Corridor** - Spot improvements at intersections/crossings and add Class IV protected bike lanes or shared-use path by removing parking on the south side of the street west of Grand Street and reducing travel lanes east of Grand St (approximately 32 parking spaces)
B Street	Martin Luther King to Montgomery	**Reimagined Corridor** - Spot improvements at intersections/crossings, including traffic circles and/or diverters. Add two-way Class IV cycle track on the south side of the roadway west of Myrtle Street by narrowing lanes.
	Montgomery to Watkins	**Reimagined Corridor** - Spot improvements at intersections/crossings, including traffic circles and/or diverters, and add Class IIB buffered bike lanes and sidewalk improvements by removing one westbound travel lane.

To: Byron Tang, City of Hayward, CA

From: Christopher Kidd, Alta Planning + Design

Date: August 5, 2025

Re: Hayward HIN Safety Plan: Phase 1 Public Participation Summary

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Introduction

Phase 1 of the Hayward High Injury Network (HIN) Safety Plan involved a range of engagement activities throughout the spring/summer of 2025. Outreach activities were structured to reduce barriers for Haywards's residents and visitors by bringing engagement to them at pop-ups at nine existing community gatherings and canvasing at 14 locations. In-person outreach was supported by a project website, an interactive web map, an online survey, and social media promotion on the city's channels. Summaries of key outreach initiatives are provided in this memo.

Phase 1 outreach consisted of a joint effort between staff from Alta, Kimley-Horn, City of Hayward, and Eden Youth & Family Center.

The first phase of public outreach ran from March 19 through July 18, 2025. This phase consisted of 23 events, engaging almost 2,000 residents and soliciting over 900 comments or interactions from the public.

Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Pop-up events	9	1,310	129
Canvassing	14	5	5
Interactive webmap	--	97	400
Online and intercept surveys	--	432	432
Emails	--	5	5
Total	**23**	**1,849**	**971**

Summary of Findings

The following are key findings from public outreach:

- **Safety Concerns at Highway Crossings** – Most comments/interactions submitted online and collected at in-person pop ups regarding safety concerns were concentrated at interchanges with I-880, both at A Street and at Tennyson Road. People expressed concerns about speeding drivers and a lack of safe crossing for pedestrians at these locations.
- **Mixed Opinions About Removing Travel Lanes** – Some people voiced support for separated bike facilities, while others expressed concern about the impact of removing travel lanes.
- **Concern About Unsafe Driving Behavior on Tennyson Road** – People highlighted unsafe driving in both study areas, but more frequently on Tennyson Road.
- **Other Social/Environmental Concerns** - People shared other concerns that they have when navigating the study areas, including interactions with unhoused people and encampments.

Phase 1 Outreach Materials

The first phase of outreach for the Hayward HIN Safety Plan included the following outreach and engagement materials. All materials were translated into Spanish and Farsi.

- A set of three poster boards, used during pop-up events (**Appendix A**). These boards included:
    - One board displaying the purpose of the project, a map of all high injury streets in Hayward, and the project schedule.
    - Two boards displaying maps of Hayward - one zoomed into the Tennyson Road study area and one zoomed into the A Street and B Street study area. These boards solicited input on safety concerns/barriers, places people go, and ideas from residents.
- A flyer promoting the project and directing people to the project website (**Appendix A**). The flyer was handed out during pop-up events and canvassing.
- A survey asking people about their travel preferences and an optional demographic questionnaire. A paper survey was used during pop-up events and canvassing, and the survey was also available online on the project website.
- A project website, hosting an interactive webmap and a survey:
    - The interactive webmap solicited the same input as the poster boards used during in-person pop-up events. Users could input points that were safety concerns, places people go, and ideas for how to improve safety within the study area. For each point, users could also include a description with further written details. Users could like, dislike or comment on what other users submitted. The webmap also asked users to report what zip code they lived in.
    - The online survey included the same questions as the paper survey used during in-person pop-up events

Summary of Promotion

The City of Hayward, Alta, and Eden Youth & Family Center conducted promotion for the first phase of public outreach. Promotion included:

- City posts to Facebook and Instagram, targeting a 1-mile buffer along A Street from Hesperian Blvd to Mission Blvd, B Street from MLK Jr Dr to Mission Blvd, and Tennyson Road from Hesperian Blvd to Mission Blvd. The ads also targeted people who are specifically interested in walking, road cycling or cycling, traffic/road safety, volunteering, and civic engagement.
- Postcard mailers sent out to all households within 500 feet of each project corridor.
- A presentation at the Neighborhood Health Empowerment Network by City staff.
- Project notices included in newsletter submissions for Eden Youth & Family Center, Hayward Neighborhood Promise, Hayward Unified School District, the Alameda County Safe Routes to Schools Program, Glad Tidings Church of God in Christ, La Familia, South Hayward Parish, and Original Pacific Islander Task Force.
- Business canvassing at 14 locations on Tennyson Road, A Street, and B Street by Eden Youth & Family Center

In total, the project team reached over 6,000 residents within the project areas through promotional work.



Figure 1. Social media graphics

Summary of In-Person Engagement

Pop-Up Events

Alta Planning + Design, city staff, Eden Youth, and Kimley-Horn staffed pop-up engagement events at existing community events, such as festivals, school activities, and markets. These pop-up events met the community where they were and gathered additional project feedback throughout the study area. Staff engaged with people on an array of poster boards, where participants were invited to learn more about the project, timeline, as well as provide feedback on specific points of interest or conflicts on maps.

At pop-up events, residents were encouraged to provide direct feedback with sticky notes and color-coded dots:

- **Yellow dots** – Destinations where people travel frequently (On the Map: "Show us the places you frequently travel to on this street or nearby.")
- **Red dots** – Safety concerns or barriers (On the Map: "Includes difficult intersections, lack of lighting, difficult crossings, missing sidewalks, speeding drivers, or missing bicycle facilities.")
- **Sticky notes - Ideas for how to improve the study area**

Table 1: Summary of pop-up participation

Event	Date	Staffed By	Interactions	Poster Board Engagement
AANHPI Night at Burbank Elementary School	May 15, 2025	Alta, City staff, & Kimley-Horn	15	34
Reaching for a Better Community	May 31, 2025	Alta & City staff	40	31
Juneteenth Festival	June 21, 2025	Eden Youth	70	
South Hayward Market	June 26, 2025	Eden Youth	200	
Hayward Night Market	June 28, 2025	Alta, City staff, & Kimley-Horn	70	64
All-America Festival	June 28, 2025	Eden Youth	300	
South Hayward Market	July 10, 2025	Eden Youth	190	
Downtown Hayward S.P.	July 17, 2025	Eden Youth	250	
South Hayward Market	July 24, 2025	Eden Youth	175	

Eden Youth & Family Center staff found it difficult to engage with residents using the project poster boards and instead opted for using paper surveys as an input tool during outreach events.

AANHPI Night at Burbank Elementary School

On Thursday, May 15, 2025 from 6:15 to 7:30 pm, Burbank Elementary School hosted its first Asian American, Native Hawaiian, and Pacific Islander (AANHPI) night. This was a family-friendly event filled with activities and performances which celebrated a variety of cultures. At least 15 families engaged with the High Injury Network Safety Plan staff and materials.



Figure 2: Staff speaking with a family at the AANHPI Night

Barriers & Destinations: Participants placed 30 sticker dots on the map to identify destinations and barriers and added sticky-notes with further details. Four participants left general comments without a sticker dot – adding up to a combined 34 points of engagement. Engagement was concentrated on the A/B Streets posterboard, as opposed to the Tennyson Road posterboard, as Burbank Elementary School is located off of B Street. Other locations that were concentrated with engagement include:

- Hayward BART Station (Barrier & Destination)
- I-880 @ A Street (Barrier)
- B Street @ Grand (Barrier)

Reach For a Better Community

On Saturday, May 31, 2025 from 10:30 am to 2:30 pm, Eden Youth hosted Reach for a Better Community (RFBC) at Sorensdale Park. The event included activities, community resources, and was dedicated to empowering families in Hayward. At least 40 individuals or families engaged with the High Injury Network Safety Plan staff and materials. About 60% of individuals or families preferred to speak with staff in Spanish. There were also two requests for the materials to be made available in Chinese.



Figure 3: Staff speaking with participants at the RFBC event

Barriers & Destinations: Participants placed 30 sticker dots on the map to identify destinations and barriers and added sticky-notes with further details. One participant placed a general comment without a sticky dot - adding up to a combined 31 points of engagement. Locations that were concentrated with engagement include:

- Tennyson Road @ Huntwood (Barrier & Destination)
- Russ Road @ Tennyson School (Barrier & Destination)
- Tennyson Road @ Mission Boulevard (Barrier)
- Tennyson Road @ Sleepy Hallow Avenue (Barrier)

Hayward Night Market

On Saturday June 28, 2025 from 4:00pm to 7:30 pm, Hayward HIN Safety Plan staff attended the Hayward Night Market. This was a family-friendly event with food, vendors, life entertainment. Seventy people engaged with the High Injury Network Safety Plan staff and materials.



Figure 4: Staff speaking with residents at the Hayward Night Market

Barriers & Destinations: Participants placed 41 sticker dots on the map to identify destinations and barriers and some added sticky-notes with further details. Participants placed 23 general comments on stick-notes (64 total forms of engagement). Locations that were concentrated with engagement include:

- A Street @ Victory Drive (Barrier & Destination)
- I-880 @ A Street (Barrier)
- I-880 @ Tennyson Road (Barrier)

Canvassing

Eden Youth also conducted canvassing across the study areas, bringing engagement directly to residents. They canvassed at:

- Six locations on A Street
- Four locations on B Street
- Four locations on Tennyson Road

During canvassing, Eden Youth collected intercept surveys and conducted five interviews with residents about their experience on the corridors.



Figure 5. Eden Youth canvassing in the study area

Summary of Public Input

The Hayward HIN Safety Plan sought three types of public input throughout the first phase:

- Map-based input on safety concerns or barriers, destinations, barriers, and ideas – this was collected through outreach board exercises and an online webmap.
- Survey on travel preferences and an optional demographic questionnaire
- Emails submitted to info@safestreetshayward.org

Summary of Map Input

At all pop-up and events, residents were asked to identify locations on maps for the following information:

- Safety concerns or barriers
- Destinations in Hayward
- Ideas for how to improve safety within the study area

The project website hosted an online webmap where residents could similarly provide input on the three options listed above. The webmap also allowed users to view the input of other residents, comment on other users' input, or like/dislike other users' input. All phase 1 map input (from pop-ups and the online webmap) are visualized in **Figure *8*** and **Figure 9.**

Online Webmap

In addition to the three categories of information collected at pop-up events, the online webmap included the following sub-categories:

- Safety Concerns or barriers
  - Drivers running red lights
  - Bus stop improvements needed
  - Lack of safe crossings
  - Speeding drivers
  - Lack of street lighting
  - Missing/uncomfortable sidewalks
  - Other
- Destinations
  - Via driving
  - Via bus
  - Via biking
  - Via waking
- Ideas for improving the conditions of
  - Driving
  - Biking
  - Walking

The WebMap was open for comments from May 15, 2025 to July 18, 2025. Overall, we received 400 WebMap interactions from participants. There were 97 unique comments, and 303 follow-up comments and votes on those comments. In total, there were only 8 dislikes across all comments, which primarily pertained to requests for separate bikeways and additional bike parking along both corridors. Most comments pertained to safety (62 comments), specifically drivers speeding on nearby roads and a lack of safe crossings across the high-injury corridors.

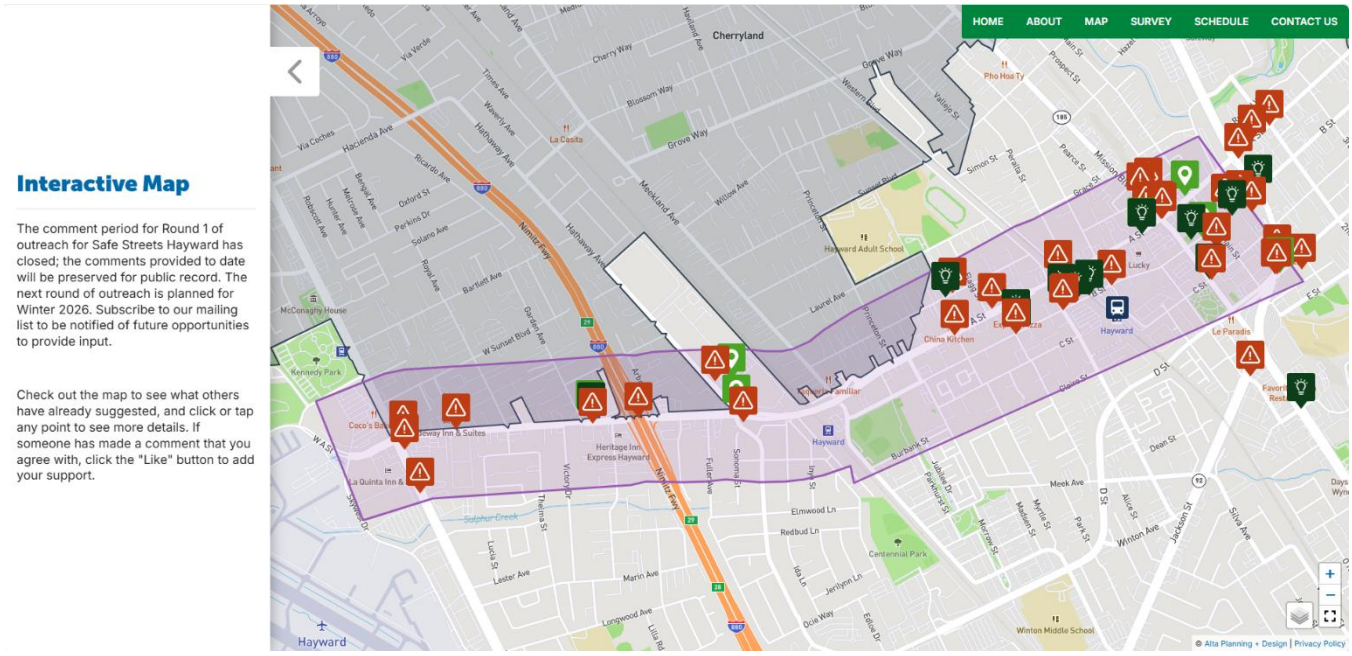


Figure 6. Interactive Webmap Screenshot of the A Street and B Street Study Area

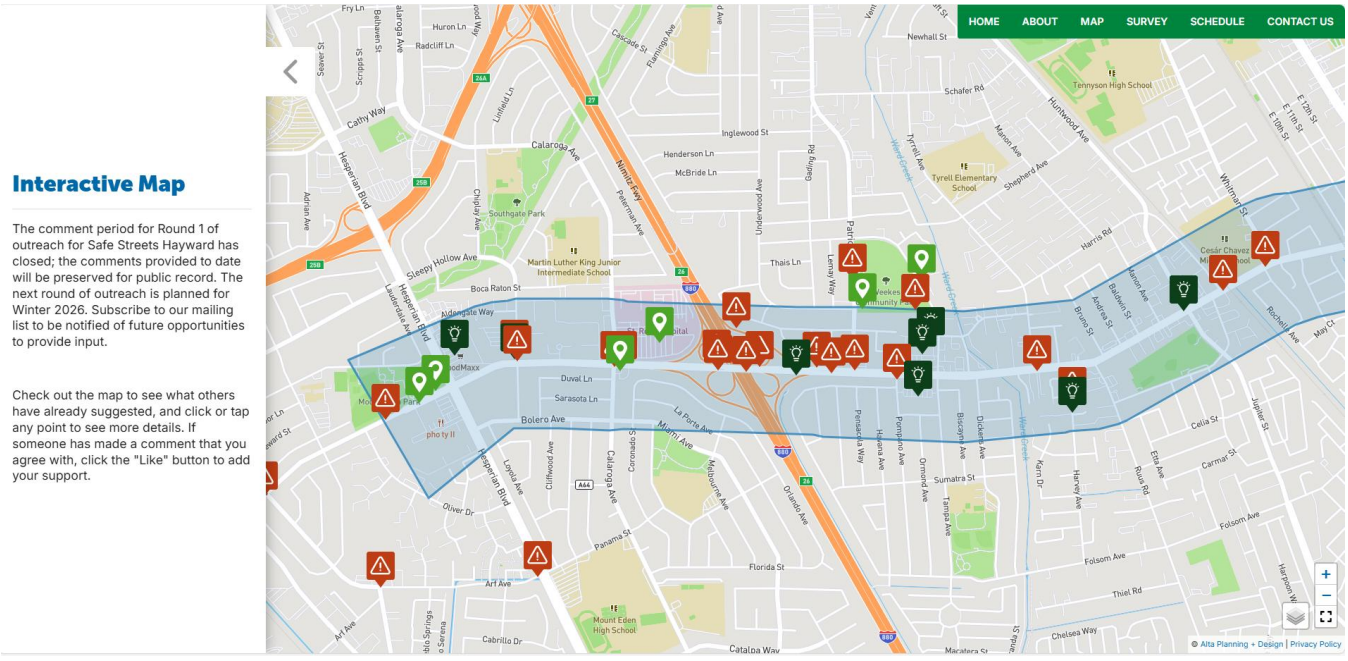


Figure 7. Interactive Webmap Screenshot of the Tennyson Road Study Area

Tennyson Road

There were 24 comments pertaining to safety concerns along and near Tennyson Road. Most safety concerns (12) were concentrated near the I-880 intersection, with specified issues including speeding drivers (4) and a lack of safe crossings (3). As seen in **Figure 8**, safety concerns were also identified near the schools along and near Tennyson Road – Cesar Chavez School, Lorin Eden School and Impact Academy of Arts and Technology. The popular destinations along the corridor include Weekes Park, Rose Hospital, and Mount Eden Park. Some of the ideas for improving the roadway conditions along Tennyson Road include installing traffic cameras to catch red light violations, implementing traffic calming interventions to slow down drivers, adding left turn signals, and providing additional bike parking. **Table 2** provides an overview of the number of comments and likes by category for the Tennyson Road corridor.

Table 2. Webmap Comments for Tennyson Road

Comment Category	Total Comments	Comment Sub-Category	Total Comments	Total Likes
Destinations	6	Destination - Biking	3	1
		Destination – Bus	0	0
		Destination – Drive	2	2
		Destination - Walking	1	0
Improvement Ideas	8	Idea - Biking	3	3
		Idea - Driving	4	6
		Idea - Walking	1	1
Safety Concerns	23	Safety - Bus stop improvements needed	2	1
		Safety - Drivers running red lights	2	3
		Safety - Lack of safe crossing for people walking or biking	6	15
		Safety - Lack of street lighting	0	0
		Safety - Missing/uncomfortable bicycle facilities	0	0
		Safety - Missing/uncomfortable sidewalks	0	0
		Safety - Other	3	14
		Safety - Speeding drivers	10	32

The webmap comments highlighted issues with drivers running red lights at the intersections of Tennyson Road and Patrick Avenue, and at Sleepy Hollow Avenue. Participants identified issues with people crossing at unmarked crossings near Cesar Chavez School. Also noted were the broken pedestrian buttons at the I-880 crossings and a need for a leading pedestrian interval at Sleepy Hollow Avenue. Safety issues related to speeding drivers were concentrated around I-880, and people expressed concern that they did not have enough time to cross the street safely. Additionally, speeding drivers exiting the freeway were perceived as often dangerously cut across multiple lanes to make left turns onto adjacent streets, such as Patrick Avenue. There were also requests for more bicycle parking near shopping centers, libraries, and grocery stores, as well as support for protected bike lanes and bus islands on Tennyson Road. Along Pompano Avenue and Harvey Avenue, participants requested traffic calming measures to reduce instances of speeding. **Figure 8** combines the web map comments and in-person comments for Tennyson Road from Phase 1 and proportionally clusters them based on proximity and likes.

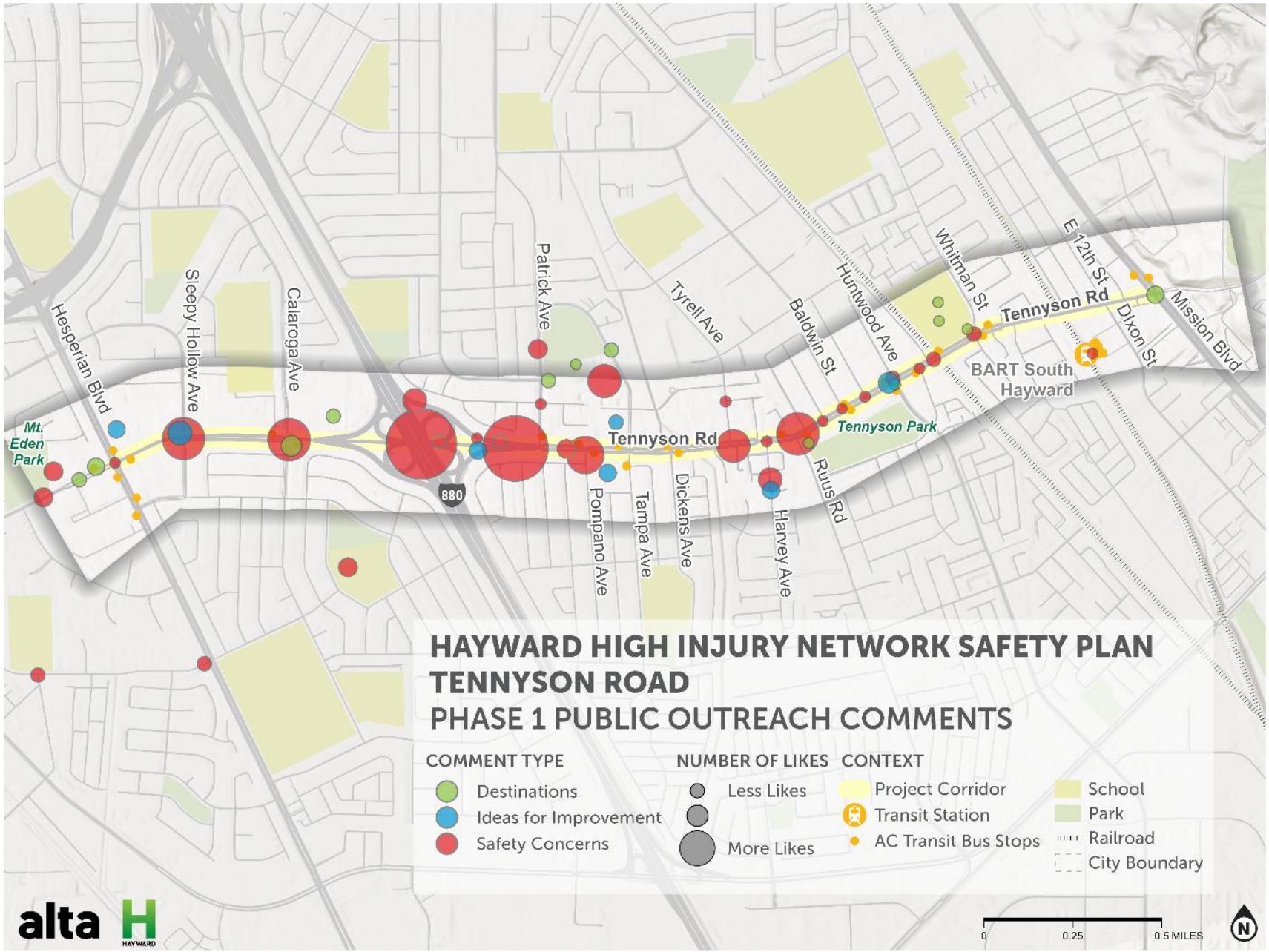


Figure 8. Phase 1 Outreach Comments for Tennyson Road

A & B Streets

There were 38 safety concerns identified along and near A & B Streets, with common concerns including unsafe crossings and speeding drivers. Along A Street, the most common safety concerns were a lack of safe crossings, uncomfortable walking and biking facilities, speeding drivers, and drivers not yielding to pedestrians. The identified destinations along A Street include the shopping centers near Mission Boulevard and Costco. Some participants voiced support for separated bike facilities, while others expressed concern over the traffic impacts of removing travel lanes.

Along B Street, the common safety concerns were unsafe crossings near the Hayward BART station and at Grand Street. Participants also expressed concern over speeding drivers while kids are going to and from school. The ideas for improvement included speed bumps, raised medians, and longer crossing times at traffic signals. **Table 3** provides an overview of the number of comments and likes by category for the A & B Streets corridors.

Table 3. Webmap Comments for A & B Streets

Comment Category	Total Comments	Comment Sub-Category	Total Comments	Total Likes
Destinations	7	Destination - Biking	0	0
		Destination - Bus	1	4
		Destination - Drive	4	12
		Destination - Walking	2	1
Improvement Ideas	14	Idea - Biking	0	0
		Idea - Driving	11	18
		Idea - Walking	3	9
Safety Concerns	38	Safety - Bus stop improvements needed	0	0
		Safety - Drivers running red lights	2	13
		Safety - Lack of safe crossing for people walking or biking	8	46
		Safety - Lack of street lighting	1	4
		Safety - Missing/uncomfortable bicycle facilities	1	1
		Safety - Missing/uncomfortable sidewalks	1	3
		Safety - Other	15	66
		Safety - Speeding drivers	10	25

The comments on A Street highlighted unsafe crossings due to speeding drivers and unprotected crossings. Specifically, at the intersections of A Street and Watkins Street and at Mission Boulevard, it is perceived that drivers making fast turns pose a danger to pedestrians crossing to the shopping center. At Flagg Street, participants expressed a need for a pedestrian beacon to enhance crossing safety. Additionally, they raised concerns about drivers speeding through the slip lane on Santa Clara Street. At Hesperian Way, participants suggested adding signage to alert drivers of right-turn-only lanes, giving them enough time to merge.

Safety issues regarding speeding drivers were identified along B Street, particularly near Burbank Elementary. At B Street and Grand Street, the webmap comments specified issues with turning vehicles, crossing times for pedestrians and a lack of separation between vehicles and bikes. Improvement ideas for this intersection include left-turn signals

and longer crossing times. At B Street and Montgomery Street, crosswalk visibility issues were cited. Near Foothill Boulevard, participants noted pedestrian visibility issues due to double-parked vehicles. **Figure 9** combines the web map comments and in-person comments for A and B Streets from Phase 1 and proportionally clusters them based on proximity and likes.

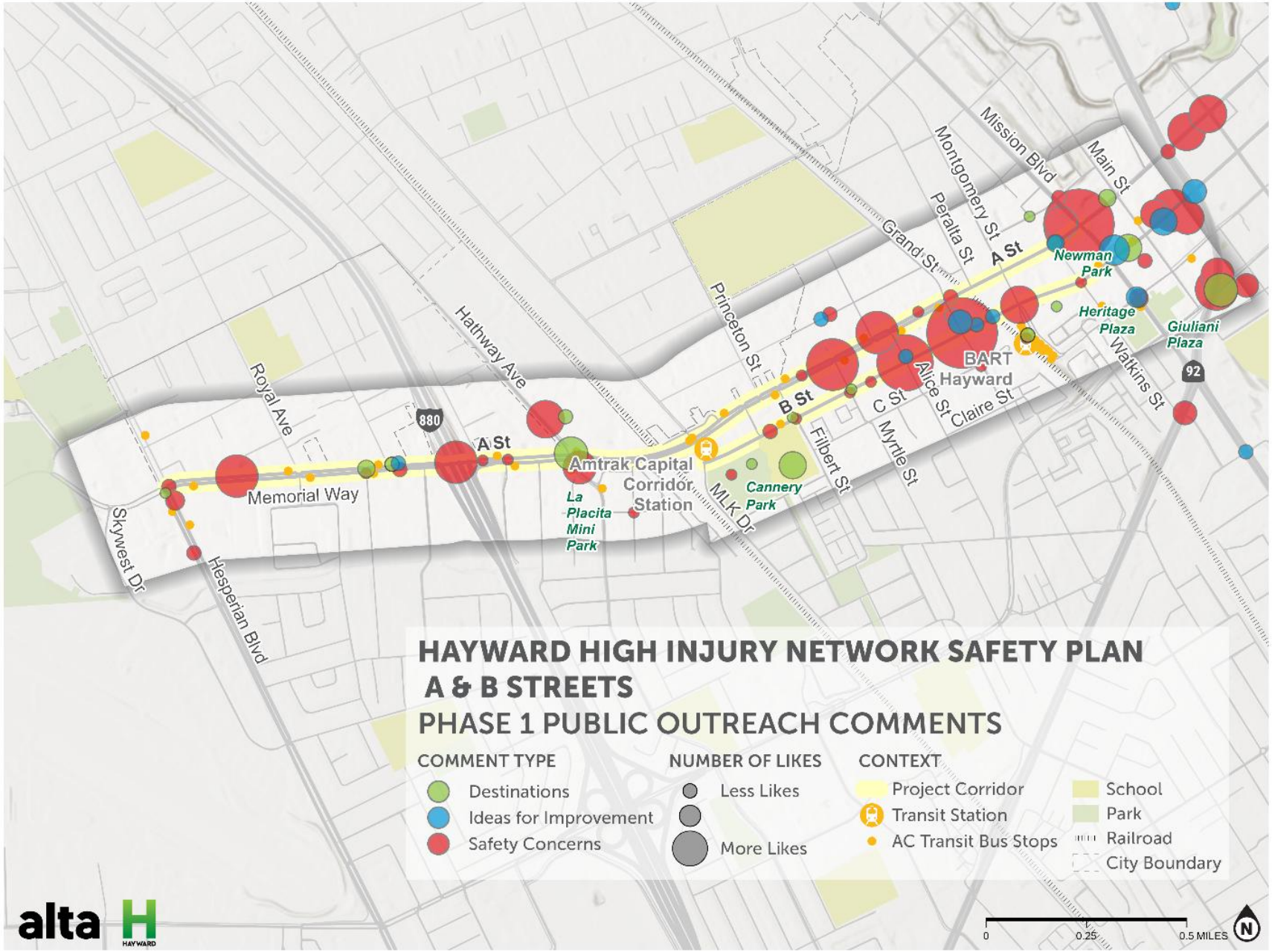


Figure 9. Phase 1 Outreach Comments for A & B Streets

Zip Codes

The webmap also had a survey component that asked participants to share their home zip code. This helps the project team understand what communities are participating and what communities still need to be reached. **Table 4** provides a list of the top three zip codes representing the webmap participants. Most responses came from the 94541 zip code, which accounts for 44% of the survey responses and encompasses the areas around A and B Streets. Tennyson Road stretches across two zip codes, 94544 and 94545. When combined, these two zip codes account for 46% of the survey responses. Overall, most webmap comments were received from residents living in the zip codes that contain the Tennyson Road corridor.

Table 4. Zip Codes from Webmap Participants

Zip Code	Total
94541	185
94544	156
94545	44
Other	27



Figure 10: Zip code locations in Hayward

Summary of Survey

The online survey was hosted on the project website and a paper version was used during pop-up events and canvassing. Eden Youth & Family Center conducted intercept surveys along each corridor, collecting more than 100 surveys per-corridor from this in-person work. This summary includes results from both the online and intercept surveys.

The survey collected a total of 432 responses from individuals who visit, live in, attend school in, or work in Hayward. The survey included multiple-choice and an open-ended comment question. The multiple-choice questions captured travel preferences and an optional demographic questionnaire. The open-ended comment questions provided an opportunity for respondents to share more specific concerns.

Key findings from these questions are summarized below, and all multiple-choice survey results are presented in Phase 1 Survey Summaries, organized by study area.

- 64% of respondents completed the survey regarding A Street and/or B Street, and 36% of respondents completed it for Tennyson Road. Less than 1% (n=4) did not indicate a study area.
- Approximately 67% of respondents completed the survey in Spanish, 33% in English, and no surveys were completed in Farsi.
- Most respondents either live or shop in the study area (50%).
- The majority of respondents either drive (69%) and/or walk (55%) in/across the study area. When comparing the study areas, slightly more people drive on Tennyson Road (74%) than A Street and/or B Street (67%).
- The majority of respondents either feel neutral (31%), or unsafe (25%) when traveling in the study area.
- The top priorities for both study areas are:
    - New or safer crossings at intersections for people walking or biking
        - 72% Tennyson Rd
        - 66% A Street and/or B Street
    - Slow drivers down
        - 69% Tennyson Rd
        - 65% A Street and/or B Street
    - Better street lighting
        - 56% Tennyson Rd
        - 52% A Street and/or B Street
- The majority of respondents live in either 94541 (46%) or 94544 (32%).
- The majority of respondents were women (65%) and many were either age 35-44 (27%) or 45-64 (21%).
- 82% of respondents were Hispanic or Latino.
- 53% have a household income of under $50,000.
- The majority of respondents do not identify as someone with a permanent disability (88%).

Key themes from the open-ended text response questions, organized by study area, include:

A Street and/or B Street

- **Homelessness & Safety Concerns**: Many respondents expressed feeling unsafe due to the presence of homeless individuals, especially near parks, BART stations, and at night.
- **Lighting & Visibility**: Respondents requested better street lighting and clearer traffic signals.
- **Traffic & Speed Control**: Respondents shared frequent experiences observing perceived speeding, lack of respect for traffic signs. Requests for speed bumps were common.
- **Cleanliness & Maintenance**: Respondents shared concerns about trash, potholes, and general street maintenance.
- **Police Presence**: Respondents called for more police patrols and quicker response times.
- **Pedestrian Safety**: Respondents shared the need for safer crosswalks, especially for children and the elderly.
- **Bike & Bus Infrastructure**: There was mixed feedback among respondents regarding support for bike lanes. There were several requests for better bus service and stops.

Tennyson Road

- **Traffic Safety**: There were many comments about speeding, unsafe intersections, and the need for better enforcement.
- **Lighting & Infrastructure**: Respondents requested more lighting, especially near crosswalks and parks.
- **Homelessness & Cleanliness**: Respondents shared concerns about aggressive behavior, trash, and the need for shelters.
- **Police & Surveillance**: Many respondents requested increased police presence and surveillance.
- **Pedestrian & Cyclist Safety**: Respondents shared issues with crosswalks not being respected, and conflicts between cyclists, scooters, and pedestrians.
- **Community Environment**: Respondents wrote about about violence, vandalism, and the need for a safer, cleaner, and more family-friendly environment.

Key differences in the common themes between A Street and/or B Street and Tennyson Road were:

- A Street and/or B Street respondents shared more frequent concern about people's safety and homelessness.
- A Street and/or B Street also more frequently emphasized the need for general street improvements.
- Tennyson respondents focused more on driver behavior, traffic flow, and congestion.

Summary of Emails

Key themes from the five emails submitted as public input are summarized below:

- One person wrote about their opposition to road diets and concerns about emergency response times.
- One person wrote about their concern with pedestrian jaywalking and homelessness.
- One person wrote about their concern with unsafe driving and racing on Tennyson Road.
- Two personal accounts of close calls or collisions between pedestrians and vehicles.

Appendix A: Outreach Materials

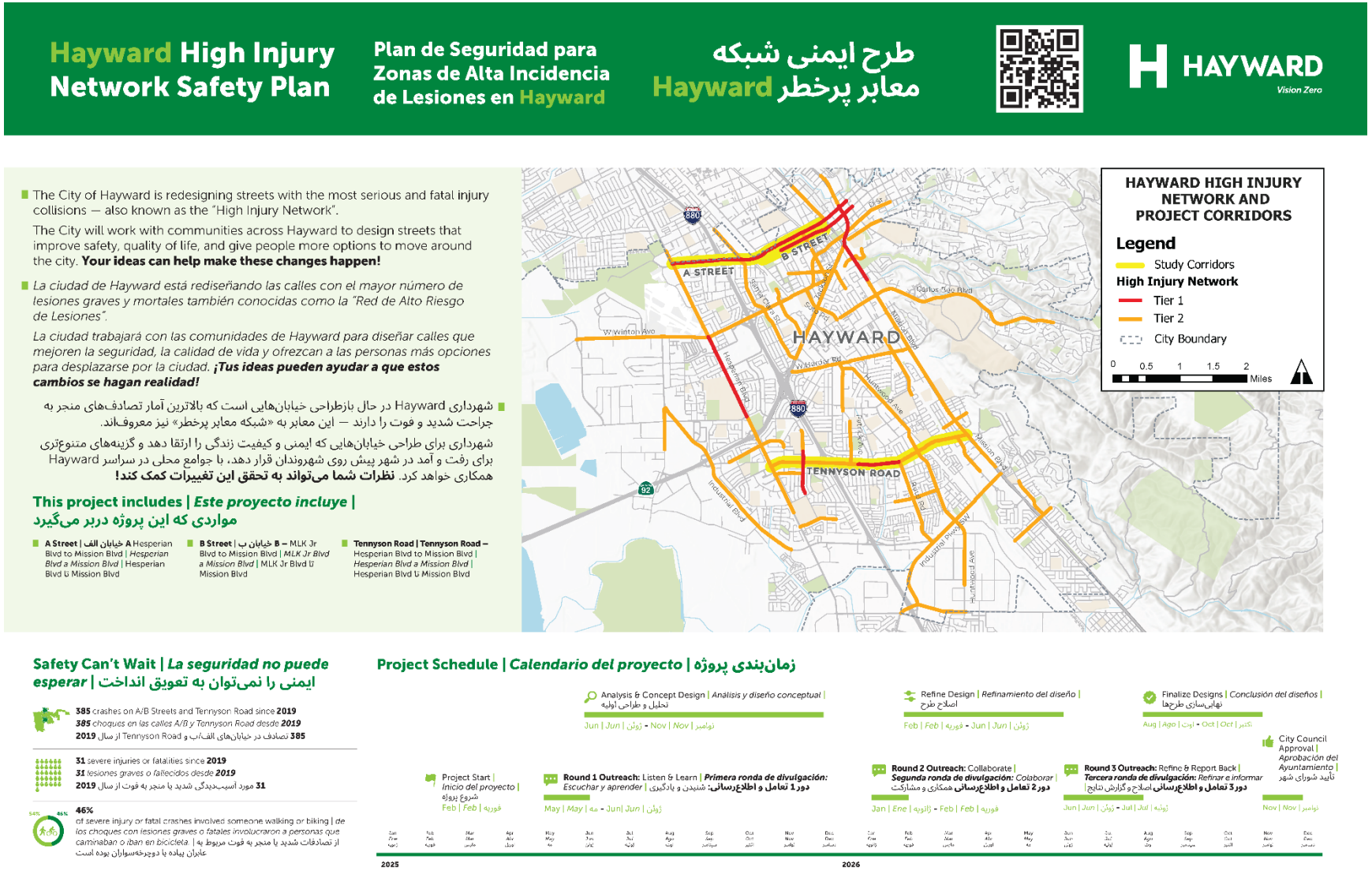


Figure 11. Project Overview Outreach Board

A/B Streets خیابان‌های الف/ب

HAYWARD Vision Zero

Instructions Place stickers where you find...

Instrucciones *Coloca las calcomanías donde encuentres...*

اهنما: برچسب‌ها را در جایی قرار دهید که پیدا می‌کنید...

Safety Concerns or Barriers Includes difficult intersections, lack of lighting, difficult crossings, missing sidewalks, speeding drivers, or missing bicycle facilities.

Preocupaciones o barreras de seguridad Incluyen: *intersecciones difíciles, falta de iluminación, ausencia de cruces seguros, aceras incompletas, conductores que exceden el límite de velocidad o falta de infraestructura para bicicletas.*

موانع یا نگرانی‌های مربوط به ایمنی: شامل تقاطع‌های دشوار، نبود نور مناسب، عبور دشوار، فقدان پیاده‌رو، سرعت زیاد راننده‌ها، یا تجهیز نبودن به امکاناتی برای دوچرخه‌سواران.

Places I Go Show us the places you frequently travel to on this street or nearby.

Lugares que visito: *Muéstranos los lugares a los que viajas frecuentemente a en esta calle o cerca.*

مکان‌هایی که در آن‌ها تردد می‌کنم: مکان‌هایی را که معمولاً در این خیابان یا اطراف تردد می‌کنید، به ما نشان دهید.

I Have an Idea! Write your idea on a sticky-note for how to improve this street.

¡Tengo una idea! *Escríbela en una nota adhesiva para mejorar esta calle.*

نظری دارم! نظرتان درباره نحوهٔ بهبود این خیابان را روی کاغذ یادداشت چسب‌دار بنویسید.

A STREET AND B STREET STUDY AREA

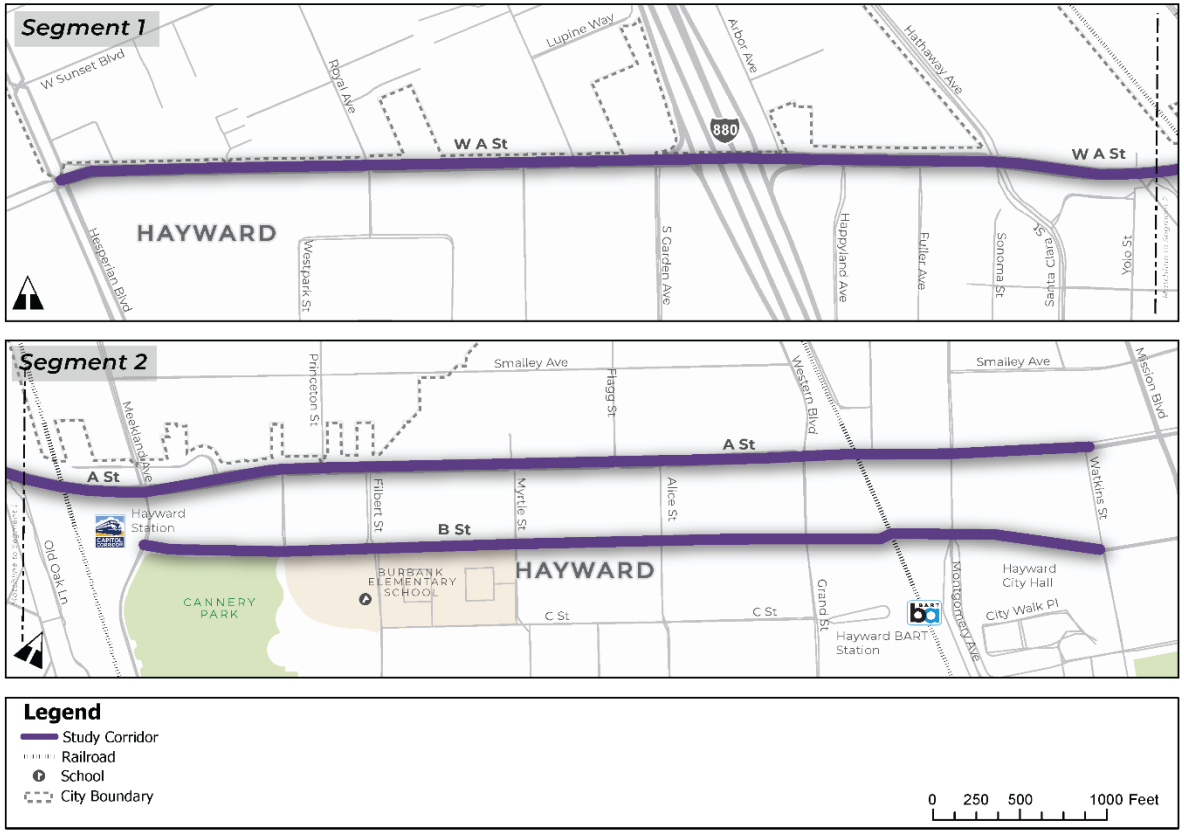


Figure 12. A Street and B Street Outreach Board

Tennyson Road جاده تنیسون

HAYWARD Vision Zero

Instructions Place stickers where you find...

Instrucciones *Coloca las calcomanías donde encuentres...*

راهنما: برچسب‌ها را در جایی قرار دهید که پیدا می‌کنید...

Safety Concerns or Barriers Includes difficult intersections, lack of lighting, difficult crossings, missing sidewalks, speeding drivers, or missing bicycle facilities.

Preocupaciones o barreras de seguridad Incluyen: *intersecciones difíciles, falta de iluminación, ausencia de cruces seguros, aceras incompletas, conductores que exceden el límite de velocidad o falta de infraestructura para bicicletas.*

موانع یا نگرانی‌های مربوط به ایمنی: شامل تقاطع‌های دشوار، نبود نور مناسب، عبور دشوار، فقدان پیاده‌رو، سرعت زیاد راننده‌ها، یا تجهیز نبودن به امکاناتی برای دوچرخه‌سواران.

Places I Go Show us the places you frequently travel to on this street or nearby.

Lugares que visito: *Muéstranos los lugares a los que viajas frecuentemente a en esta calle o cerca.*

مکان‌هایی که در آن‌ها تردد می‌کنم: مکان‌هایی را که معمولاً در این خیابان یا اطراف تردد می‌کنید، به ما نشان دهید.

I Have an Idea! Write your idea on a sticky-note for how to improve this street.

¡Tengo una idea! *Escríbela en una nota adhesiva para mejorar esta calle.*

نظری دارم! نظرتان درباره نحوهٔ بهبود این خیابان را روی کاغذ یادداشت چسب‌دار بنویسید.

TENNYSON ROAD STUDY AREA

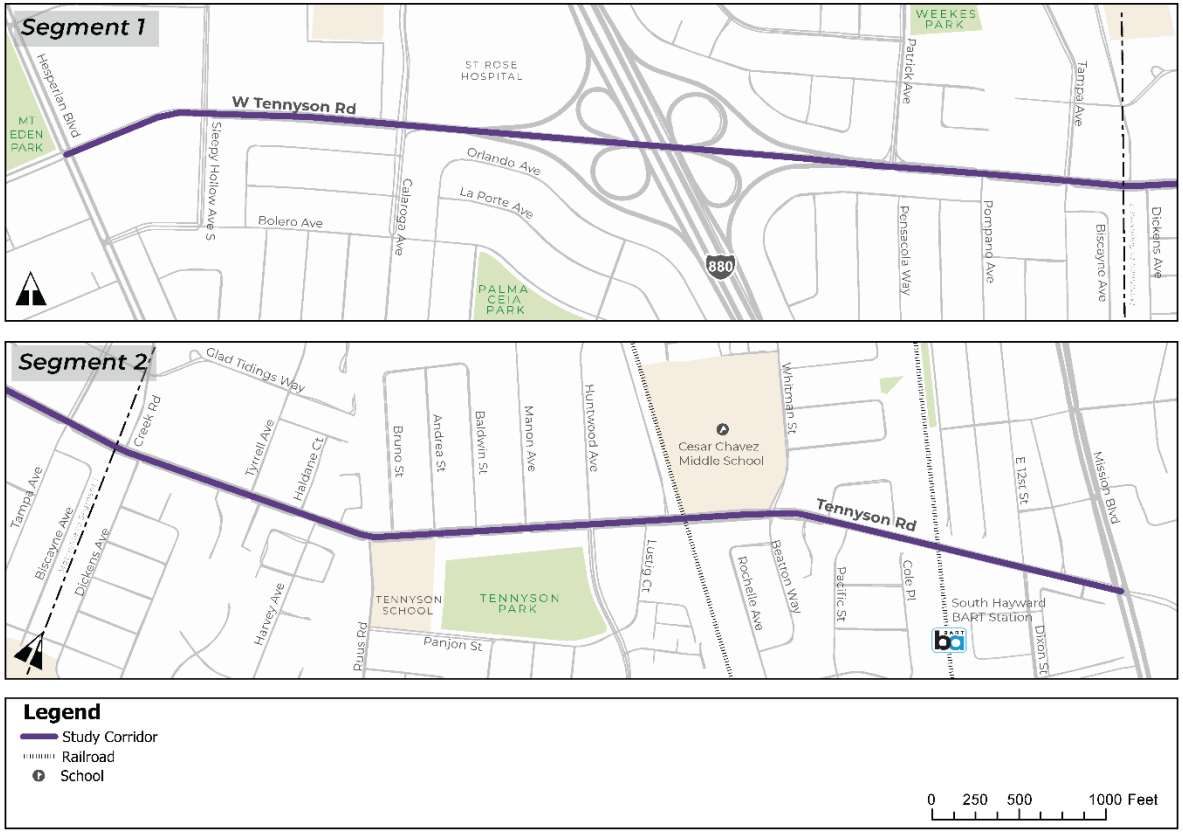


Figure 13. Tennyson Road Outreach Board



Figure 14. Promotional Flyer, version 1



Hayward
High Injury Network Safety Plan

The City of Hayward is developing a new safety plan for streets with the highest rates of serious and fatal collisions:

- A Street
- B Street
- Tennyson Road

We want to hear from you!
Visit our website to share your input or join us at an upcoming community event:

Plan de Seguridad para Zonas de Alta Incidencia de Lesiones en Hayward

La Ciudad de Hayward está identificando mejoras de seguridad en las calles con las tasas más altas de choques graves y mortales.

- A Street
- B Street
- Tennyson Road

¡Queremos conocer tu opinión!
Visita nuestro sitio web para compartir tus ideas o unirte al próximo evento comunitario:

طرح ایمنی شبکه معابر پرخطر

Hayward

در حال شناسایی Hayward شهرداری بهبودهای خیابان ها برای خیابان های دارای بالاترین میزان آسیب شدید و تصادفات منجر به فوت است.

- خیابان ب
- خیابان الف
- Tennyson Road

مشتاق شنیدن نظرات شما هستیم!
برای در میان گذاشتن نظرات خود یا پیوستن به ما در یکی از رویدادهای عمومی پیشرو، از وب‌سایت ما دیدن کنید:

SafeStreetsHayward.org

HAYWARD Vision Zero

Figure 15. Promotional Flyer, version 2

Appendix B. Tennyson Road Survey Summary

A total of 432 surveys were collected between May 15-July 25, 2025. Of that total, **156 surveys** were completed for **Tennyson Road.** Four surveys were not completed for a specific corridor. Questions 1, 7, and 8 are summarized in Appendix D.

Q2 - How I relate to the corridor

Field	Choice Count
I live on the corridor	47
I live 1 to 3 blocks away from the corridor	44
I shop on the corridor	38
I work on the corridor	23
I live elsewhere in Hayward	23
I go to school on the corridor	12
I live outside of Hayward	10
Total	143

Q3 - How I travel on/across this street - Selected Choice

156 Responses

Field	Percentage of Responses
I drive	74%
I walk	58%
I take transit	9%
I ride a bike or scooter	6%
Other*	1%

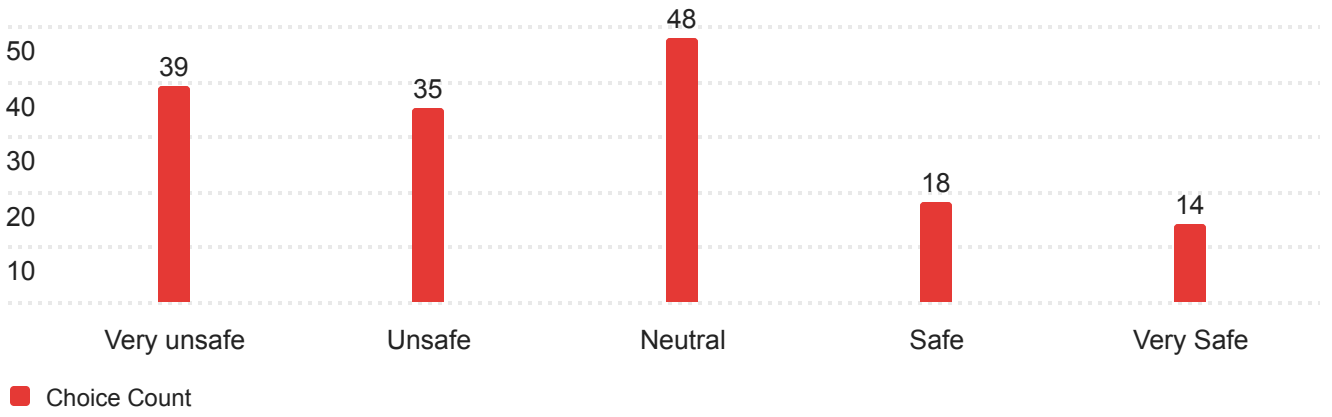
*Other text responses indicated "NA"

Q4 - How often I travel on this street

Field	Choice Count
Every day	96
Once a week or more	41
A few times a month	15
A few times a year	4
I don't travel on this street	0
Total	156

Q5 - How safe I feel when traveling on this corridor

154 Responses



Q6 - These barriers and safety challenges affect me the most (choose your top three priorities for this corridor, leaving the remaining barriers blank)

156 Responses

Field	Percentage of Responses
New or safer crossings at intersections for people walking or biking	72%
Slow drivers down	69%
Better street lighting	56%
Safer or more comfortable sidewalks	36%
Safer or more comfortable bike lanes	33%
Improvements for people with a disability	17%
Better/safer bus stops	13%

Q9 - What is your ZIP code of residence? - Selected Choice

Field	Choice Count
94541	14
94544	104
94545*	20
94545*	3
Another zip code	9
Prefer not to respond	5
Total	155

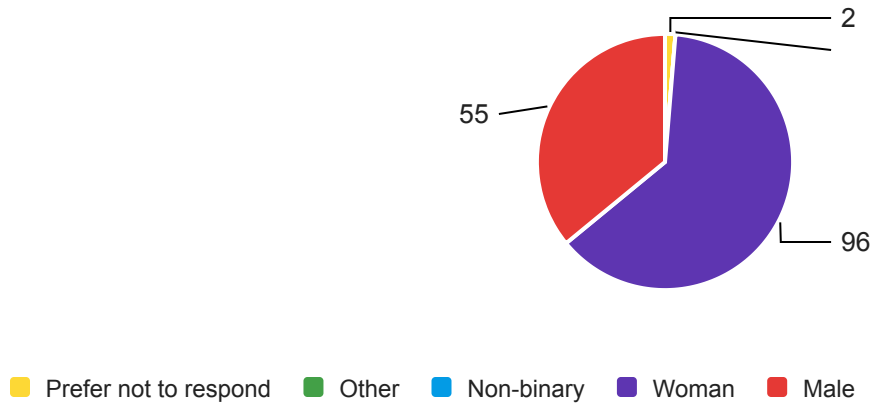
***94545 has combined total of 23**

Q9_5_TEXT - Another zip code - Text

Another zip code - Text
94546
94587
94601
94605
94546
94542
94560
94603
94601

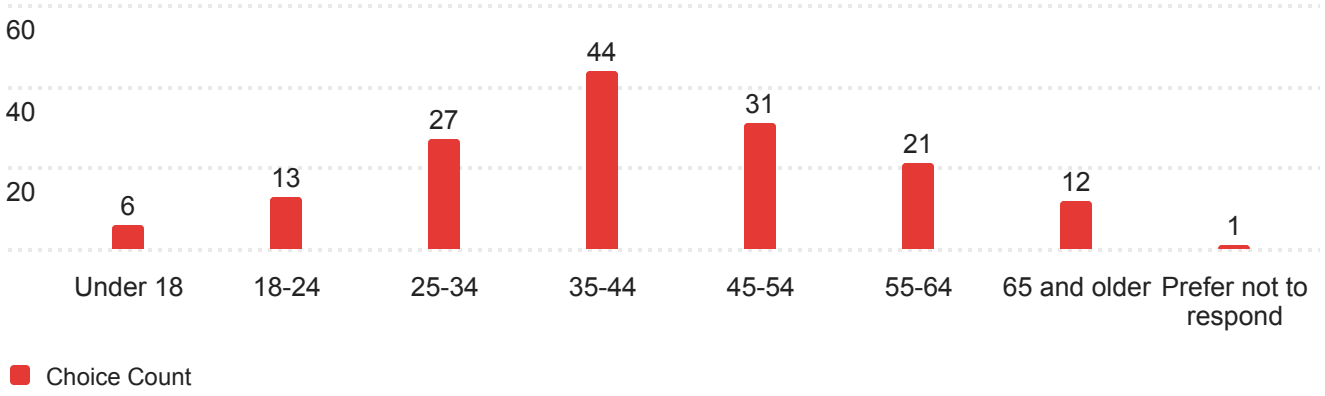
Q10 - How do you describe your gender? - Selected Choice

153 Responses

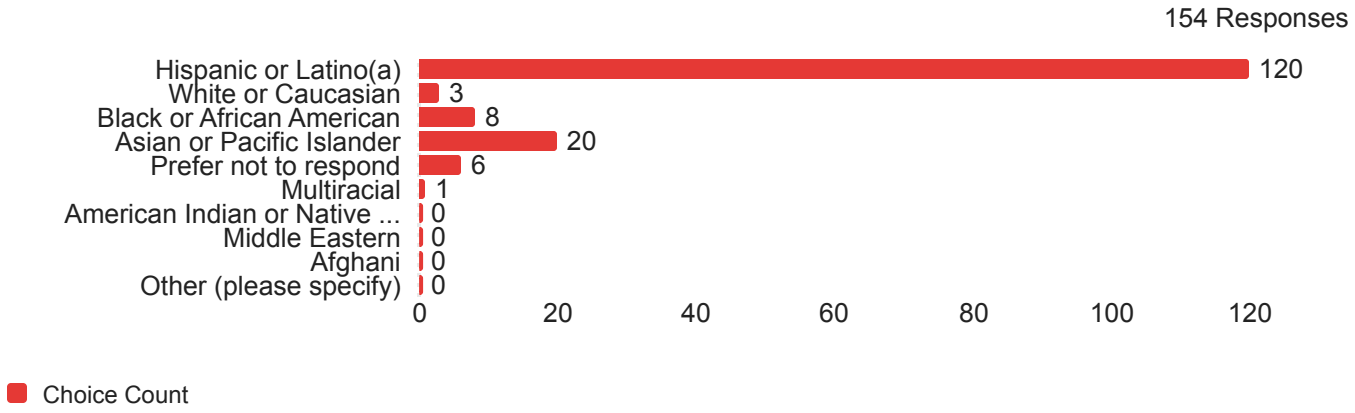


Q11 - How old are you?

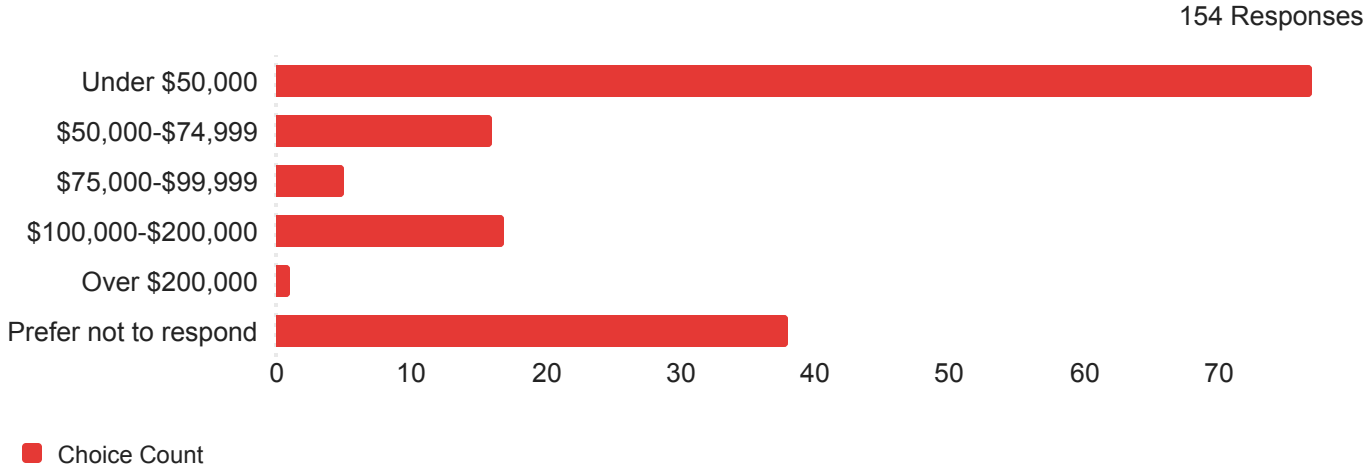
155 Responses



Q12 - With which racial or ethnic group(s) do you identify? - Selected Choice

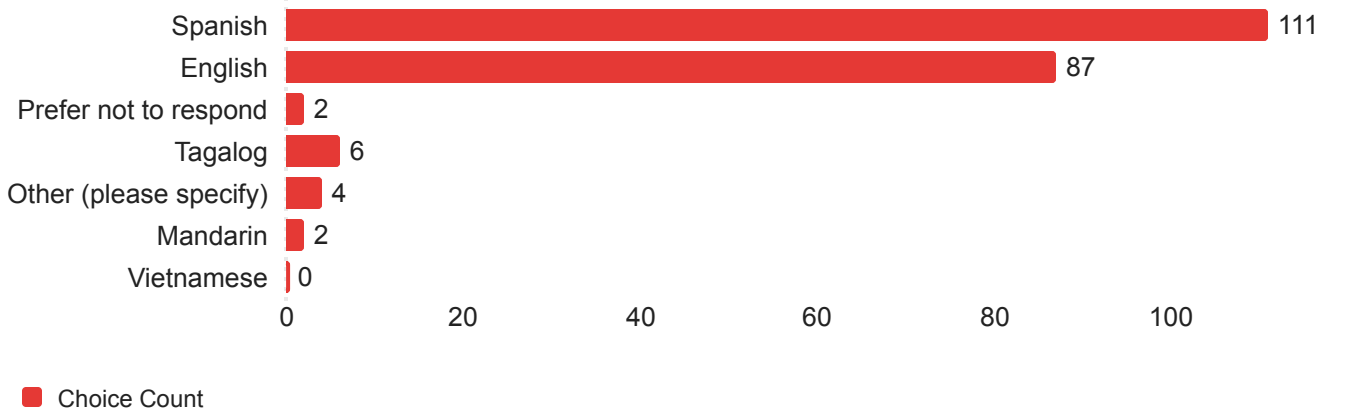


Q13 - What is your household income?



Q14 - What language(s) do you speak at home? - Selected Choice

152 Responses

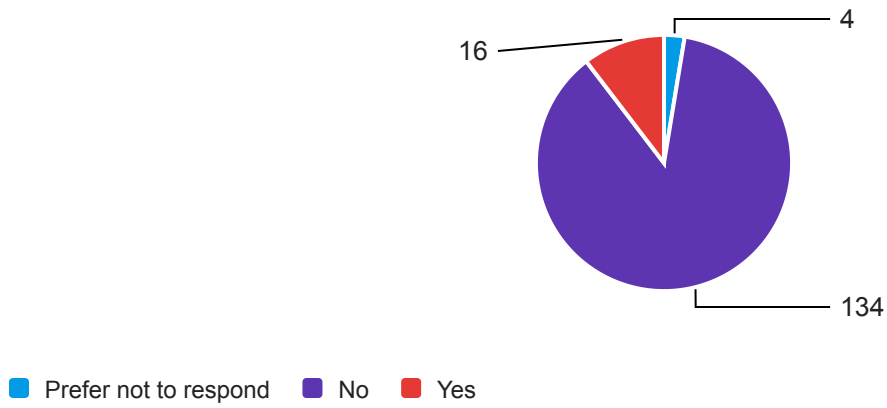


Q14_6_TEXT - Other (please specify) - Text

Other (please specify) - Text
CANTONES
arabic
Burmese

Q15 - Do you identify as someone who has a permanent disability?

154 Responses



Appendix C. A Street & B Street Survey Summary

A total of 432 surveys were collected between May 15-July 25, 2025. Of that total, **272 surveys** were completed for **A and B Street.** Four surveys were not completed for a specific corridor. Questions 1, 7, and 8 are summarized in Appendix D.

Q2 - How I relate to the corridor

Field	Choice Count
I live on the corridor	88
I shop on the corridor	70
I live 1 to 3 blocks away from the corridor	49
I live elsewhere in Hayward	34
I work on the corridor	21
I live outside of Hayward	20
I go to school on the corridor	13
Total	233

Q3 - How I travel on/across this street - Selected Choice

272 Responses

Field	Percentage of Responses
I drive	67%
I walk	53%
I take transit	8%
I ride a bike or scooter	6%
Other	1%

Q3_5_TEXT - Other - Text

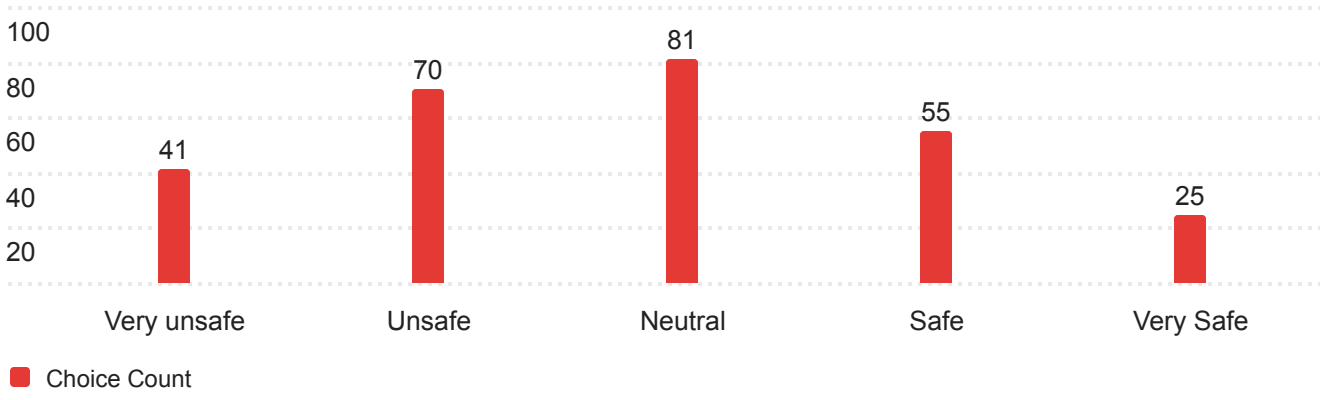
Other - Text
I walk my dog

Q4 - How often I travel on this street

Field	Choice Count
Every day	166
Once a week or more	81
A few times a month	13
A few times a year	11
I don't travel on this street	0
Total	271

Q5 - How safe I feel when traveling on this corridor

272 Responses



Q6 - These barriers and safety challenges affect me the most (choose your top three priorities for this corridor, leaving the remaining barriers blank)

270 Responses

Field	Percentage of Responses
New or safer crossings at intersections for people walking or biking	66%
Slow drivers down	65%
Better street lighting	52%
Safer or more comfortable bike lanes	36%
Safer or more comfortable sidewalks	32%
Improvements for people with a disability	25%
Better/safer bus stops	17%

Q9 - What is your ZIP code of residence? - Selected Choice

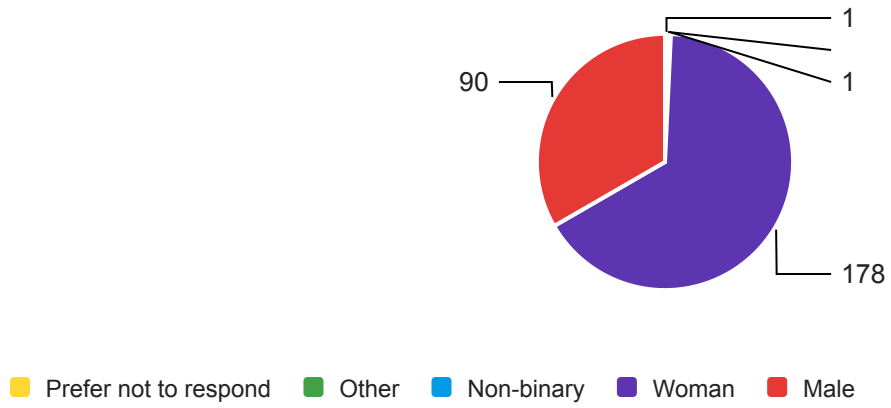
Field	Choice Count
94541	185
94544	29
94545*	15
94545*	4
Another zip code	28
Prefer not to respond	11
Total	272

***94545 has combined total of 19**

Summary of the 28 "Another zip code responses":
94580 (7)
94578 (5)
94542 (3)
94546 (2)
94577 (2)
94603 (2)
04603
94554
94601
94607
94610
94804
NA

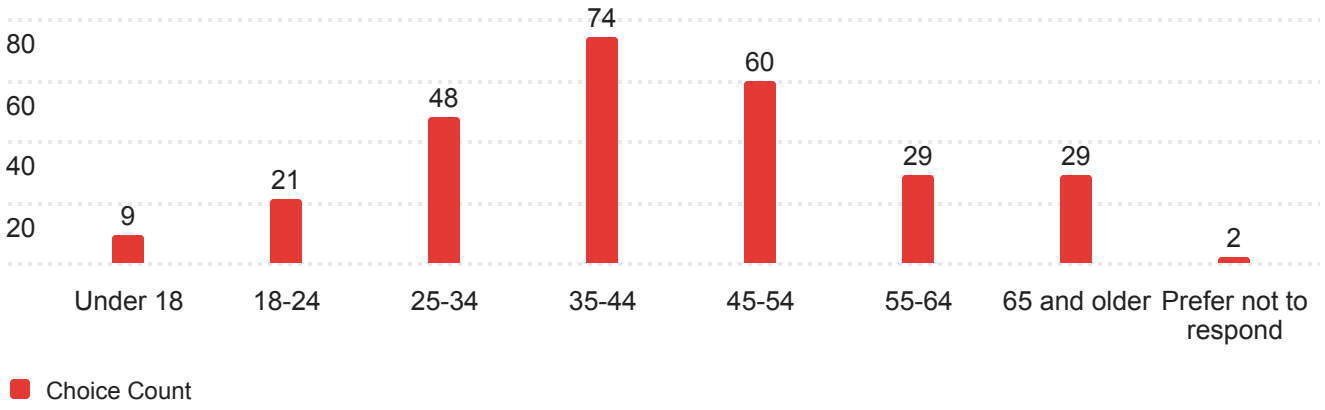
Q10 - How do you describe your gender? - Selected Choice

270 Responses

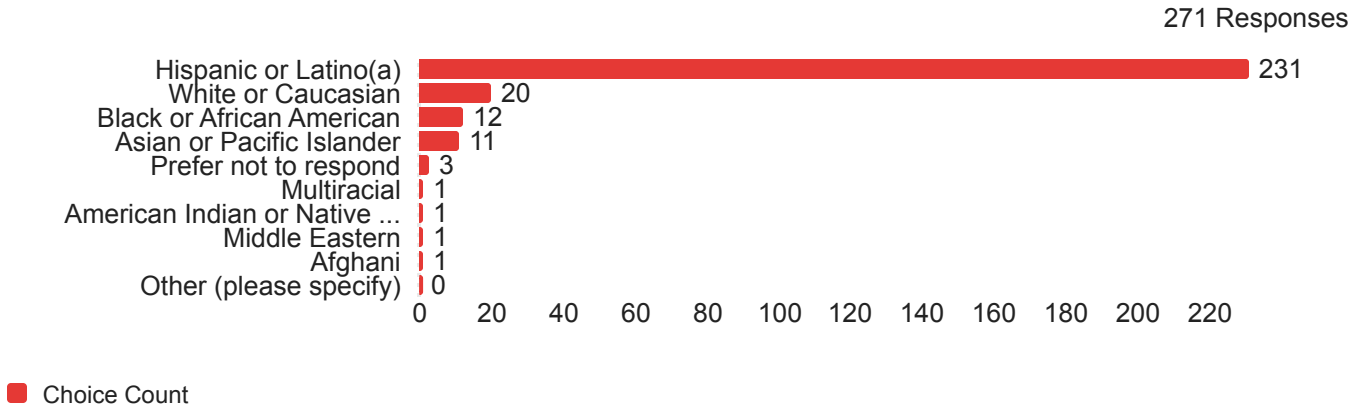


Q11 - How old are you?

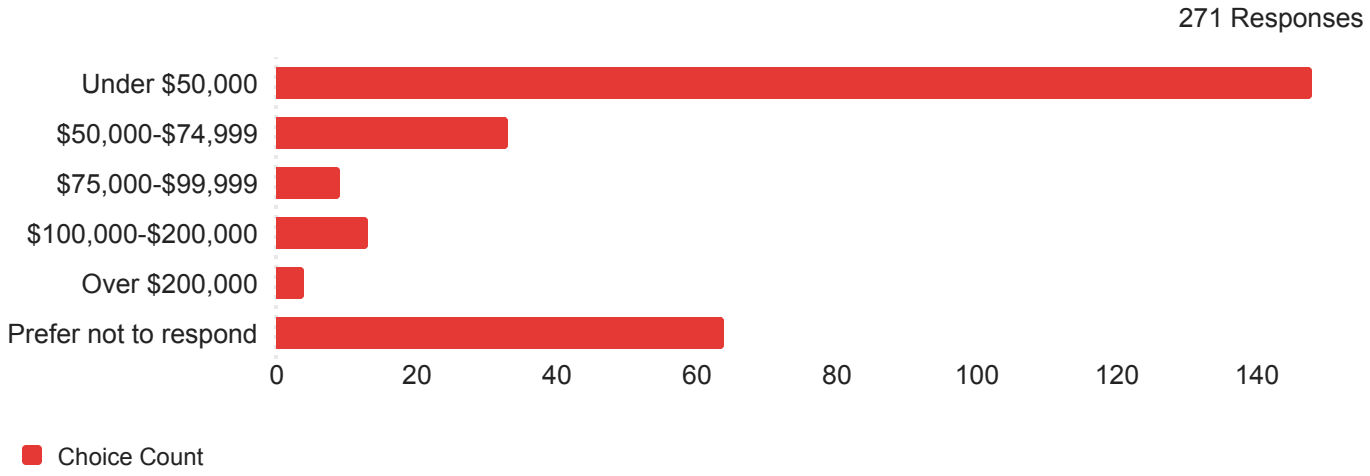
272 Responses



Q12 - With which racial or ethnic group(s) do you identify? - Selected Choice

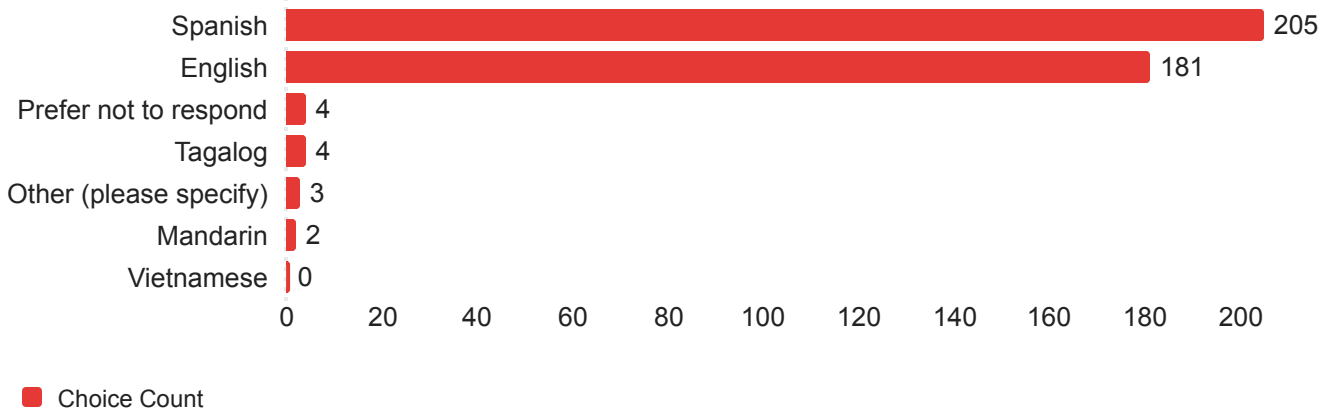


Q13 - What is your household income?



Q14 - What language(s) do you speak at home? - Selected Choice

272 Responses

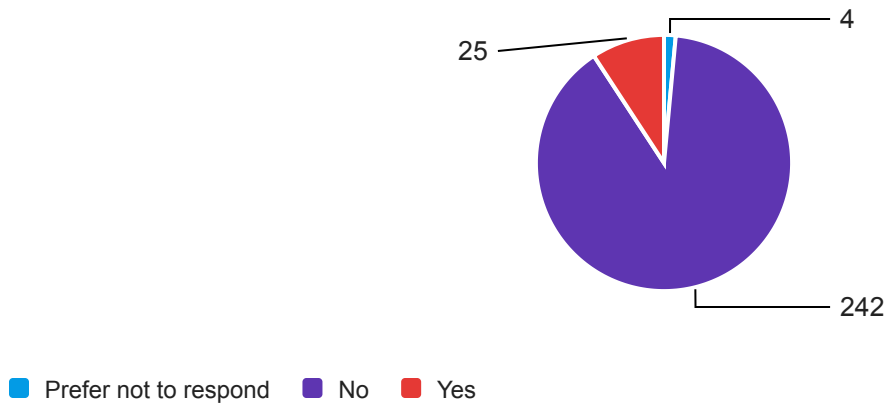


Q14_6_TEXT - Other (please specify) - Text

Other (please specify) - Text
cantonese
Portugues
Cantonese

Q15 - Do you identify as someone who has a permanent disability?

271 Responses



Appendix D. Survey Written Responses

	Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
1	A Street and/or B Street	More light at night, less homeless people. Less traffic.	
2	A Street and/or B Street	Safer crossings at intersections for people walking. Way too many drivers speeding & not yielding to pedestrians. I would like to see more of the yellow signage with flashing lights just link the ones in front of McDonalds on West A St.	Some of your bus drivers don't pick up passengers after dark, or after 6 to 7pm. Monitor them and fire them for not pick up passengers
3	A Street and/or B Street	police presence during rush hour.	My family lived in this corridor for 50+ yrs & we walk daily to grocery stores/farmers market, restaurants/fast foods, cannery park for Little League/picnics, banks, library, Copy Pacific, city hall to pay bills/visit art gallery, library, All Saints church, Century theatre & BART. Some of us drive to Business Costco, Target, Southland, Home Depot, gas station & BofA (since they closed A St office) using this corridor, Hesperian Blvd & Mission Blvd.
4	A Street and/or B Street	Speed control Street lights	
5	A Street and/or B Street	safe walking sidwalks	
6	A Street and/or B Street	More street lighting	No
7	A Street and/or B Street	More traffic lights	That homeless people have places to go, because I feel unsafe with their presence.
8	A Street and/or B Street	Cameras at traffic lights, but not the kind that sends photos, but rather to catch those who are going at high speed.	
9	A Street and/or B Street	Outdoor activities for young people and families to spend time together	no
10	A Street and/or B Street	More security, police officers watching the area.	Better street lighting.
11	A Street and/or B Street	Wider streets Safe crossings Speed control	
12	A Street and/or B Street	more streetlights	Drivers need to be more respectful towards the school bus. Please
13	A Street and/or B Street	less homeless, for security be more police presence.	the cars need to slow down speed
14	A Street and/or B Street	more lighting at night.	at parking on the street, there are too much for industrial, but we need more for the community residents.
15	A Street and/or B Street	more public lighting, more bus stops.	cars to slow down
16	A Street and/or B Street	in my opinion I think this is good.	we need help to be safer.
17	A Street and/or B Street	More surveillance, police care More police presence	Light signals at intersections.
18	A Street and/or B Street	better street lighting	bike lines affect the traffic.
19	A Street and/or B Street	Better lighting	Security
20	A Street and/or B Street	More traffic lights on the streets	no no
21	A Street and/or B Street	The most is the light. on the streets.	no
22	A Street and/or B Street	In my opinion, I think it's better to improve in the speed bumps	
23	A Street and/or B Street	speed bumps	stop signs
24	A Street and/or B Street	Lights and people to respect.	
25	A Street and/or B Street	More surveillance so that students feel safer walking on A St.	More speed bumps to reduce speed.
26	A Street and/or B Street	They should put speed meters	To reduce the speed limit.
27	A Street and/or B Street	put more speed bumps to reduce the speed of cars.	more security, police monitoring, especially during school hours.
28	A Street and/or B Street	Crosswalk signals	Bike lanes.
29	A Street and/or B Street	They should put up more speed bumps and thus reduce the speed.	no
30	A Street and/or B Street	More security during school hours.	I would like more police presence to ensure that the rules are followed.
31	A Street and/or B Street	Safe and visible crossings.	More surveillance because there is vandalism.
32	A Street and/or B Street	speed bumps	
33	A Street and/or B Street	more police presence.	fix streetlights
34	A Street and/or B Street	Better signs, more traffic lights.	homeless help!
35	A Street and/or B Street	reduce the speed limit for the school zone and add more speed bumps.	people drive very fast, down A St.
36	A Street and/or B Street	fix potholes.	not really.
37	A Street and/or B Street	More police or surveillance Many homeless and they are often very aggressive.	
38	A Street and/or B Street	slow driving.	N/A
39	A Street and/or B Street	making a way to keep drivers alerted of their surroundings at all times.	

	Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
40	A Street and/or B Street	better street lighting	no
41	A Street and/or B Street	More surveillance.	There are many homeless people.
42	A Street and/or B Street	More lighting near bart	They should do something to reduce the number of homeless people.
43	A Street and/or B Street	speed bumps at each corner	do something to avoid car donuts
44	A Street and/or B Street	speed bump in every corner	do something to avoid donuts in the street
45	A Street and/or B Street	put bumpers at every corner	they should control the number of turns or girls on street corners
46	A Street and/or B Street	more speed bump	find the way how to estop donuts
47	A Street and/or B Street	more street lights for people could feel more safe	no
48	A Street and/or B Street	less homeless	during downtown event more traffic control
49	A Street and/or B Street	more surveillance for more security	insecurity is felt with the presence of homeless people
50	A Street and/or B Street	more street lights	I believe to make a street saver the people lives there should take the iniciative like help the pedatrians obey the rule
51	A Street and/or B Street	more police surveillance	streets without much light are very unsafe and the presence of so many homeless people causes a lot of insecurity.
52	A Street and/or B Street	I feel safe	
53	A Street and/or B Street	lights and police	people do not respect traffic signals
54	A Street and/or B Street	security	cars go by too fast
55	A Street and/or B Street	more cleaning too many homeless people	more lighting
56	A Street and/or B Street	leaser traffic along with traffic flow	I feel as if there's to many traffic light
57	A Street and/or B Street	more crossing signs more lights more security	
58	A Street and/or B Street	more police officers	more lights on the streets
59	A Street and/or B Street	more lights security	
60	A Street and/or B Street	flashing lights more attention at crossings	
61	A Street and/or B Street	less intolerance W/the business owner/employees	
62	A Street and/or B Street	This person was in a laundry and was attacked by an armed man.	More police attention for the community
63	A Street and/or B Street	Help old people	no
64	A Street and/or B Street	More traffic signs	Many homeless people leaving trash everywhere.
65	A Street and/or B Street	Drivers to reduce speed	More security and police surveillance.
66	A Street and/or B Street	slowers cars	trash pick up
67	A Street and/or B Street	his son was beaten nearly to death by delinquents when he left Chavez School.	Police surveillance is not very efficient; when they are called, they arrive up to 40 minutes later.
68	A Street and/or B Street	More lights to feel safer	fix bus stop better
69	A Street and/or B Street	Provide accessible and continuous sidewalks	The number of homeles seen to lower but they sleep at bus stations.
70	A Street and/or B Street	more police presence, please	more crosswalks
71	A Street and/or B Street	Cleaner streets	sometimes homeless people are very aggressive and disturb the community
72	A Street and/or B Street	More traffic lights.	
73	A Street and/or B Street	More safe pedestrian crossings/ more lighting	
74	A Street and/or B Street	More security in shopping centers, especially in parking lots.	no
75	A Street and/or B Street	New paint/bike lanes	Maintained street cleaning Ness of landscape & big difference
76	A Street and/or B Street	More security, more police presence.	Streets are dirty.
77	A Street and/or B Street	Better street lighting. Pruning of trees to improve street lighting.	traffic signals that work all the time.
78	A Street and/or B Street	Better keep up, make if cleaner.	Lots of crime in area
79	A Street and/or B Street	Clean streets.	
80	A Street and/or B Street	Help for the homeless safety for pedestrians	
81	A Street and/or B Street	On A St near McDonald's they don't respect the pedestrian light	more flashing pedestrian crossings are needed
82	A Street and/or B Street	Repair of pedestrian crossings	safer pedestrian crossings.
83	A Street and/or B Street	Repair the pavement on A St St. passing Santa Clara St. there are many holes.	A St is dangerous for bicyclists.
84	A Street and/or B Street	Homeless Cleanup	Better street lighting
85	A Street and/or B Street	improve the pavement on A St. and pay more attention to fixing the camera lights.	many drug addicts are seen and vandalize cars a lot

	Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
86	A Street and/or B Street	Improve street lighting	I see many people on the streets under the influence of substances, I would like the city to do something about it to eliminate this because it is a bad example for the community.
87	A Street and/or B Street	more crossings for people	put speed bumps to slow down the cars
88	A Street and/or B Street	Fine people who throw a lot of garbage on the streets	the avenue looks very ugly with a lot of garbage
89	A Street and/or B Street	A St. passing the Costco needs pavement repair	a lot of garbage and a lot of homeles
90	A Street and/or B Street	a lot of drug addicts	
91	A Street and/or B Street	Street improvements and repairs	
92	A Street and/or B Street	The cars need slow down	
93	A Street and/or B Street	Put speed bumps to reduce speed	more signs for pedestrians
94	A Street and/or B Street	The intersection of A St and Mission Blvd is very dangerous	
95	A Street and/or B Street	A St is a very unsafe street due to the high number of homeless people.	more speed limit sings
96	A Street and/or B Street	there are many homeless people on the street	pay more attention to make more shelters for the homeless
97	A Street and/or B Street	Drivers slow down. Safety for students, because drivers do not respect when they are crossing the street.	
98	A Street and/or B Street	More police surveillance of the homeless.	repair the streets of the holes and traffic lights.
99	A Street and/or B Street	Speed bumps	Put more electric lighting on the streets.
100	A Street and/or B Street	More police presence, especially at night.	
101	A Street and/or B Street	Many homeless people living and sleeping on the streets and doing their business without caring who can see them, that causes a lot of insecurity.	A Street has many potholes in the pavement
102	A Street and/or B Street	keep more cleanliness and put more light bulbs so that it is not too dark	more help for the elderly
103	A Street and/or B Street	more police patrol.	trafic lights
104	A Street and/or B Street	more cleanliness in the sidewalks of the street	more garbage cans and respect for pedestrians.
105	A Street and/or B Street	More traffic lights.	
106	A Street and/or B Street	More cleanliness	Help for the homeless.
107	A Street and/or B Street	The bus pass more often, the bus less expence. More bus going to the Mall.	
108	A Street and/or B Street		The bus should go to Sunset Adult School, and Bart, and Southland Mall.
109	A Street and/or B Street	more traffic signal, traffic control.	no
110	A Street and/or B Street	a delay when the light change- in case strangers or people quick to go.	
111	A Street and/or B Street	Traffic is always backed up. I feel unsafe on A Street, especially when I have to turn into Mission.	I hate the lop still kind
112	A Street and/or B Street	more lighting.	Traffic signals should be timed, It takes forever to drive around down town. I avoid going there when possible.
113	A Street and/or B Street	Respect crosswalks, speed, homeless	
114	A Street and/or B Street	clean up garbage	
115	A Street and/or B Street	Changing one-way streets.	
116	A Street and/or B Street	lighting	
117	A Street and/or B Street	tratic, improvements, repair of streets	
118	A Street and/or B Street	put more traffic signals	
119	A Street and/or B Street	No homeless people	
120	A Street and/or B Street	more securty, more police prepuce	N/A
121	A Street and/or B Street	lower the speed limit	
122	A Street and/or B Street	police patrol	hayward is a beautiful place keep it safe
123	A Street and/or B Street	shining lights	
124	A Street and/or B Street	safer sidewalks	
125	A Street and/or B Street	no druks drivers	
126	A Street and/or B Street	slow down traffic and more better traffic flow	
127	A Street and/or B Street	bickers not to be an umpadiment	
128	A Street and/or B Street	keep the bus schedule on time	

	Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
129	A Street and/or B Street	The second of A by Second is a crooked disaster; I saw someone hit in a crosswalk the other day (the one with flashing lights) on the lead up to it. The lanes don't go straight, people go straight from the left hand turn lane on Second, and I've already been hit there on my way home from work by someone doing so. The lanes are faded, the road is pitted, and the entire area when you come down through Castro Valley towards Second and beyond is simply a mess. Everything worked better before the loop was created...I remember it clearly.	
130	A Street and/or B Street	Help with congestion. Lots of people get stuck at the intersections and sometimes block crosswalks.	
131	A Street and/or B Street	Move food vendors from the sidewalks so they don't obstruct traffic or the bike lane.	More shelter for the homeless
132	A Street and/or B Street		Mental health/ homeless
133	A Street and/or B Street	More lighting	like to see more patrols
134	A Street and/or B Street	more space is needed in the streets for walking in the streets, especially for those sellers with so little space to pass.	
135	A Street and/or B Street	More safety in the evenings	
136	A Street and/or B Street	law enforcement	I'll add comments to the map.
137	A Street and/or B Street	Slow cars down with more enforcement.	It is only a matter of time before a person gets hurt or killed on A Street, again.
138	A Street and/or B Street	better tratfic lights	pedestrian and bike streets would be more friendly
139	A Street and/or B Street	more bumps in neighborhoods to slow down	need drivers to slow down
140	A Street and/or B Street	more lighting safety	
141	A Street and/or B Street	more supporting and safe for people	
142	A Street and/or B Street	More marking of bike lanes	to make the division more visible
143	A Street and/or B Street	SLOW DOWN TRAFFIC	CARS ARE GOIN TO WRONG
144	A Street and/or B Street	safe drivers	to prohibit making donuts on the streets
145	A Street and/or B Street	MORE SURVEILLANCE FOR STREET SIGNS	PEOPLE ARE DRIVING TOO FAST
146	A Street and/or B Street	there are many holes in the streets	crossings for people
147	A Street and/or B Street	MAKE THE MORE ACCESSIBLE AND SAFER FOR DISABLED PEOPLE	NOT AT THE MOMENT
148	A Street and/or B Street	SPEED BUMPS A LOT A PEOPLE DRIVE FAST	NO
149	A Street and/or B Street	make speed limet 30 mph	fix the pot hayes and makie bike lames
150	A Street and/or B Street	more safety	
151	A Street and/or B Street	FIX THE POTHOLES AND MAKE THE CROSSING LANES FOR PEDESTRIANS BETTER	
152	A Street and/or B Street	more lighting more safety more security	
153	A Street and/or B Street	SLOW TRAFFIC	
154	A Street and/or B Street	Slowing down drivers	Cleaner A street, better road conditions
155	A Street and/or B Street	More lighting and control of homeless people	More control with people at bart station.
156	A Street and/or B Street	Better street lighting	no
157	A Street and/or B Street	more lights/visibility for walkers	something needs to be done to reduce garbage/ misuse of open spaces/ encampments
158	A Street and/or B Street	street lighting with clearer lighting on poles more police surveillance	cleaning of the streets so that you do not see a lot of garbage
159	A Street and/or B Street	Street markings, streetlights, police surveillance, street cleaning	There is a lot of homeless, cleaning of parks and streets.
160	A Street and/or B Street	Make the streets safer	to ensure that they make the necessary improvements, especially for people with disabilities
161	A Street and/or B Street	More patrols at all hours	please provide more security near B Street where Bart is taken and around Luckys stire.
162	A Street and/or B Street	Fix uneven Streets	I would like A St to go back ways street
163	A Street and/or B Street	Street markings, streetlights, police surveillance, and truck cleaning	Cleanup of the park next to the schools, more cleanup, safe flashlights for pedestrians, additional streets for bicycles with security.
164	A Street and/or B Street	The Hayward bookstore has been beautifully renovated and even has a security guard inside.	However, outside at the entrance of the bookstore there are young people doing drugs and that is very unsafe and the security guard should be placed there for the safety of the community.
165	A Street and/or B Street	Repairing pedestrian crossings.	
166	A Street and/or B Street	Safe bicycle crossings and dismissal surveillance at Burbank High School.	On B Street there is a lot of insecurity, there are people living in their cars and at night they go out and do bad things, I personally do not feel safe and I have heard that people have died at the end of B Street, please more surveillance and more light at night.

	Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
167	A Street and/or B Street	better street lighting.	
168	A Street and/or B Street	Street improvements.	
169	A Street and/or B Street	THE PARK ON B ST. YOU SEE A LOT OF GANG MEMBERS AND A LOT OF VIOLENCE AMONG THEM	THIS CAUSES INSECURITY FOR THOSE WHO LIVE NEAR THE PARK ALONG B STREET.
170	A Street and/or B Street	THE CARS OR DRIVERS DO NOT RESPECT THE STOP SIGNS	A LOT OF FEAR OF HOMELESS PEOPLE BECAUSE SOME OF THEM ARE VERY AGGRESSIVE.
171	A Street and/or B Street	NEAR GRANT STREET AND B "ST STREET THEY FIGHT AND SHOUT A LOT THE HOMELESS PEOPLE.	IT DOES NOT FEEL VERY SAFE TO WALK ALONG B "ST STREET AND THE GRANT, ESPECIALLY WHEN IT GETS DARK.
172	A Street and/or B Street	IN CANNERY PARK IN THE AFTERNOONS SEVERAL DRUG ADDICTS GATHER THERE	THE DRIVERS DRIVE VERY HARD, IT IS WORRYING BECAUSE I TAKE CARE OF AN ELDERLY PERSON AND IT IS SCARY THAT THEY DO NOT RESPECT THE CROSSING.
173	A Street and/or B Street	IN ADDITION TO DRIVING VERY HARD AND NOT RESPECTING THE CROSSWALKS THEY PASS BY BURNING TIRES.	I HOPE THAT IMPROVEMENTS ARE MADE ON THESE STREETS, A AND B STREETS, TO LIVE IN A HEALTHIER ENVIRONMENT FOR OUR FAMILIES
174	A Street and/or B Street	Please clean up more. I'm very concerned about the trash. I feel unsafe around homeless people walking down the street, because they look like they are on drugs.	On B Street and Filbert, I haveve noticed cars reaching girls most of the time. There is also a lot of dog poop on the streets. My neighbors have told me that their packages of things they order online are often stolen. There is a lot of crime on B Street. My husband feels very unsafe when he goes out at night to walk my dog.
175	A Street and/or B Street	There should be more security, that the lines of traffic on the streets be repainted.	The sidewalks should be kept cleaner, because they look bad.
176	A Street and/or B Street	Crossing guards, street signs, more pathways.	Streets are a bit compact for safe biking.
177	A Street and/or B Street	PUT FLASHING LIGHTS AT CROSSINGS FOR PEOPLE	IF BUMPS WERE PLACED WHEN APPROACHING A CROSSWALK, DRIVERS WOULD SLOW DOWN AND MANY ACCIDENTS COULD BE AVOIDED.
178	A Street and/or B Street	Better lighting, police patrol.	N/A
179	A Street and/or B Street	MORE SAFE CROSSINGS FOR ELDERLY PEOPLE WHO CAN'T WALK VERY FAST, PLEASE THINK ABOUT OUR ELDERLY.	TO BE STRICTER WITH DRIVERS WHO DO NOT RESPECT SPEED SIGNS.
180	A Street and/or B Street	N/A	IDK
181	A Street and/or B Street	If people would drive a little slower.	no
182	A Street and/or B Street	The walking and stopping lights.	
183	A Street and/or B Street	wider lanes with clear/ safer crossing	
184	A Street and/or B Street	Cannery Park is a family park, but there are a lot of homeless people and kids smoking marijuana, which looks very bad.	It is a danger for children to play there.
185	A Street and/or B Street	safer crossings for elderly people	lanes for electric skates; they are needed
186	A Street and/or B Street	BETTER STREET LIGHT	NO
187	A Street and/or B Street	SAFER CROSSWALK	MORE LIGHTING BETWEEN ALICE ST AND BST
188	A Street and/or B Street	SLOWDOWN DRIVERS	NO
189	A Street and/or B Street	SLOW DOWN DRIVERS	MANY ACCIDENTS ARE SEEN ALONG ALICE ST. AND B ST.
190	A Street and/or B Street	I LIVE ON B ST STREET	PEOPLE HAVE HAD THEIR CAR WINDOWS BROKEN AND TOOLS STOLEN.
191	A Street and/or B Street	more lights and more cops.	none
192	A Street and/or B Street	better lights on the streets	more cops patrolling, especially at night.
193	A Street and/or B Street	more lighting	speed bumps, more neighborhood meetings/neighborhood watch
194	A Street and/or B Street	I would like to see the street more cleaner.	no
195	A Street and/or B Street	Clean streets and better protection.	
196	A Street and/or B Street	more protection and need to be more clean areas.	none
197	A Street and/or B Street	more people to be watching over the street to keep us safe	not at the moment
198	A Street and/or B Street	More security for people who are walking, and respect for people.	I would like them to comply and make changes.
199	A Street and/or B Street	to have more security with the presence of the police, more vigilance in the park.	
200	A Street and/or B Street	that there be more vigilance in the park, because sometimes they are selling drugs.	
201	A Street and/or B Street	Find housing and support for the homeless, mental services for them.	
202	A Street and/or B Street	They need to have more control over people going on street, especially with the homeless.	I feel not safe with so many people living on streets.
203	A Street and/or B Street	there is too much insecurity going to the park, especially at night.	we need more police patrol.
204	A Street and/or B Street	that there be speed bumps, so that drivers reduce their speed.	
205	A Street and/or B Street	Surveillance for cars to make them stop, to put speed bumps to slow them down.	

	Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
206	A Street and/or B Street	pediastrisars crossing for people to be safe	
207	A Street and/or B Street	more vigilance from the police because there are aggressive homeless people.	More lighting at night.
208	A Street and/or B Street	clean the street there is a lot of garbage	
209	A Street and/or B Street	street cleaning mostly around the bart station.	
210	A Street and/or B Street	more lighting	
211	A Street and/or B Street	[ared] dogs	
212	A Street and/or B Street	I don't feel safe because of the people living on the streets	
213	A Street and/or B Street	girls in the evenings	
214	A Street and/or B Street	eliminate homeless people	
215	A Street and/or B Street	better street lighting	i would like a safer bus stop because a lot of them are very unsafe
216	A Street and/or B Street	Street repairs	
217	A Street and/or B Street	more lighting more security at the intersection where people walk	
218	A Street and/or B Street	MORE STOP SING	NO
219	A Street and/or B Street	STOP SING/SLOWER LIMIT	MORE PARKS
220	A Street and/or B Street	STOP SING/SLOWING DOWN	
221	A Street and/or B Street	that something be done to reduce the large number of homeless people	there are so many homeless people that it is not even possible to tell if they are drug addicts among them
222	A Street and/or B Street	SAFETY	NO
223	A Street and/or B Street	MORE POLICE SURVEILLANCE IS URGENTLY NEEDED	POST SIGNS TO LOOK OUT FOR EACH OTHER AS NEIGHBORS
224	A Street and/or B Street	TO HELP PREVENT CAR THEFT AND VANDALISM IN THE EARLY MORNING HOURS.	SIGNS IN NEIGHBORHOODS TO LOOK OUT FOR EACH OTHER AS NEIGHBORS
225	A Street and/or B Street	ADD SPEED BUMPS TO REDUCE DRIVERS' SPEED	BETTER TRAFFIC SIGNAL LIGHTS, ESPECIALLY WHEN TURNING INTO A STREET.
226	A Street and/or B Street	INSTALL SPEED BUMPS TO REDUCE SPEED	ADD MORE TRAFFIC LIGHTS
227	A Street and/or B Street	MORE SAFETY ON THE STREETS	
228	A Street and/or B Street	MORE PUBLICITY ON SAFETY	BETTER SIGNAL FOR PEDESTRIAN CROSSINGS
229	A Street and/or B Street	TRAFFIC LIGHTS AND STOP SIGNS ARE TOO FAR APART	AND DRIVERS DO NOT RESPECT THE SIGNALS AND DRIVE TOO FAST.
230	A Street and/or B Street	TO PUT UP SLOWER DRIVING SIGNS, TO MAKE IT SAFER FOR CHILDREN WALKING HOME FROM SCHOOL.	MORE SPEED BUMPS NEAR SCHOOLS TO MAKE DRIVERS RESPECT SPEED LIMITS AND CHILDREN'S CROSSINGS
231	A Street and/or B Street	THERE ARE MANY HOMELESS PEOPLE ON A STREET, SO THEY DO NOT FEEL SAFE.	PLEASE PUT MORE CROSSWALKS WITH FLASHING LIGHTS WHEN PEOPLE CROSS
232	A Street and/or B Street	Better bicycle signage.	Better street lighting.
233	A Street and/or B Street	Pedestrian crossing lights.	Let the lanes be divided, so that the bicycle lanes are safer.
234	A Street and/or B Street	More police surveillance.	
235	A Street and/or B Street	More police presence.	They should put speed bumps so drivers slow down.
236	Tennyson Road	Fewer homeless people and reduced speed limits for drivers.	Traffic signs in pedestrian zones.
237	Tennyson Road	More lighting	
238	Tennyson Road	more surveillance	
239	Tennyson Road	more surveillance	
240	Tennyson Road	Better lights and cross walks	no
241	Tennyson Road	Slowing down drivers	
242	Tennyson Road	find a way to slow drivers down and make them be aware of their surroundings.	No
243	Tennyson Road	more police patrol for street racing.	no
244	Tennyson Road	more traffic lights.	no
245	Tennyson Road	more lighting and more visible signage.	
246	Tennyson Road	more lighting for pedestrians and a traffic light to warn them to cross the street.	more lighting.
247	Tennyson Road	to make the streets safer	no
248	Tennyson Road	Driving more carefully	no
249	Tennyson Road	pedestrian crosswalks plus lighting.	The bus stops are very unsafe. Listen to the residents, really listen to their needs.
250	Tennyson Road	better street lighting.	no
251	Tennyson Road	that there be more police presence.	
252	Tennyson Road	to improve street lighting.	Cyclists should not use the sidewalks. People using scooters (electric scooters) have knocked down pedestrians while using the sidewalks.
253	Tennyson Road	traffic safety, and that drivers respect traffic signs and signals.	no

Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
254 Tennyson Road	more pedestrian crossings	To pay more attention because the only pedestrian crossing on W Tennyson has not been fixed.
255 Tennyson Road	In the nearby shops there are many men drinking and there is a lot of violence between them.	the crosswalk is useless and cars do not respect pedestrians
256 Tennyson Road	The cars do not respect the traffic light	do something to stop the violence on the street
257 Tennyson Road	More surveillance Faster response when the police are called	please more crosswalk signs along W Tennyson Rd.
258 Tennyson Road	the pedestrian crossing is not being respected	more policemen watching, since there is a lot of insecurity due to the many homeless people who fight in the streets.
259 Tennyson Road	More proper enforcement on loiters, and those who disturb the peace.	I am concerned about the needs that homeless people may have.
260 Tennyson Road	more lighting and less homeless.	These streets are unsafe and at times very dangerous! We need to clean up and enforce Tennyson Rd.
261 Tennyson Road	more police, better street lights, cleaner streets.	no
262 Tennyson Road	more police patrol and presence, cleaner streets.	
263 Tennyson Road	more speed enforcement.	none
264 Tennyson Road	monitoring the speed.	cleaner streets specially near parks.
265 Tennyson Road	more public light, more police presence.	
266 Tennyson Road	Drivers to reduce and respect speed. Signals should work when pedestrians want to cross.	I like that they have fixed the bike lanes, it gives security. I see that the bus stops have been fixed.
267 Tennyson Road	Crosswalks should be in operation at all times and drivers should respect the signals.	Pedestrian crosswalks only work in summer.
268 Tennyson Road	More traffic lights, more lights.	Near the schools there are not enough traffic lights.
269 Tennyson Road	Drivers to reduce their speed.	no.
270 Tennyson Road	More police presence.	
271 Tennyson Road	There should be more police surveillance, drivers should reduce their speed, and respect pedestrians.	I have seen that drivers do not respect pedestrians.
272 Tennyson Road	More surveillance, let the patrols be on watch.	there should be more crosswalks.
273 Tennyson Road	More police surveillance.	
274 Tennyson Road	install speed limit meters	They should work on creating homes for the homeless, as there are many on the streets.
275 Tennyson Road	to repair the only pedestrian crosswalk	More crossings for pedestrians are needed.
276 Tennyson Road	more police officers watching/passing by W Tennyson Rd.	There is too much vandalism on W Tennyson Rd.
277 Tennyson Road	there is a lot of homeless people urinating in the street.	I think it's a very unsafe avenue for teens and adults. Some homeless people are aggressive.
278 Tennyson Road	do not respect the pedestrian crosswalk light	Please, put in more pedestrian crossings.
279 Tennyson Road	the cars to slow down and respect when crossing the lights	
280 Tennyson Road	safety yellow light every pedestrian	thank you for caring about making good changes for the entire community
281 Tennyson Road	more speed meters, because they go at high speed.	Drivers do not respect the cyclists' lane.
282 Tennyson Road	Security guards monitoring the streets	
283 Tennyson Road	more security	They should put in more police surveillance.
284 Tennyson Road	more surveillance	
285 Tennyson Road	more surveillance	we want more security
286 Tennyson Road	Speed bumps	More surveillance
287 Tennyson Road	more pedestrian crossings with lights	more police security
288 Tennyson Road	police take too long to arrive when an incident or accident happens	more public security and homeless shelters
289 Tennyson Road	police	a lot of crime in W Tennyson Rd
290 Tennyson Road	traffic lights are not respected	more police surveillance
291 Tennyson Road	More civil security (surveillance)	Pedestrian crossing signs.
292 Tennyson Road	Speed meters would help a lot	The cars pass by at high speed.
293 Tennyson Road	I want to safer place here because lot of homeless people was fighting and we aren't feel safe when we are walking with children	Lot of shooting happened here please more police take a time to help people around
294 Tennyson Road	bicycle and e-scooter lanes	Food vendors obstruct the bicycle lane
295 Tennyson Road	more police surveillance	do something to reduce the number of homeless
296 Tennyson Road	Cleaner streets, no homeless, more trashcans, more police officers, partaking traffic cameras to make it safer.	Convert underused/ inactive spaces into pedestrian plazas
297 Tennyson Road	more crossings to turn on the lights for pedestrians to pass	more public safety surveillance
298 Tennyson Road	more police surveillance	more street lighting please
299 Tennyson Road	More light at cress walks especially at big intersections	Add more streetlights, navigability at night very unsafe.

Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
300 Tennyson Road	There are many homeless people on the street and they leave a lot of garbage on the sidewalks.	cars drive by very fast and do not respect motorcyclists
301 Tennyson Road	control of homeless people because when there are too many, there is a feeling of insecurity.	safer crossings for pedestrians
302 Tennyson Road	More security, because there are many car thefts (car parts), cleaner streets because there is a lot of garbage.	lane lines to be more visible (need to be painted).
303 Tennyson Road	more lighting, cops need to more present.	
304 Tennyson Road	less traffic	
305 Tennyson Road	Better lighting, more speed signs.	
306 Tennyson Road	Security in the streets.	
307 Tennyson Road	Try not to have too many cars during rush hour.	
308 Tennyson Road	better streetlights	
	In the space from Huntwood to where it kicks up to 35mph as you head to Patrick, start slowing people down to the 25mph they are supposed to be going. I see drivers each day not stopping at the flashing crosswalk by the ice cream shop, and people constantly speed at 35mph+. The area has too much going on for people to be going that fast. Past Huntwood to Mission, however, the 25mph zone is odd and useless. It was fine as it was. It's also a shame the police substation left this area.	
309 Tennyson Road		
310 Tennyson Road	Potosless fixed	N/A
311 Tennyson Road	NOT AS MUCH DRUNKS DRIVER	
312 Tennyson Road	LESS HOMELES ON THE STREERS	
313 Tennyson Road	CLEAN UP NEIBORHOOD	CLEAN UO STREET
314 Tennyson Road	SAFETY AT CROSSWALKS	
315 Tennyson Road	MORE SPEED BUMPS	SAFER SIDEWALKS FOR PEDESTRIANS
316 Tennyson Road	SAFE,CLEAN AND WALKABLE FOR STUDENTS	MANY FAMILIES AND STUDENTS WALK THIS AREA AND IT BE SAFER
317 Tennyson Road	CLEANER STREET	
318 Tennyson Road	CLEAN MORE	
319 Tennyson Road	SURVEILLANCE OUTSIDE CHAVEZ ELEMENTARY SCHOOL AND TENNYSON HIGH SCHOOL	
320 Tennyson Road	MORE LIGHTING AND ALSO MORE CROSSWALKS FOR PEOPLE	THERE IS VERY LITTLE SECURITY AS THERE ARE MANY PEDESTRIANS
321 Tennyson Road	MORE SURVEILLANCE	WE WANT MORE SECURITY
322 Tennyson Road	slow drivers down, better crosswalk lighting	love that improvement are being made
323 Tennyson Road	safe streets, lights on crosswalk parenent	the car on huntwood continue to be hit becasue of bikelines
324 Tennyson Road	safe streets	cars are always being hit on huntwood
325 Tennyson Road	TENNYSON TURNS ISLANDS CAUSE WIDE TURNS AND PRONE TO ACCIDENTS	
326 Tennyson Road	more supporting more safety for people	be nice to each other because life is short.
327 Tennyson Road	slowdown trafic because their are crazy drivers	
328 Tennyson Road	SPEED CONTROL	
329 Tennyson Road	TENNYSON TURNS ISLANDS CAUSE WIDE TURNS AND PRONE TO ACCIDENTS	
330 Tennyson Road	Better/clearer/safe bike lane/ walkways	
331 Tennyson Road	SPEED CONTROL	
332 Tennyson Road	MORE PUBLIC SAFETY	SAFE CROSSINGS FOR PEOPLE
333 Tennyson Road	traffic enforcement	
334 Tennyson Road	BETTER TRAFFIC ENFORCEMENT	
335 Tennyson Road	SLOW DRIVERS	
336 Tennyson Road	Bike lanes and crossing of cars	We normaly drive through its not safe when change lanes
337 Tennyson Road	THIS BIKE LINE BARRIERSON TENNYSON & HESPERIAN CAUSE TOO MUCH TRAFFIC & ACCIDENTS	
338 Tennyson Road	The eticks that protect like lanes	
339 Tennyson Road	Better sidewalks	
340 Tennyson Road	MAKE MORE LIGHT POST	NO
341 Tennyson Road	Lighting with bike signals	
342 Tennyson Road	safe streets	not at the moments
343 Tennyson Road	to put speed meters	more police surveillance
344 Tennyson Road	at night you feel more insecure	
345 Tennyson Road	MORE POLICE CONTROL. THERE ARE DRIVERS SPEEDING.	SAFER STREETS
346 Tennyson Road	CLEAN THE STREETS AND ENSURE THERE ARE NO DRUG ADDICTS CIRCULATING THE STREETS. THEY ARE A DANGER.	TENNYSON STREET AND HUNTWOOD STREET ARE VERY DANGEROUS
347 Tennyson Road	MANY ACCIDENTS ON TENNYSON STREET.	THEY DRIVE VERY FAST ON THAT STREET.

Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
348 Tennyson Road	More order with street vendors	Parked vehicles
349 Tennyson Road	Speed control on streets and avenues.	That in Tennyson area shopping centers some informal businesses block the view or block bus stops.
350 Tennyson Road	Fewer homeless people and drug addicts on the streets.	
351 Tennyson Road	Safer intersections and cross walks for pedestrians.	
352 Tennyson Road	more lights.	more safe parking areas.
353 Tennyson Road	a little more sign to walk and the entrance or exists from the freeway to the streets.	
354 Tennyson Road	Yes, more security for the homeless.	nothing, thank you.
355 Tennyson Road	Security	N/A
356 Tennyson Road	Idk	Idk
357 Tennyson Road	N/A	N/A
358 Tennyson Road	people slowing down when they see a pedestrian.	no
359 Tennyson Road	add more IDK	IDk
360 Tennyson Road	Crosswalk and sidewalk improvements around the 880 overpass.	
361 Tennyson Road	more street lighting especially after South Hayward Point.	The city should look into Silva St.
362 Tennyson Road	more lighting	
363 Tennyson Road	Lamps, trash cans.	
364 Tennyson Road	Walking safety.	remove from the streets people who are dedicated to drinking alcohol and making groups.
365 Tennyson Road	Homeless cleanup	
366 Tennyson Road	MORE POLICE PATROL	THEY PARK ON HARVEY ST. AND PEOPLE DRIVE TO FAST,AND THAT LOOK SUSPECTS
367 Tennyson Road	nme	nme
368 Tennyson Road	There should be more shelters for homeless people.	
369 Tennyson Road	More police surveillance.	Drivers should slow down.
370 Tennyson Road	Provide more security, more police.	Make the sidewalks wider.
371 Tennyson Road	flashing lights for pedestrians on crosswalks.	
372 Tennyson Road	Put up speed bumps to reduce speed, put up more traffic signs.	Drivers should slow down.
373 Tennyson Road	They should clearly mark the traffic signs.	
374 Tennyson Road	More traffic signs. Drivers, please respect pedestrians.	There should be more security, because there are many homeless people and they are not respectful.
375 Tennyson Road	Streets maintenance.	No
376 Tennyson Road	More lighting during the night.	No
377 Tennyson Road	To put more speed limit.	To clean more the streets.
378 Tennyson Road	no	no
379	bring back the 91 bus or 31 bus, that used to travel on Whitman street, in front of Tennyson High School	
380	MORE POLICE WATCHING	

Hayward HIN Safety Plan

A STREET

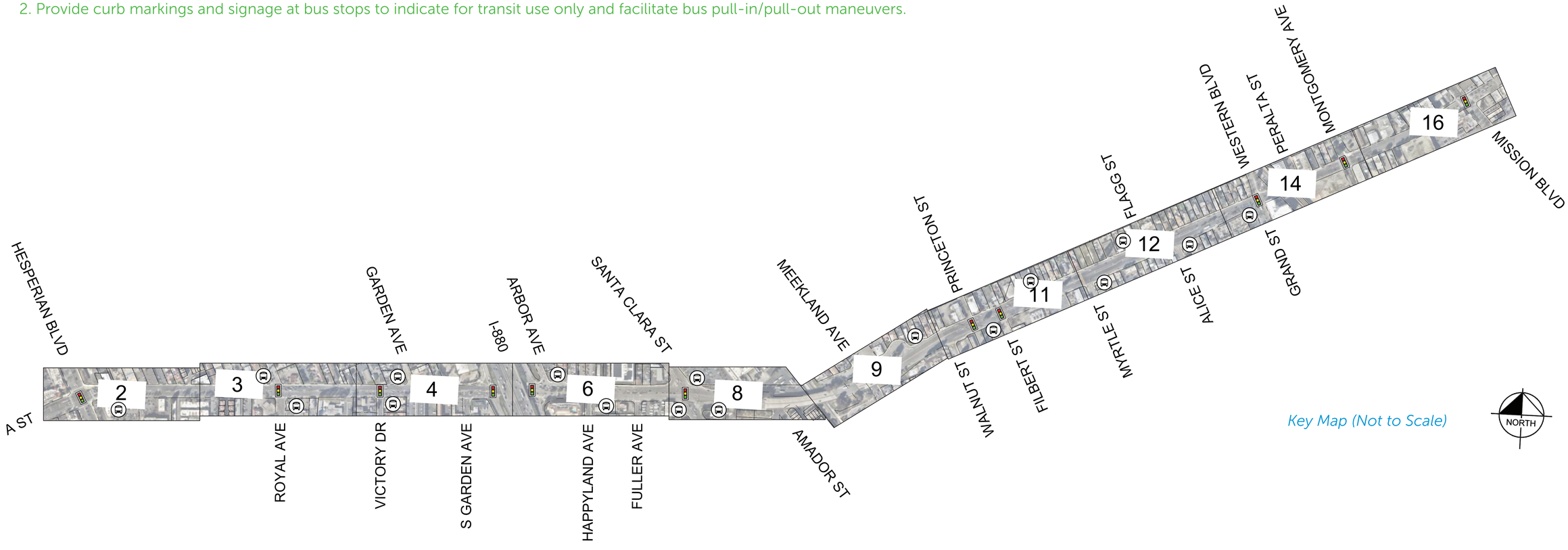
A Street Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

Traffic Calming Recommendations
1. Coordinate traffic signals to align with City goals (improve traffic operational performance, limit traffic speeds, etc.).
2. Install retroreflective backplates on all traffic signals.
3. Refresh or add roadway markings, including crosswalks and bicycle lane markings, using thermoplastic.
4. Add advanced stop bars at all intersections.

Pedestrian Recommendations
1. Install pedestrian-scale lighting throughout the entire corridor.
2. Upgrade curb ramps to comply with current ADA standards.
3. Modify median noses that intrude into marked crosswalks.
4. Add red curb for daylighting in accordance with AB 413.

Bicycle/Transit Recommendations
1. Avoid bicycle/transit conflicts at bus stops by implementing transit islands, shared cycle track stops, or other treatments.
2. Provide curb markings and signage at bus stops to indicate for transit use only and facilitate bus pull-in/pull-out maneuvers.



November 2025

Hayward HIN Safety Plan

A STREET

Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 1

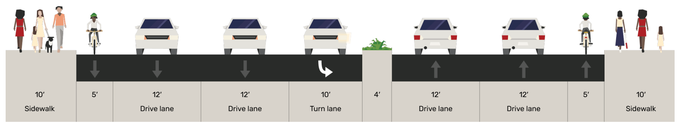


Legend

- # — Cross Section Location
- Railroad
- Signalized Intersection

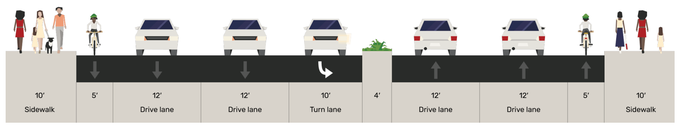
EXISTING CONDITIONS

Class II bike lanes in both directions.



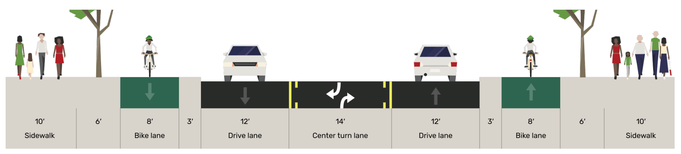
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, protected traffic signal phasing, RRFBs, etc.



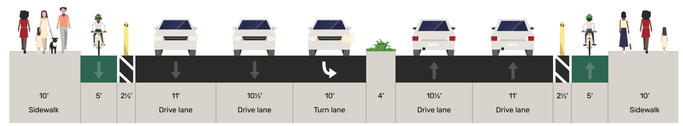
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

Implement a road diet to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



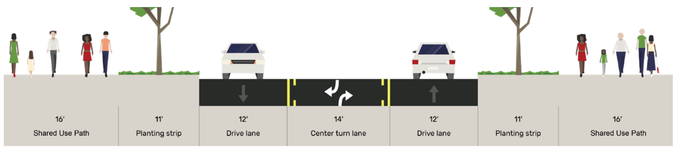
CONTINUOUS BIKE FACILITY:
Lane Narrowing and Flex Post Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.



HIGH INVESTMENT OPTION 2:
Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths in both directions.



November 2025

HAYWARD Vision Zero

Kimley»Horn

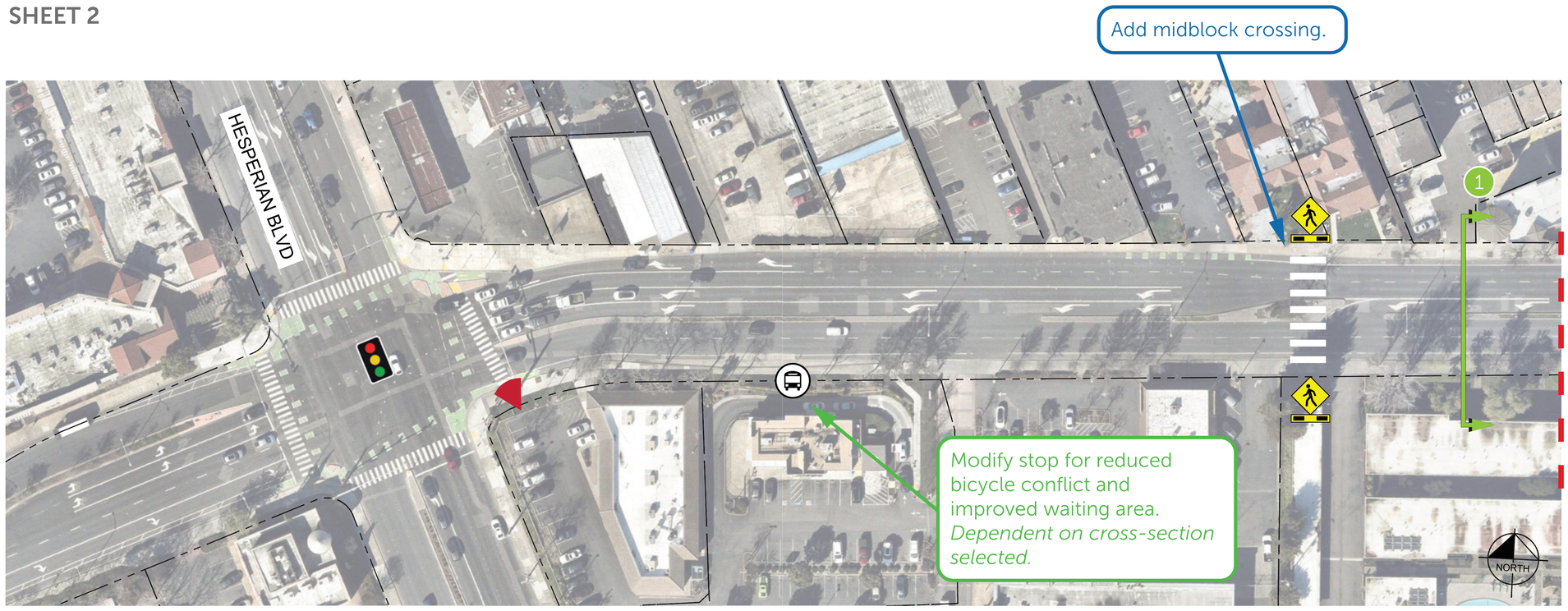
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Hayward HIN Safety Plan

A STREET

Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 2



Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.

Legend

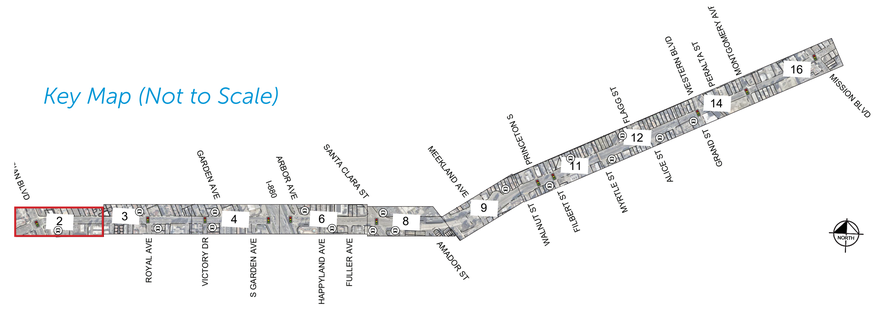
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



November 2025

HAYWARD Vision Zero

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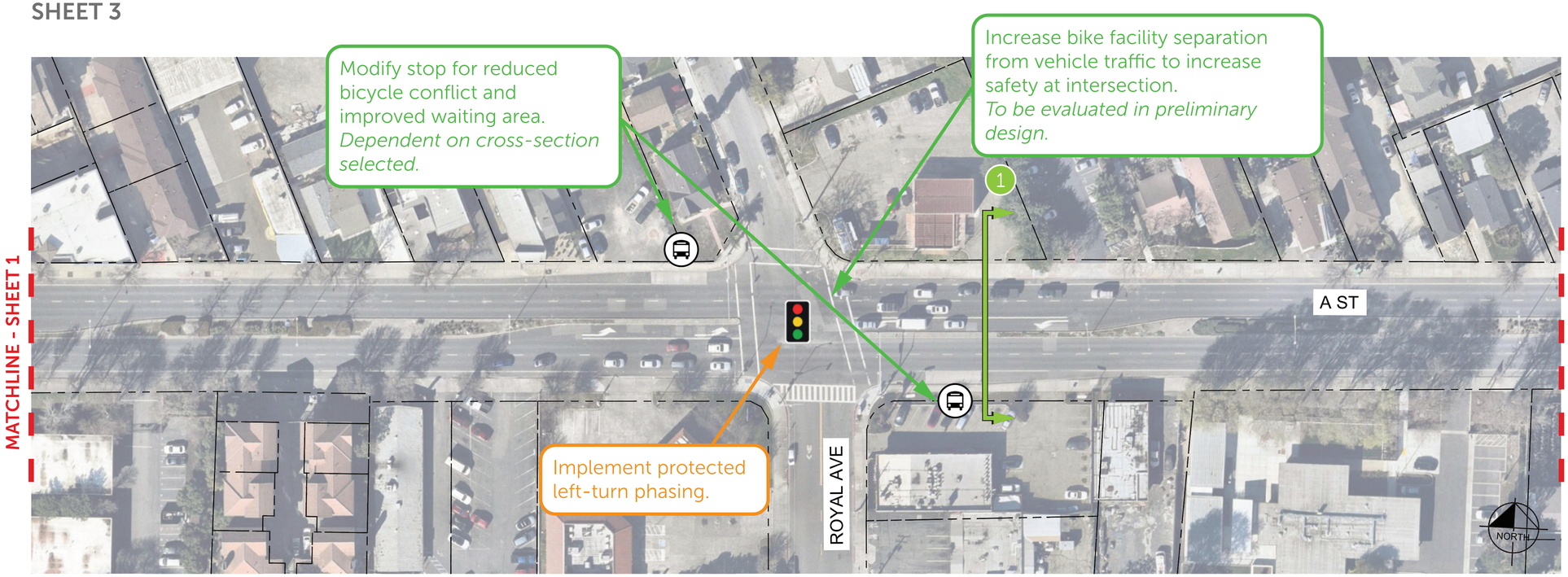
alta

Hayward HIN Safety Plan

A STREET

Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 3



Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.

Legend

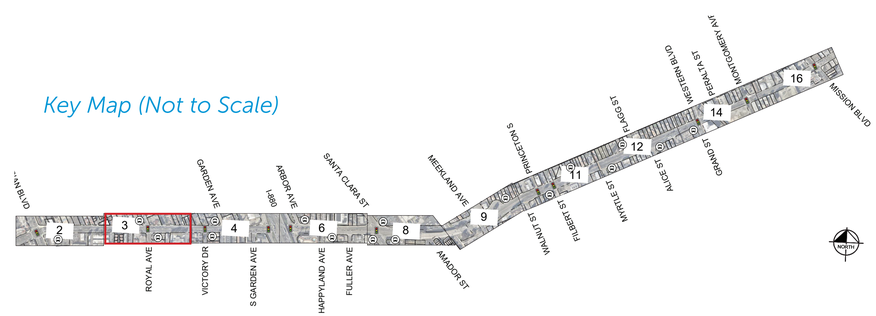
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



November 2025

HAYWARD Vision Zero

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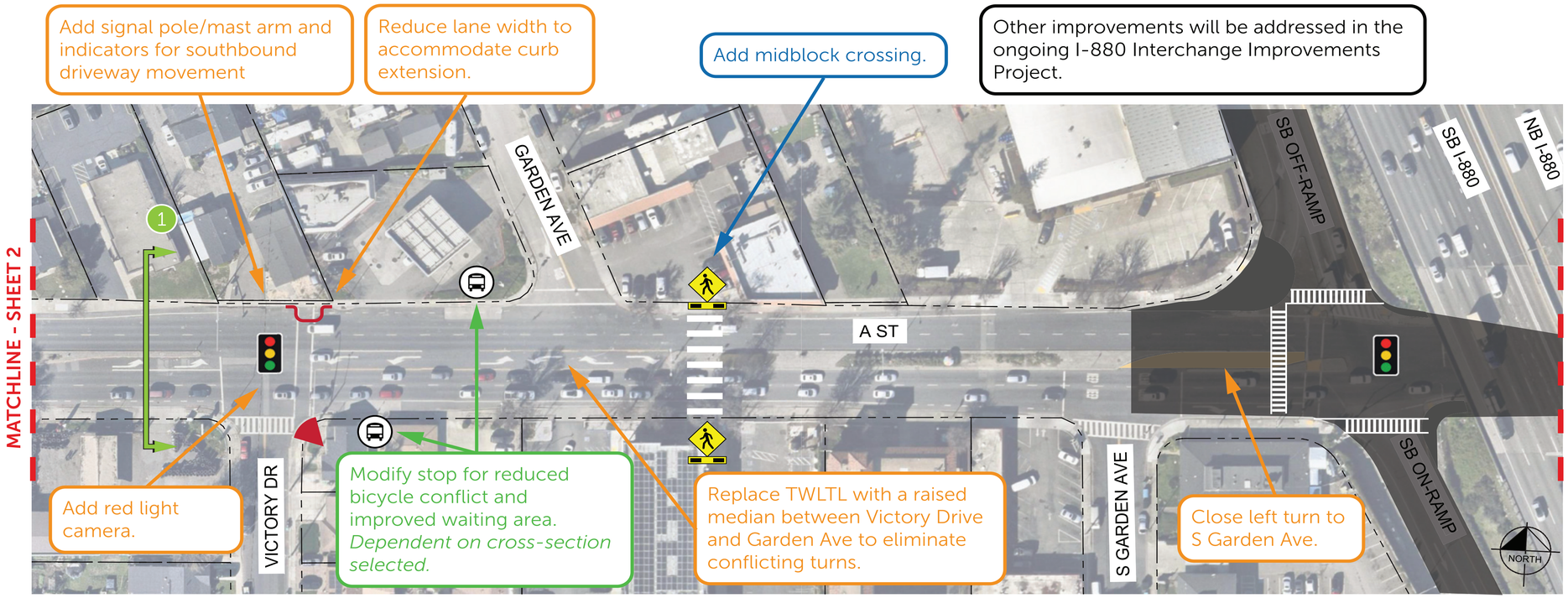
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Hayward HIN Safety Plan

A STREET

Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 4



Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.

Legend

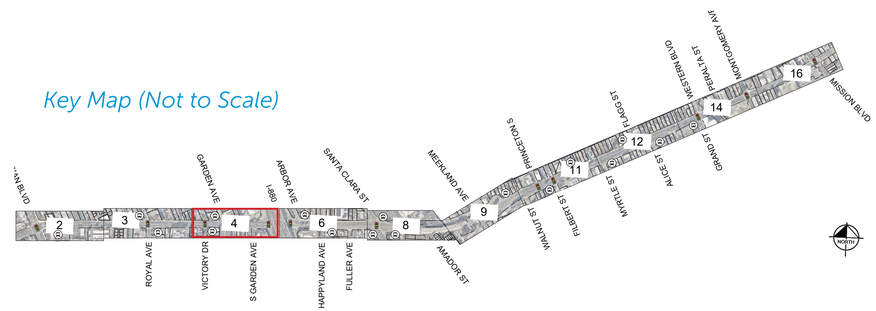
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



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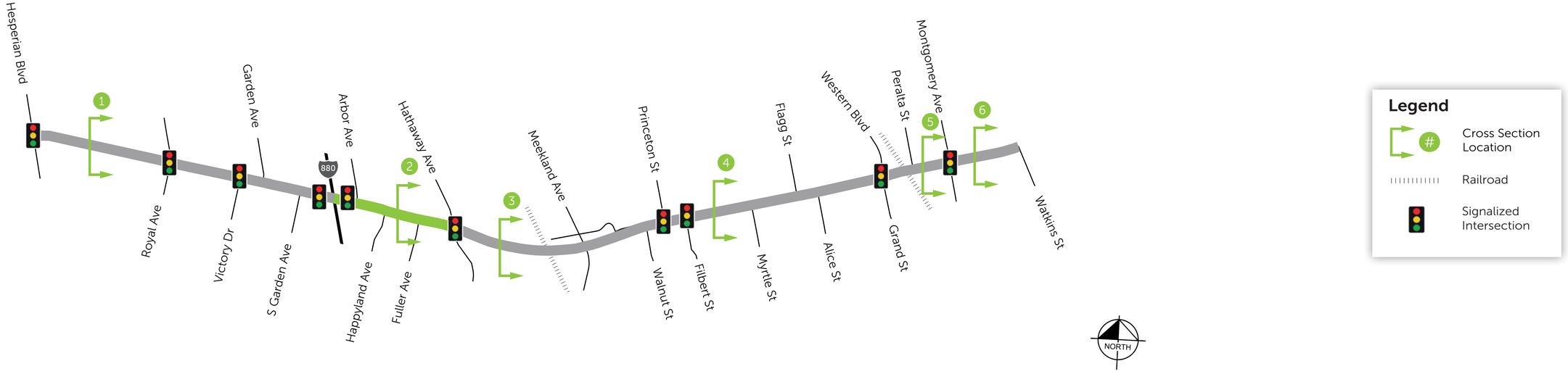
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Hayward HIN Safety Plan

A STREET

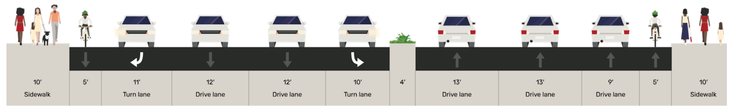
Segment 2 — I-880 Interchange to Hathaway Avenue

SHEET 5



EXISTING CONDITIONS

Class II bike lanes in both directions.



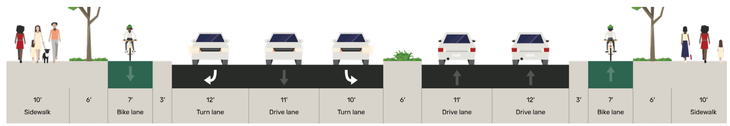
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as improved roadway markings, a median refuge island, etc.



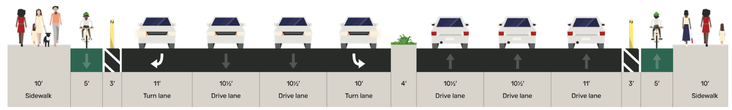
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

Implement a road diet to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



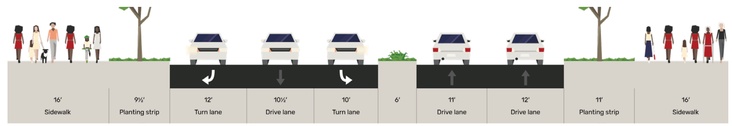
CONTINUOUS BIKE FACILITY:
Lane Narrowing and Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.



HIGH INVESTMENT OPTION 2:
Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths in both directions.



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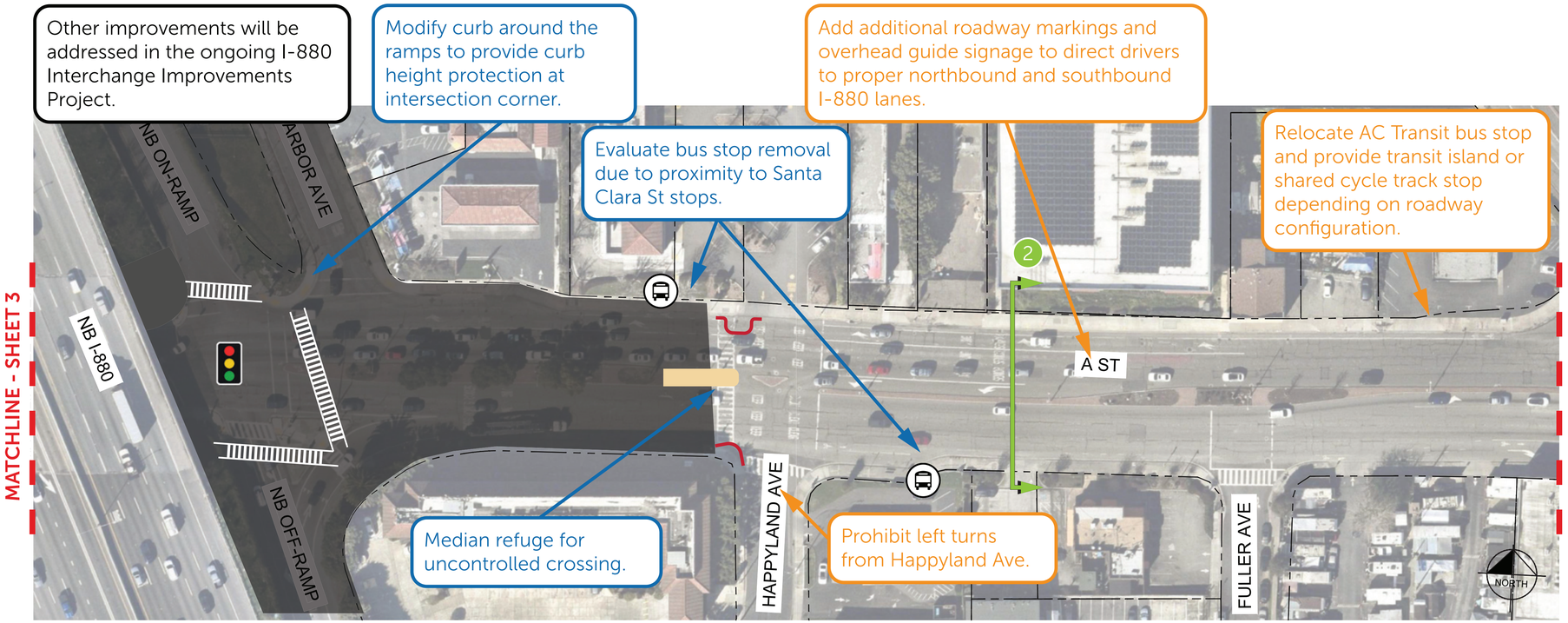
alta

Hayward HIN Safety Plan

A STREET

Segment 2 — I-880 Interchange to Hathaway Avenue

SHEET 6



Typical Cross Sections

See **SHEET 5** for existing cross section and proposed alternatives.

Legend

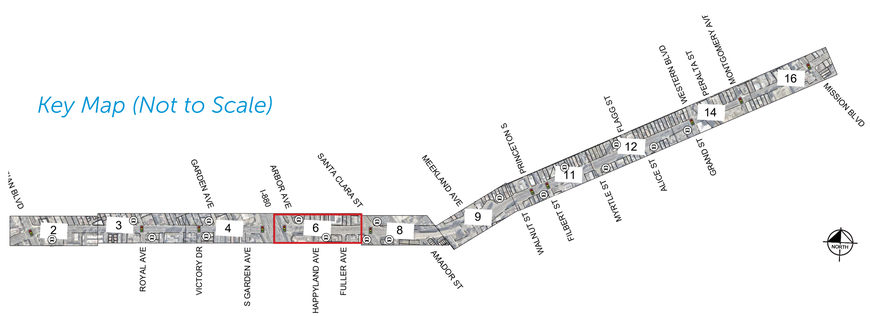
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



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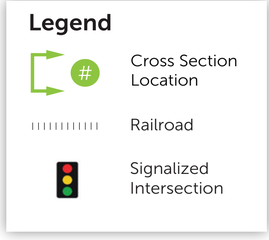
Hayward HIN Safety Plan

A STREET

Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 7

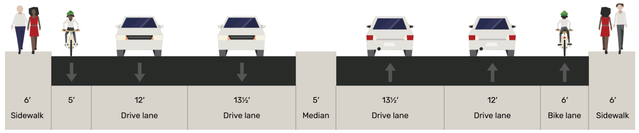






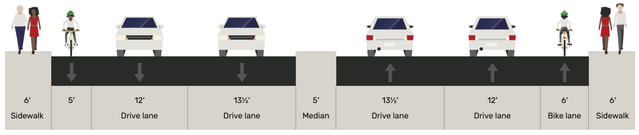
EXISTING CONDITIONS

Class II bike lanes in both directions.



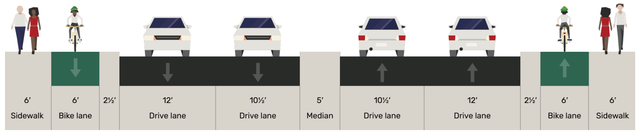
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, speed feedback signs, etc.



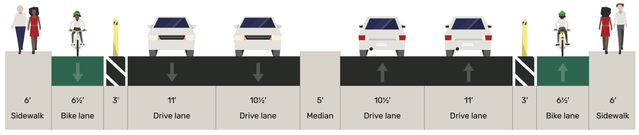
HIGH INVESTMENT OPTION:
Lane Narrowing and Raised Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



CONTINUOUS BIKE FACILITY:
Lane Narrowing and Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.



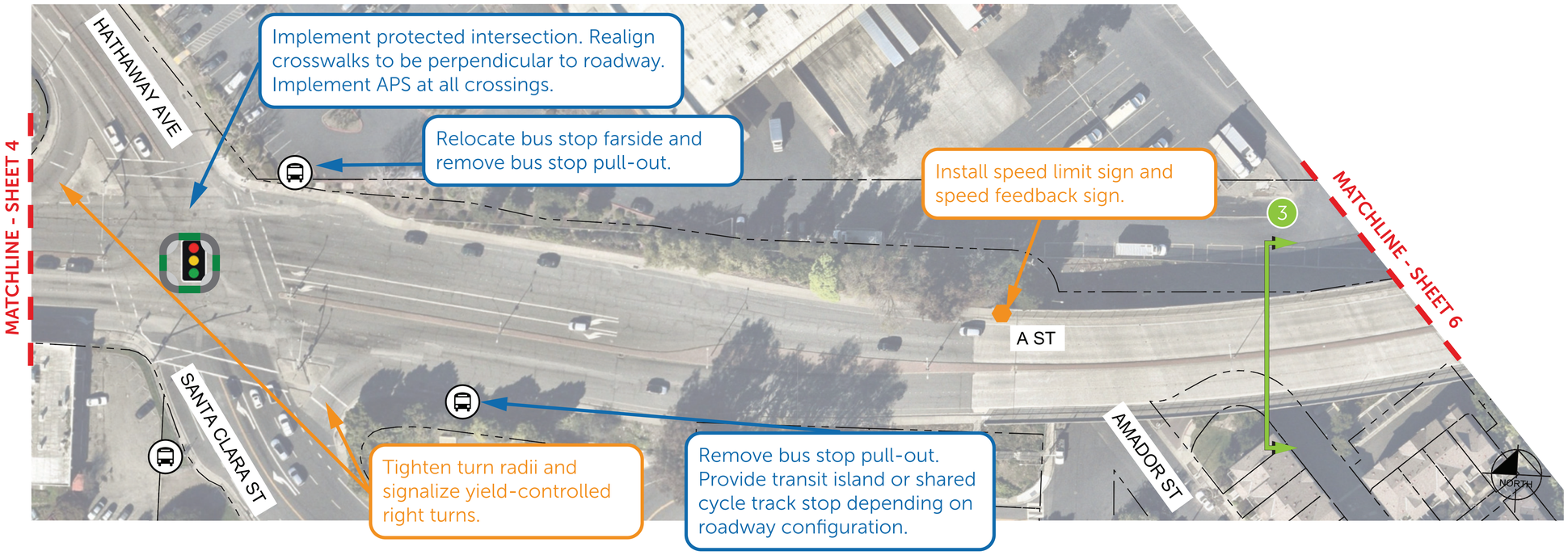
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Hayward HIN Safety Plan

A STREET

Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 8



Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

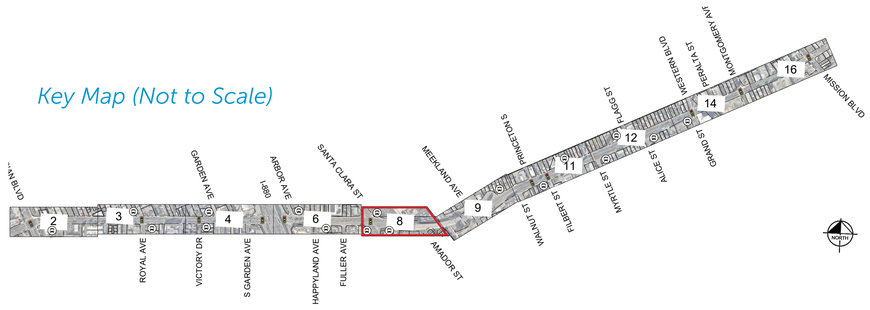
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

See **SHEET 7** for existing cross section and proposed alternatives.

Key Map (Not to Scale)



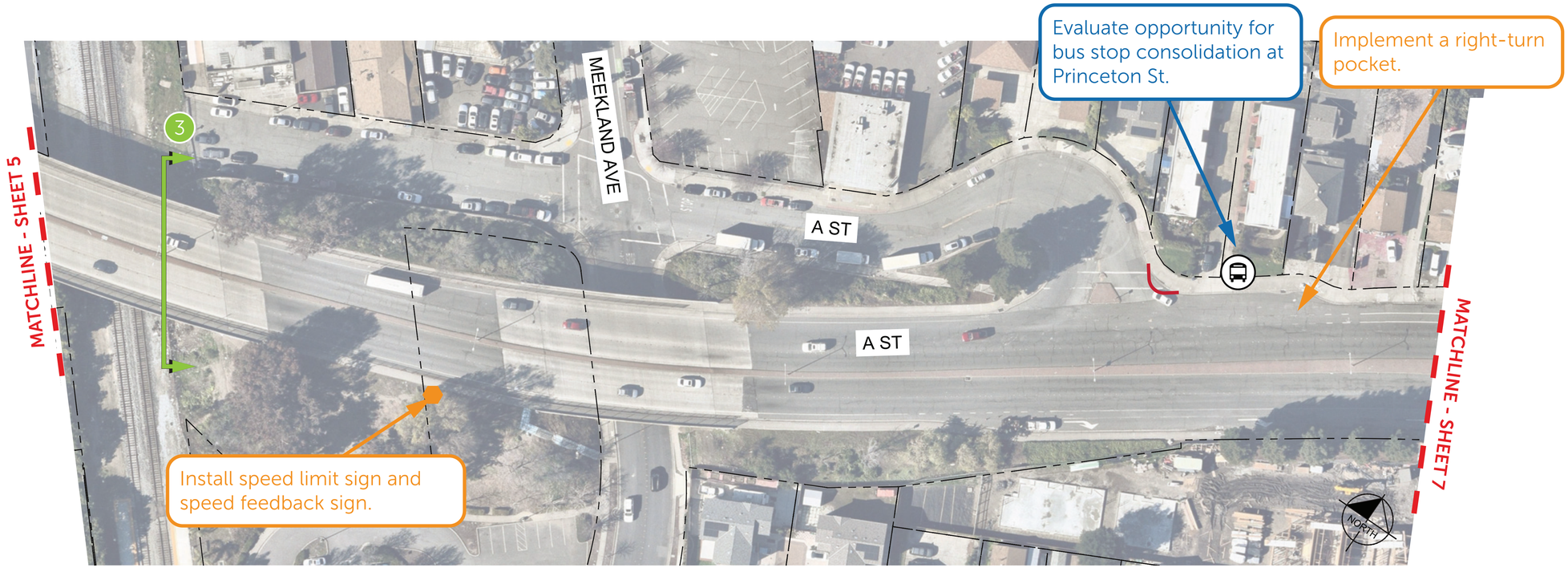
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A STREET

Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 9



Typical Cross Sections

See **SHEET 7** for existing cross section and proposed alternatives.

Legend

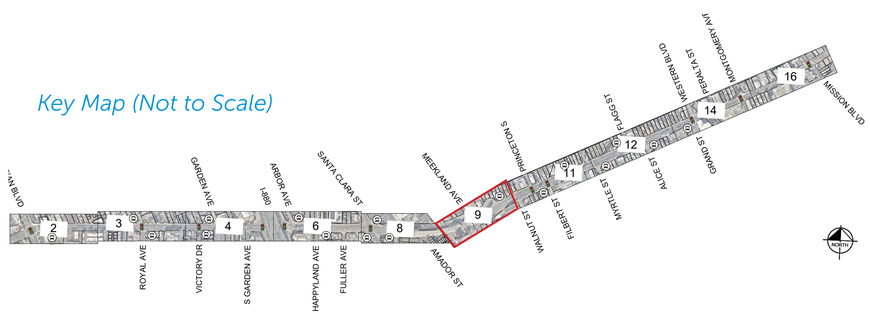
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



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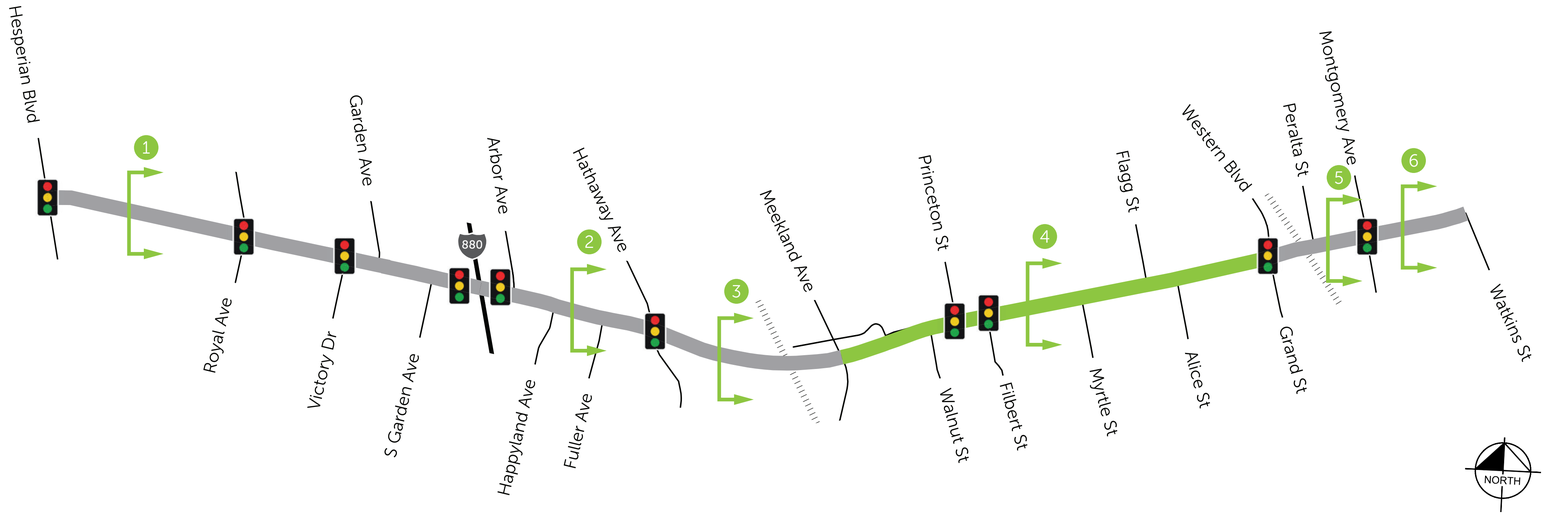
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Hayward HIN Safety Plan

A STREET

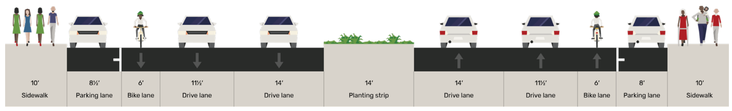
Segment 4 — Meekland Avenue to Grand Street

SHEET 10



EXISTING CONDITIONS

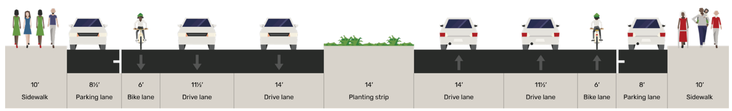
Class II bike lanes in both directions.



LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

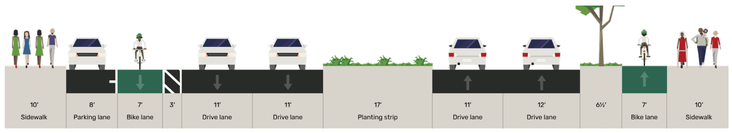
Existing conditions with spot improvements such as pedestrian scale lighting, protected signal phasing, RRFBs, etc.



HIGH INVESTMENT OPTION 1:

Lane Narrowing, Targeted Parking Removal and Partially Raised Bike Facility

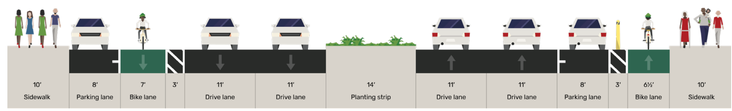
Remove parking on the south side of the street and narrow travel lanes to upgrade bike lanes to a sidewalk level Class IV separated bike lane in the eastbound direction and a Class IIB buffered bike lane in the westbound direction.



CONTINUOUS BIKE FACILITIES:

Lane Narrowing and Separated Bike Facility

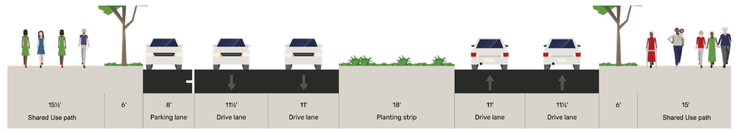
Narrow travel lanes to upgrade bike lanes to a Class IV parking protected bike lane in eastbound direction and a Class IIB buffered bike lane in westbound direction.



HIGH INVESTMENT OPTION 2:

Lane Narrowing, Targeted Parking Removal, and Shared Use Paths

Remove parking on the south side of the street and narrow travel lanes to create Class I shared use paths on both sides of the street.



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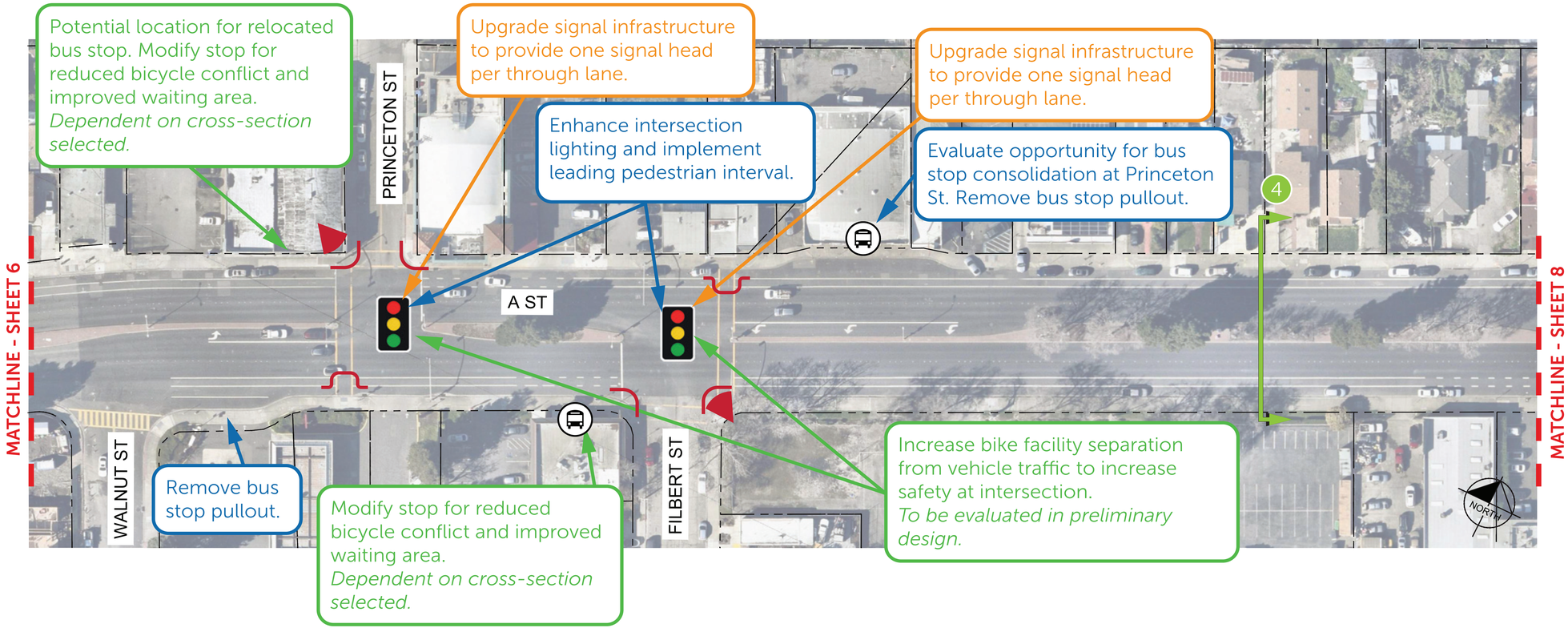
alta

Hayward HIN Safety Plan

A STREET

Segment 4 — Meekland Avenue to Grand Street

SHEET 11



Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

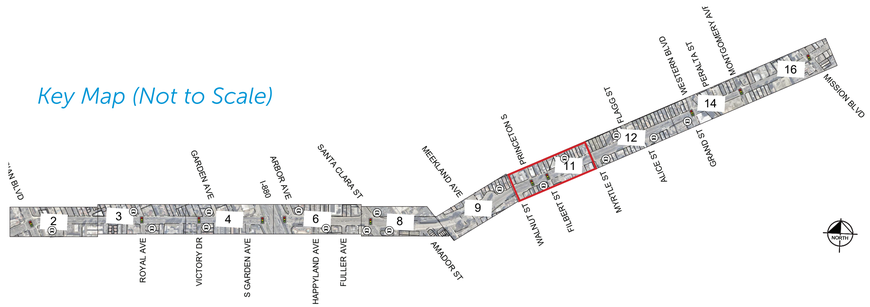
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

See **SHEET 10** for existing cross section and proposed alternatives.

Key Map (Not to Scale)



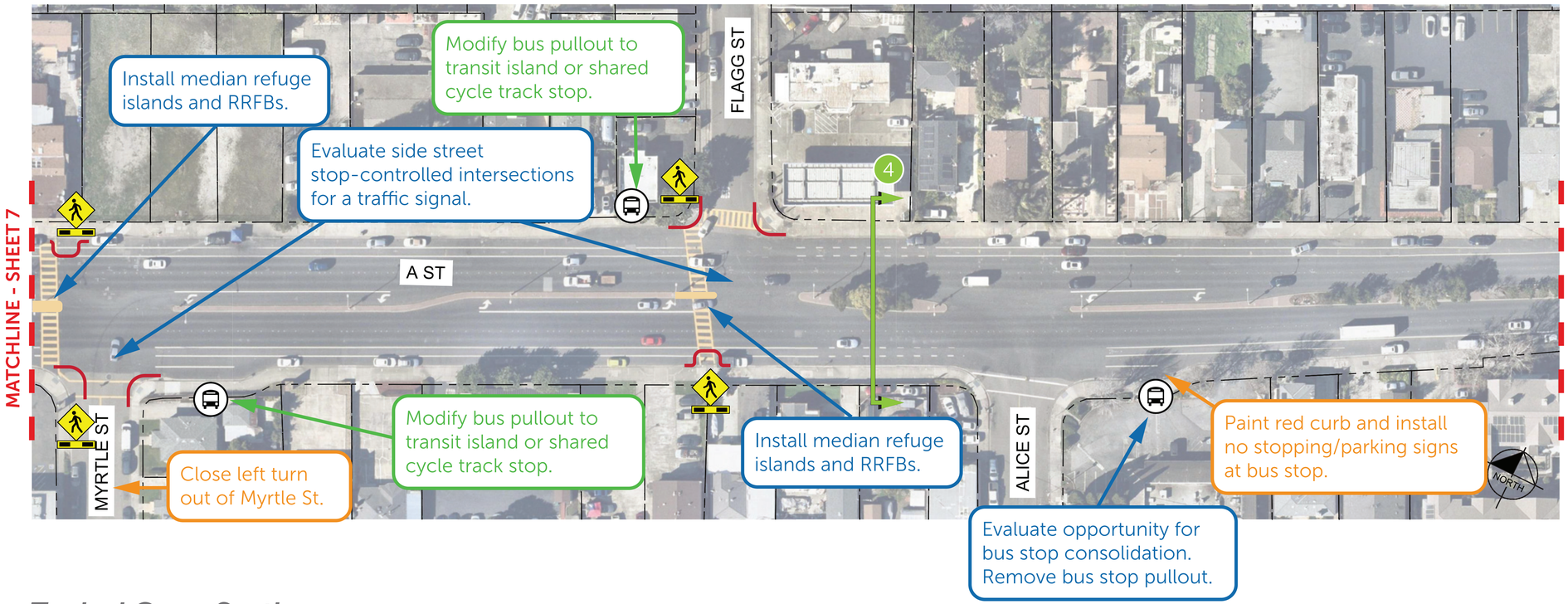
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A STREET

Segment 4 — Meekland Avenue to Grand Street

SHEET 12



Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

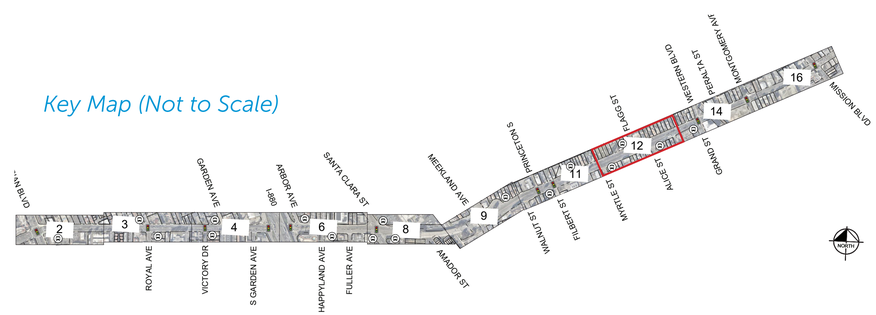
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

See **SHEET 10** for existing cross section and proposed alternatives.

Key Map (Not to Scale)



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A STREET

Segment 5 — Grand Street to Montgomery Avenue

SHEET 13

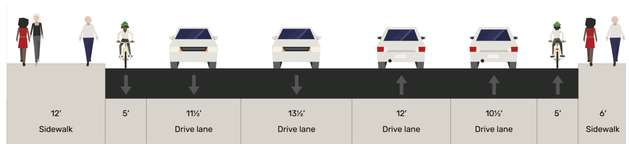


Legend

- # — Cross Section Location
- Railroad
- Signalized Intersection

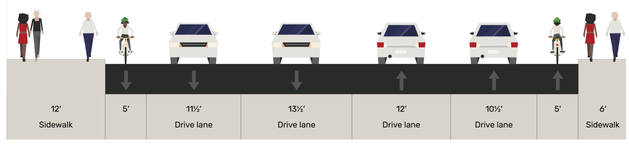
EXISTING CONDITIONS

Class II bike lanes in both directions.



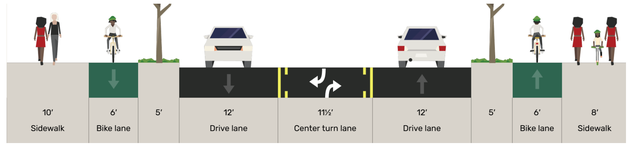
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, protected signal phasing, etc.



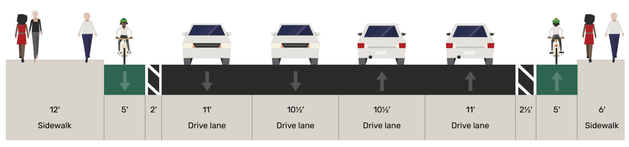
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

Implement a road diet to provide sidewalk level Class IV separated bike lanes and landscaping in both directions. The sidewalk on the south side of the street is widened and a center turn lane is provided.



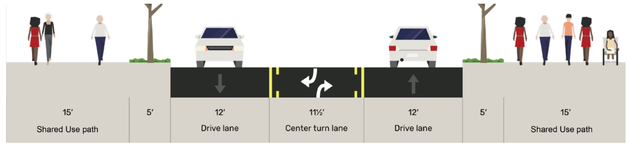
CONTINUOUS BIKE FACILITIES:
Lane Narrowing and Buffered Bike Lanes

Narrow travel lanes to upgrade bike lanes to Class IIB buffered bike lanes in both directions.



HIGH INVESTMENT OPTION 2:
Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths and landscaping on both sides of the street. A center turn lane is also provided.



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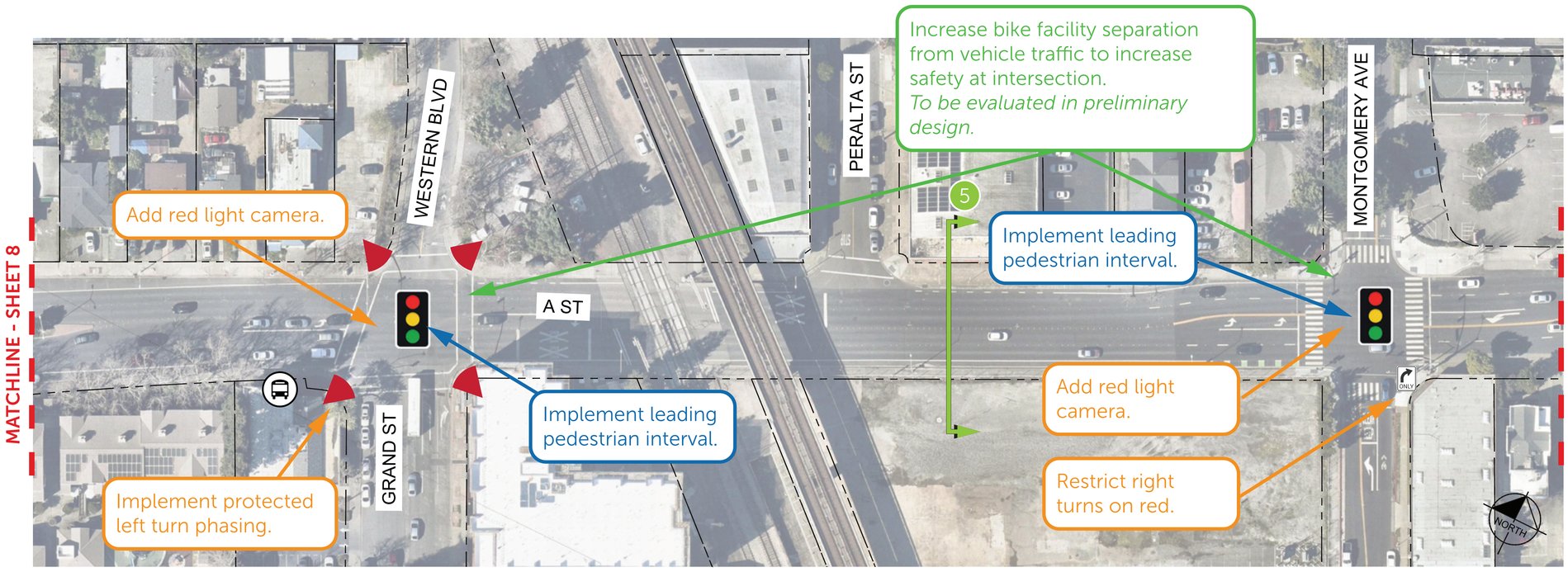
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Hayward HIN Safety Plan

A STREET

Segment 5 — Grand Street to Montgomery Avenue

SHEET 14



Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

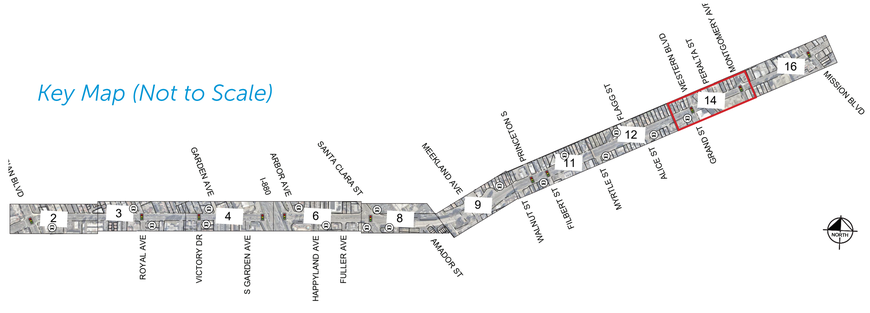
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

See **SHEET 13** for existing cross section and proposed alternatives.

Key Map (Not to Scale)



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Hayward HIN Safety Plan

A STREET

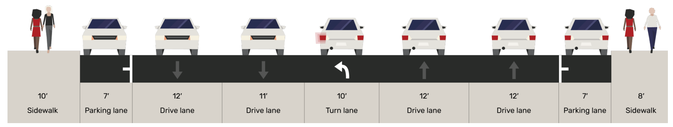
Segment 6 — Montgomery Avenue to Watkins Street

SHEET 15



EXISTING CONDITIONS

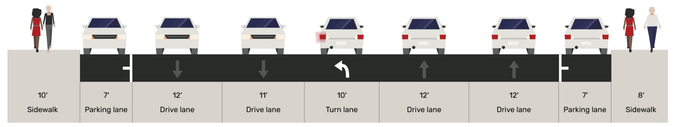
No existing bike facilities.



LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

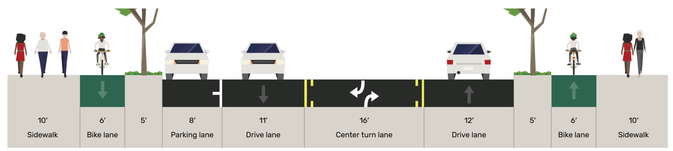
Existing conditions with spot improvements such as pedestrian scale lighting and crosswalk improvements



HIGH INVESTMENT OPTION 1:

Road Diet, Targeted Parking Removal, and Separated Bike Facility

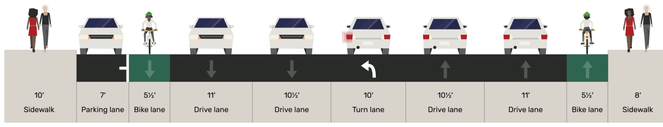
Implement a road diet to provide sidewalk level Class IV separated bike lanes and landscaping in both directions. The sidewalk on the south side of the street is widened, and a center turn lane is provided.



CONTINUOUS BIKE FACILITIES:

Lane Narrowing, Targeted Parking Removal, and Bike Lanes

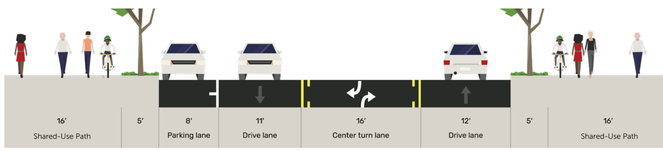
Remove parking on the south side of the street and narrow travel lanes to implement Class II bike lanes.



HIGH INVESTMENT OPTION 2:

Road Diet, Targeted Parking Removal, and Shared-Use Paths

Implement a road diet to provide Class I shared use paths and landscaping on both sides of the street. A center turn lane is provided.



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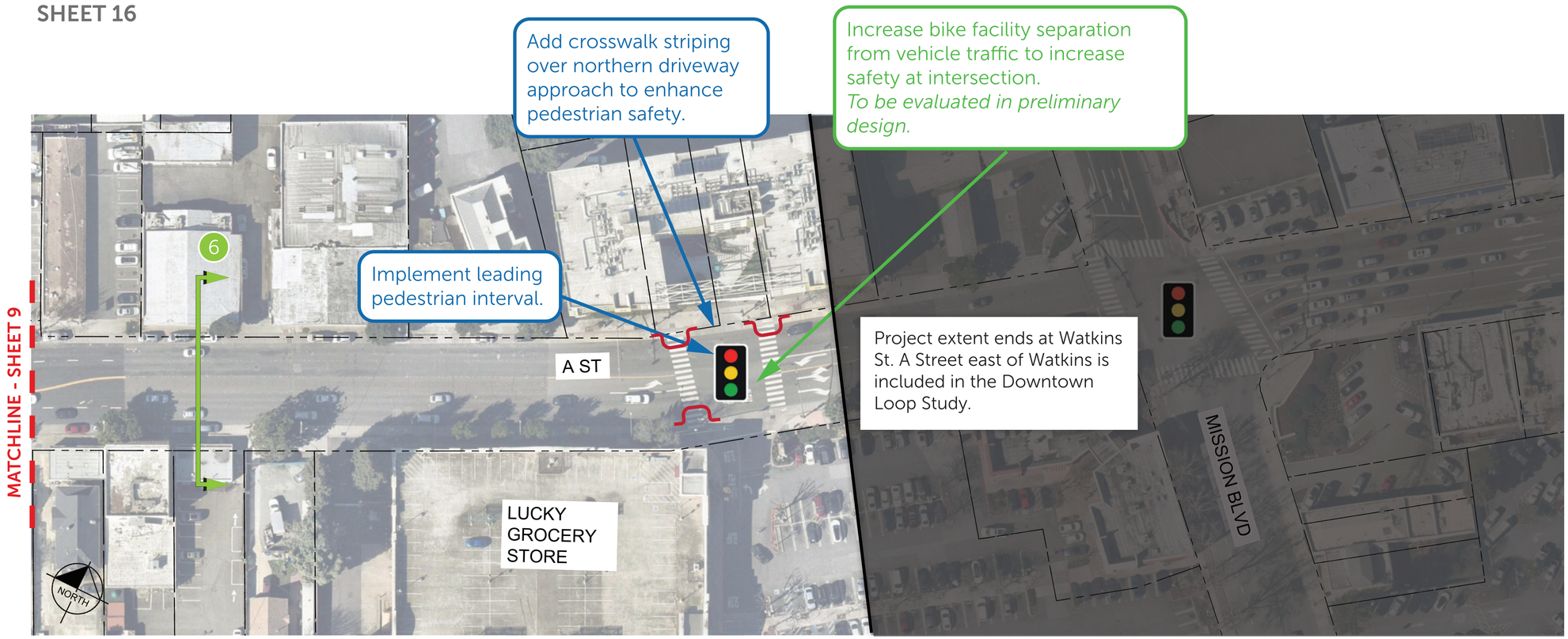
alta

Hayward HIN Safety Plan

A STREET

Segment 6 — Montgomery Avenue to Watkins Street

SHEET 16



Typical Cross Sections

See **SHEET 15** for existing cross section and proposed alternatives.

Legend

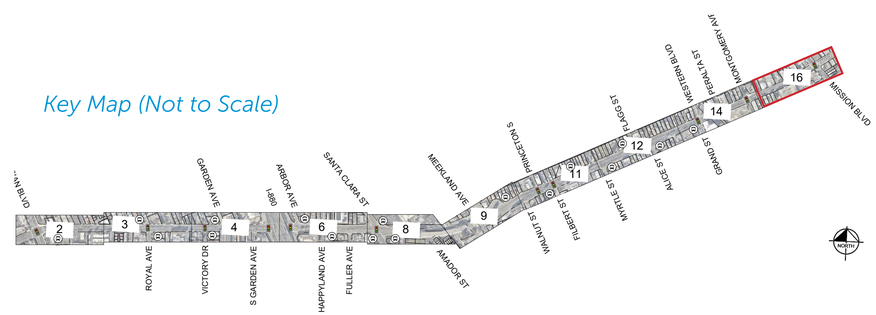
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



November 2025

B Street Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

Traffic Calming Recommendations
1. Install retroreflective backplates on all traffic signals.
2. Add reflective striping to stop sign posts.
3. Add the "all way" placard below all stop signs.

Pedestrian Recommendations
1. Upgrade curb ramps to comply with current ADA standards.
2. Install pedestrian scale lighitng throughout the corridor.
3. Add red curb for daylighting in accordance with AB 413.



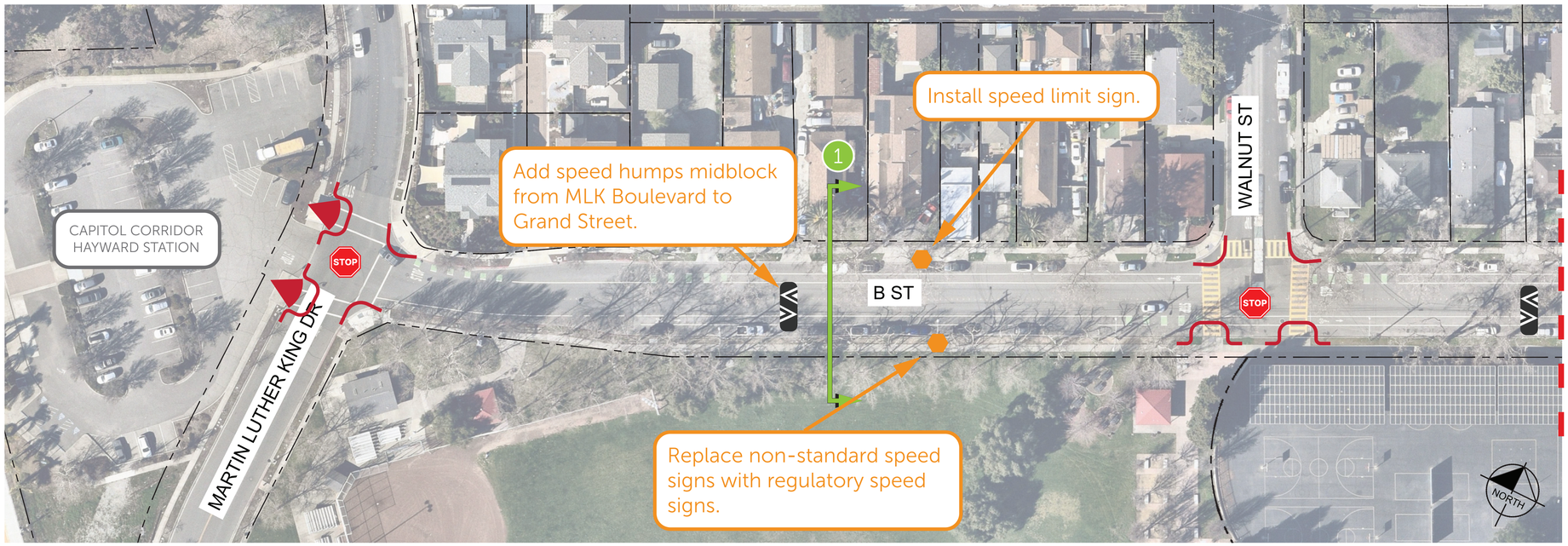
Key Map (Not to Scale)

Hayward HIN Safety Plan

B STREET

Segment 1 — Martin Luther King Drive to Myrtle Street

SHEET 1



Legend

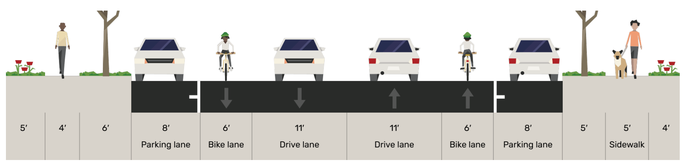
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

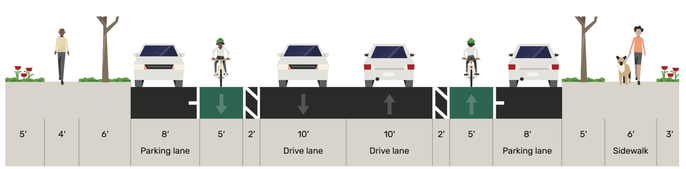
EXISTING

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

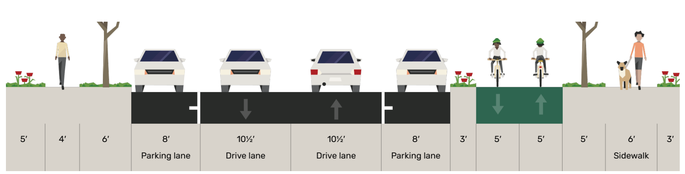
1 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
Class II bike lanes in both directions.
Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.

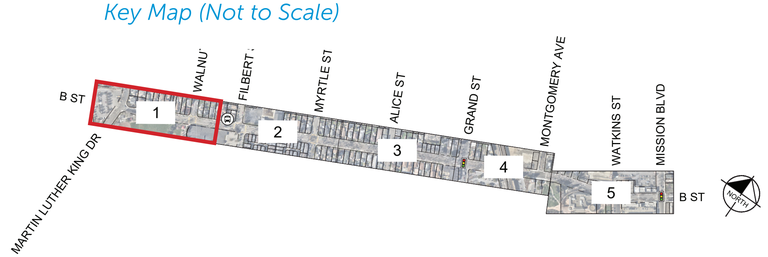


CONTINUOUS BIKE FACILITY
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*



HIGH INVESTMENT OPTION
Narrow travel lanes to implement a two-way cycle track on the south side of the corridor.

Key Map (Not to Scale)



November 2025

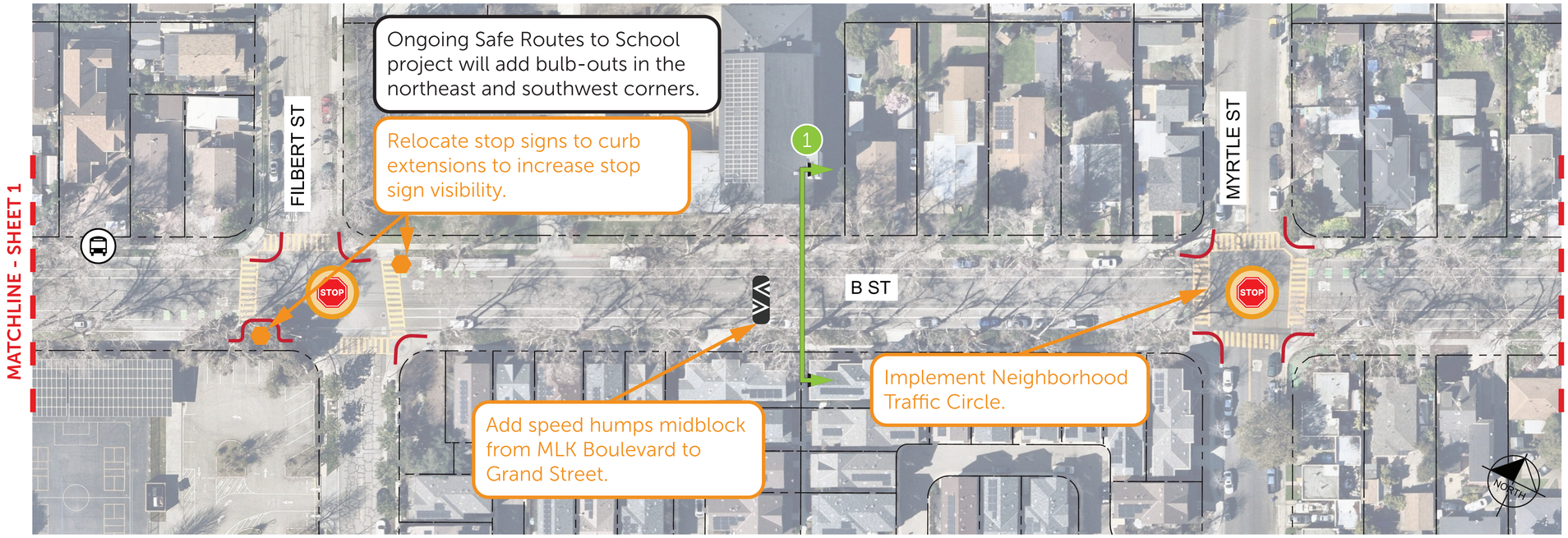
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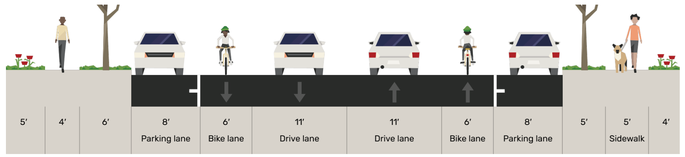
B STREET

Segment 1 — Martin Luther King Drive to Myrtle Street

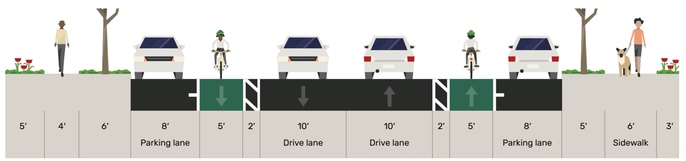
SHEET 2



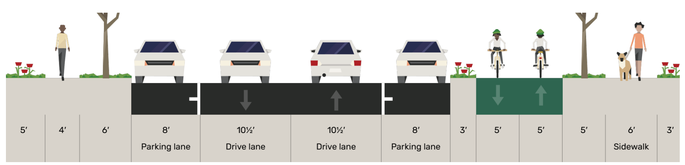
1 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
Class II bike lanes in both directions.
Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.



CONTINUOUS BIKE FACILITY
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*



HIGH INVESTMENT OPTION
Narrow travel lanes to implement a two-way cycle track on the south side of the corridor.

Legend

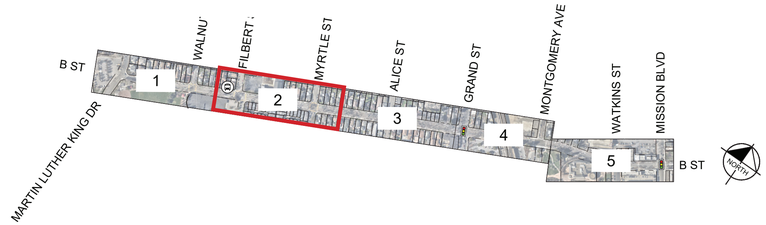
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



November 2025

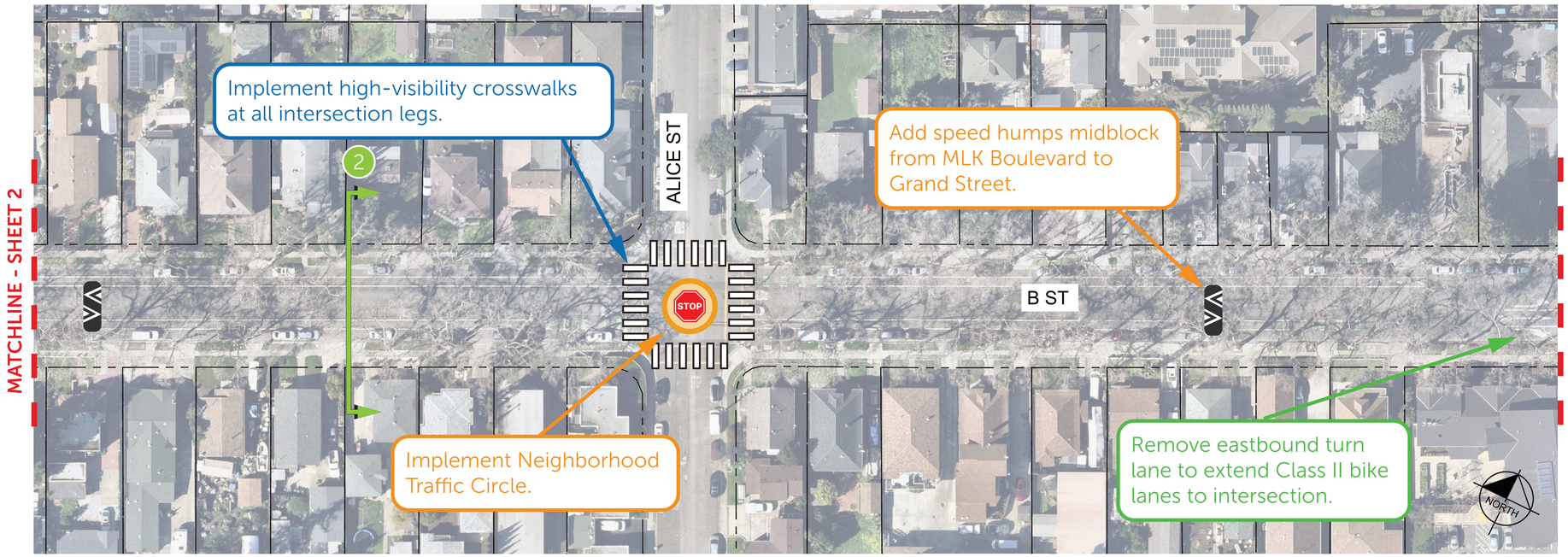
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Hayward HIN Safety Plan

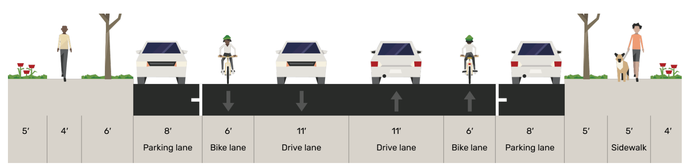
B STREET

Segment 2 — Myrtle Street to Grand Street

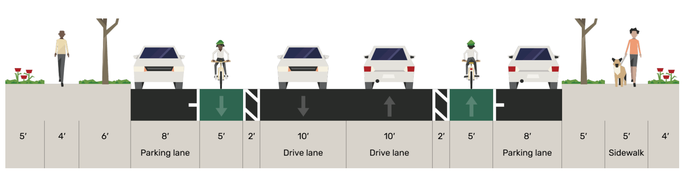
SHEET 3



2 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
Class II bike lanes in both directions.
Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.



CONTINUOUS BIKE FACILITY
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*

Legend

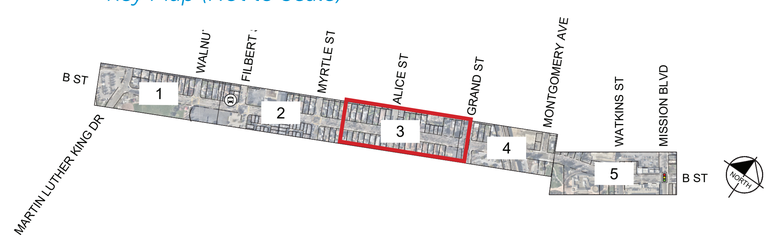
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



November 2025

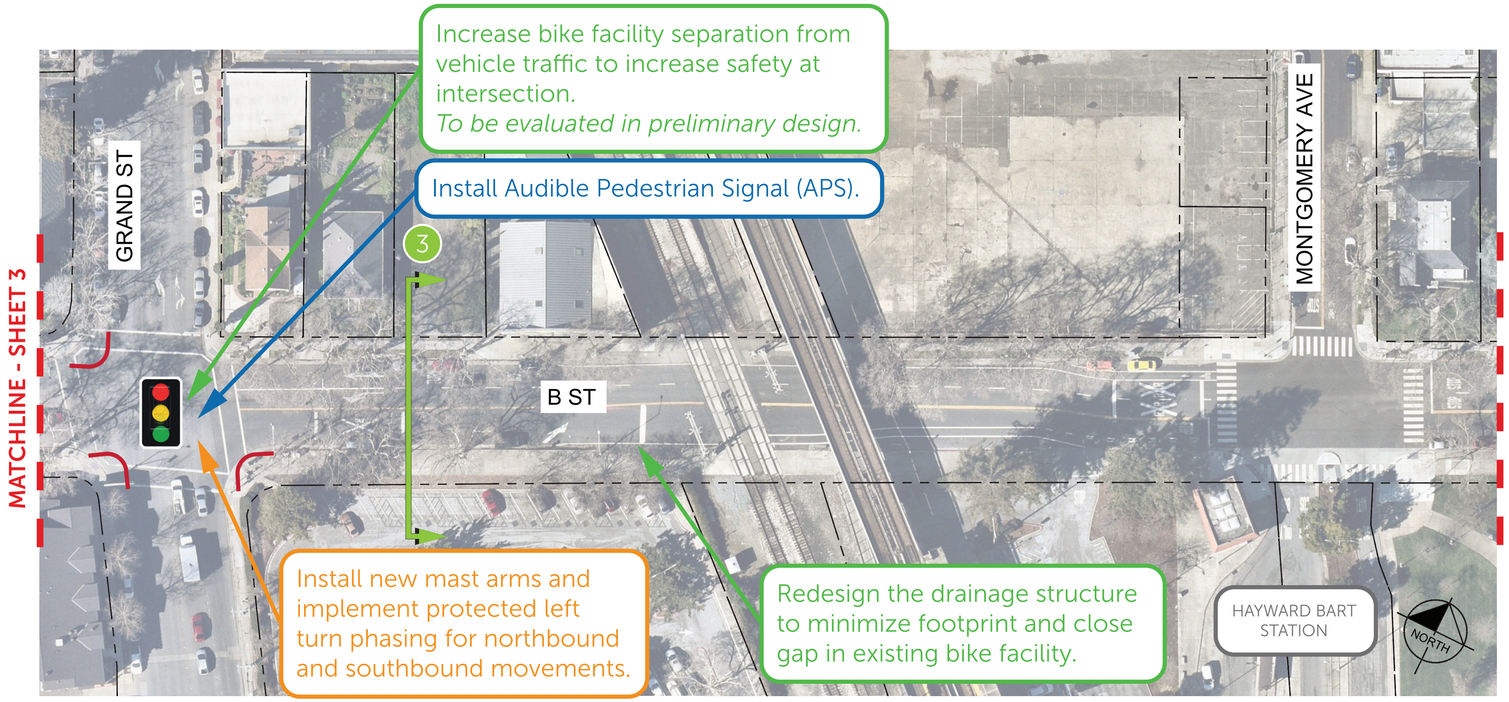
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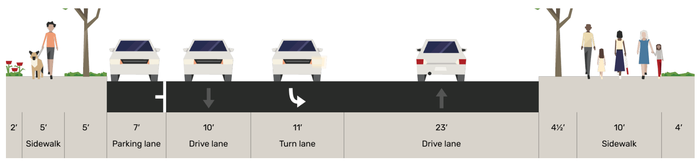
B STREET

Segment 3 — Grand Street to Montgomery Avenue

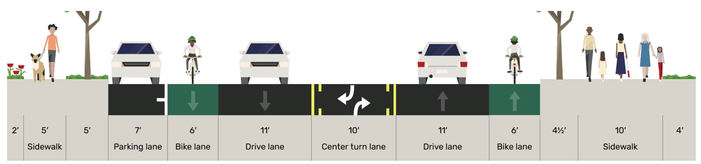
SHEET 4



3 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
No existing bikeways.
Option to add spot improvements such as curb bulb outs and protected signal phasing.



CONTINUOUS BIKE FACILITY
Narrow eastbound travel lane to provide center turn lane and Class II bike lanes in both directions.

Legend

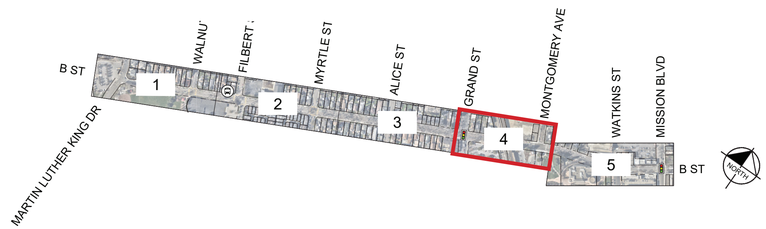
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



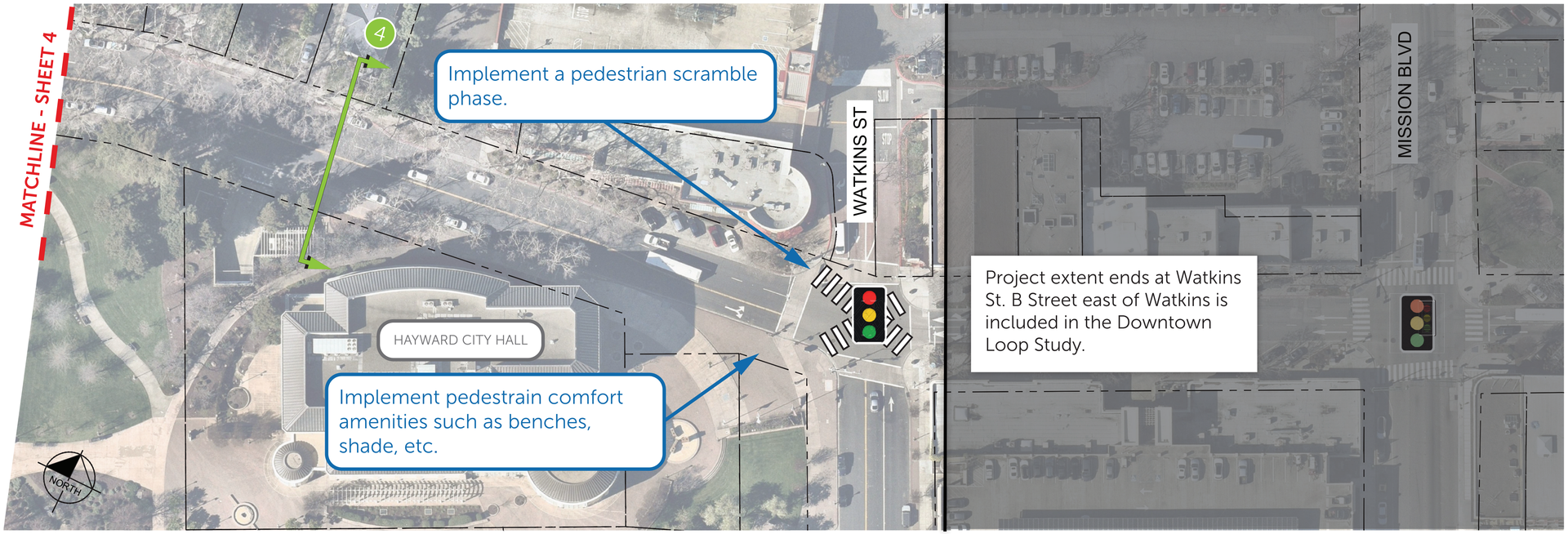
November 2025

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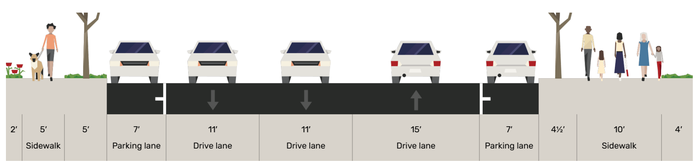
B STREET

Segment 4 — Montgomery Avenue to Watkins Street

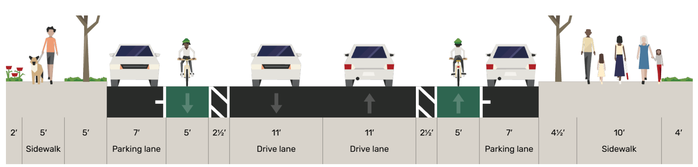
SHEET 5



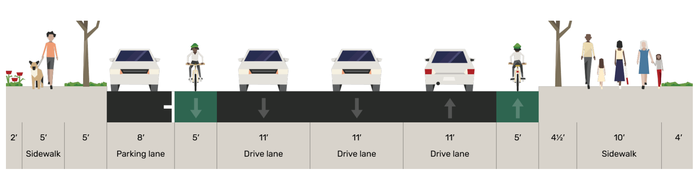
4 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
Class II bike lanes in both directions.
Option to add spot improvements such as a pedestrian scramble and pedestrian comfort amenities.



CONTINUOUS BIKE FACILITY OPTION 1
Implement a road diet to install Class IIB buffered bike lanes.



CONTINUOUS BIKE FACILITY OPTION 2
Remove parking on the south side of the corridor to install Class II bike lanes.

Legend

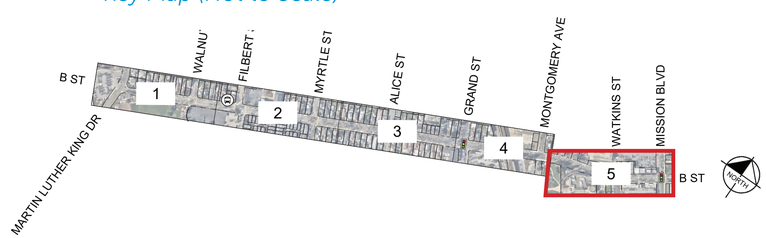
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



November 2025

HAYWARD Vision Zero

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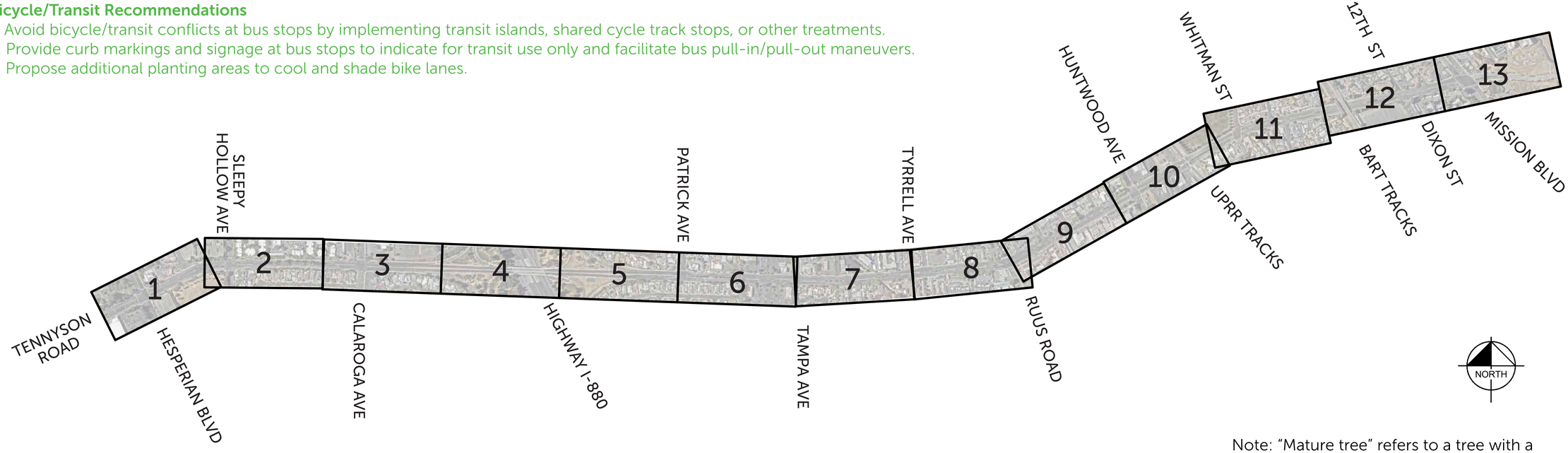
Tennyson Road Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

Traffic Calming Recommendations
1. Coordinate traffic signals to align with City goals (improve traffic operational performance, limit traffic speeds, etc.).
2. Install retroreflective backplates on all traffic signals.
3. Refresh or add roadway markings, including crosswalks and bicycle lane markings, using thermoplastic.
4. Add advanced stop bars at all intersections.
5. Narrow travel lanes to 11 feet wide.

Pedestrian Recommendations
1. Install pedestrian-scale lighting throughout the entire corridor.
2. Upgrade curb ramps to comply with current ADA standards.
3. Install truncated domes where missing.
4. Modify median noses that intrude into marked crosswalks.
5. Implement Leading Pedestrian Intervals (LPIs) at top conflict intersections.
6. Maintain mature trees for shade, especially alongside sidewalks.
7. Propose additional planting areas to cool and shade sidewalks.

Bicycle/Transit Recommendations
1. Avoid bicycle/transit conflicts at bus stops by implementing transit islands, shared cycle track stops, or other treatments.
2. Provide curb markings and signage at bus stops to indicate for transit use only and facilitate bus pull-in/pull-out maneuvers.
3. Propose additional planting areas to cool and shade bike lanes.



Note: “Mature tree” refers to a tree with a Diameter at Breast Height (DBH) of 24” or more.

Hayward HIN Safety Plan

TENNYSON ROAD

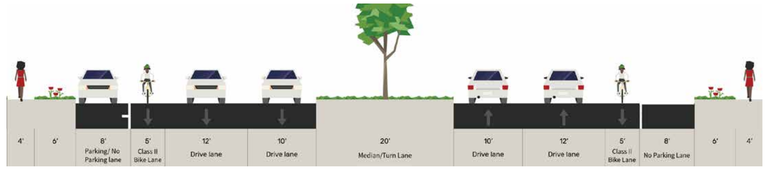
Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 1



EXISTING CONDITIONS

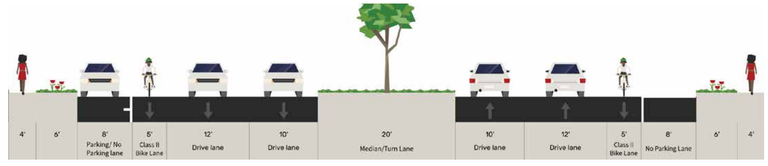
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

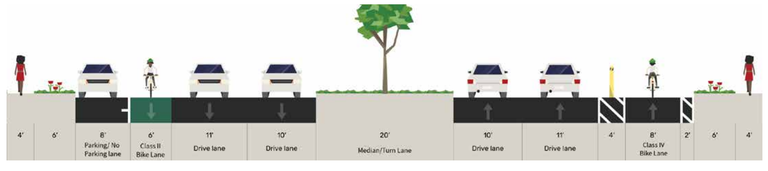
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Flex Posts

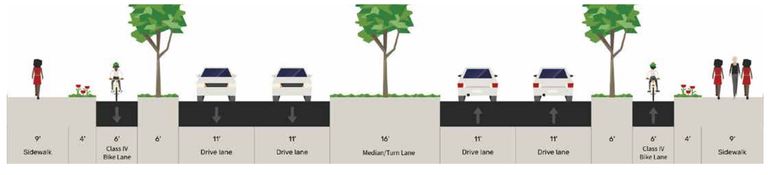
Upgrade bike lanes to Class IV separated bikeways where "no parking" lane exists; narrow travel lanes to provide wider bike lane where street parking exists



HIGH INVESTMENT OPTION

Separated Bikeways + Wider Sidewalks

Implement Class IV separated bikeways + wider sidewalks on both sides of the street by modifying the median and removing street parking on the north side of the street



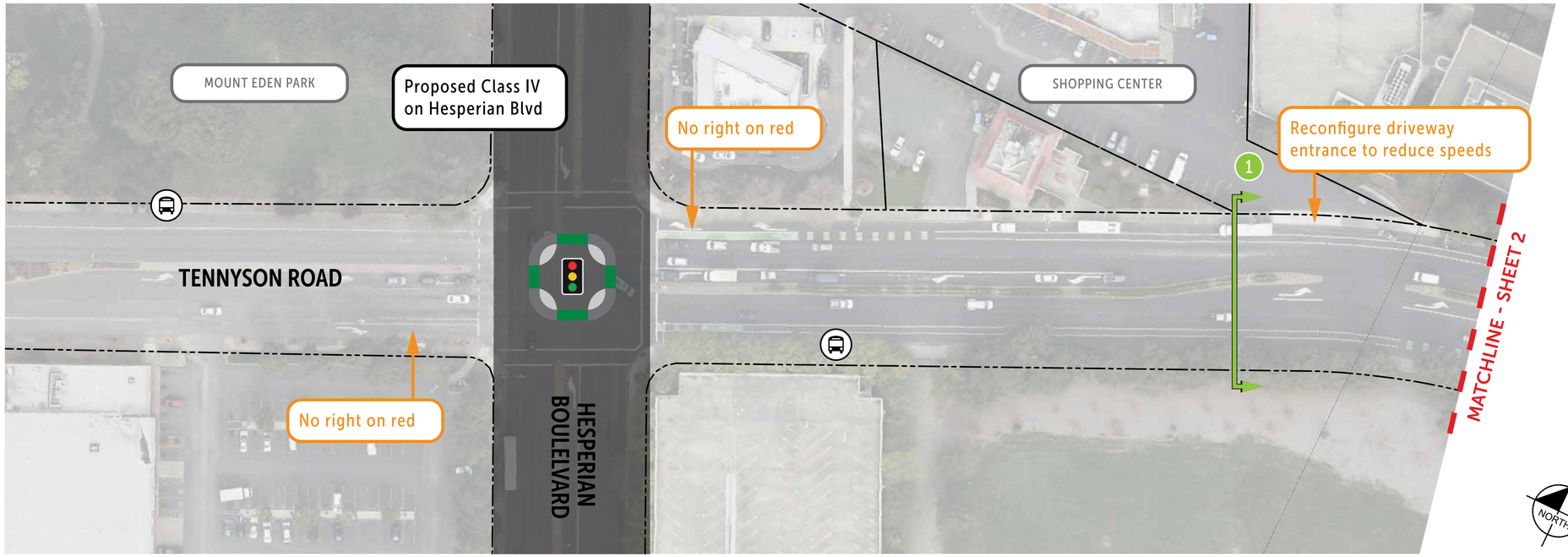
November 2025

Hayward HIN Safety Plan

TENNYSON ROAD

Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 2



Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.

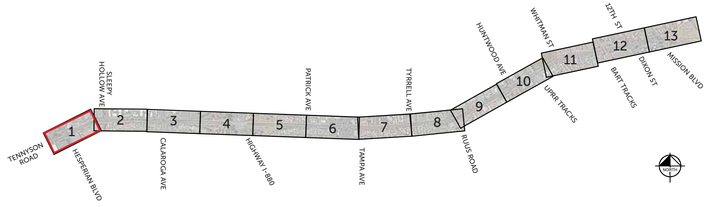
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)



November 2025

HAYWARD Vision Zero

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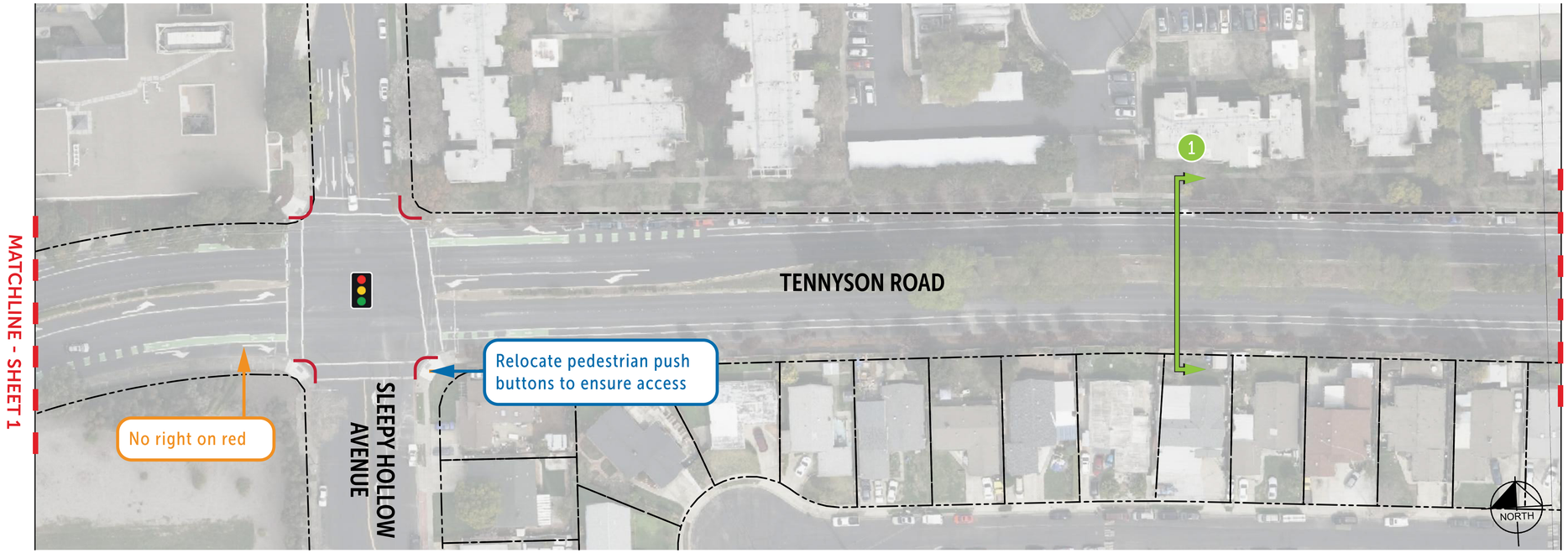
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Hayward HIN Safety Plan

TENNYSON ROAD

Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 3



Legend

SPOT IMPROVEMENT

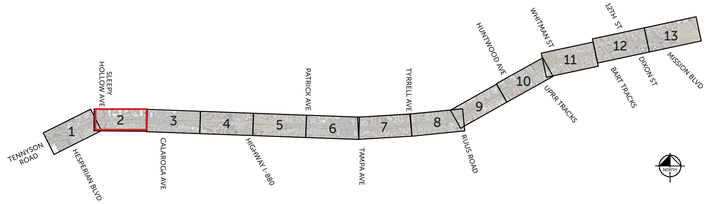
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.



November 2025

HAYWARD Vision Zero

Kimley»Horn

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Hayward HIN Safety Plan

TENNYSON ROAD

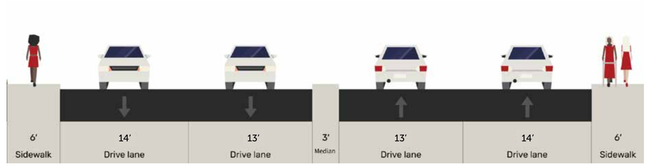
Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 4



EXISTING CONDITIONS

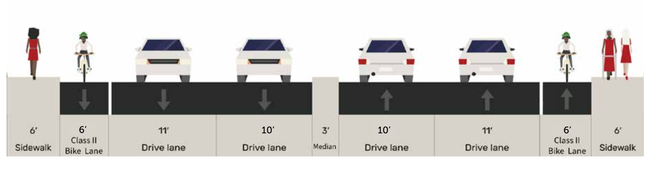
Sidewalks in both directions



CONTINUOUS BIKE FACILITY

Lane Narrowing + Bike Lanes

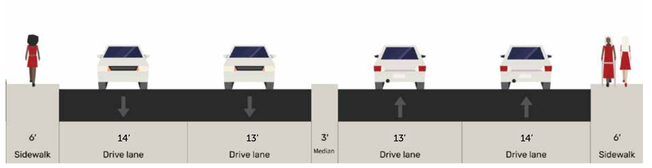
Narrow vehicular lanes and add bike lanes alongside existing sidewalks



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



HIGH INVESTMENT OPTION

Raised Curb Separated Bikeways

Remove center median to allow for Class IV curb protected bike lanes



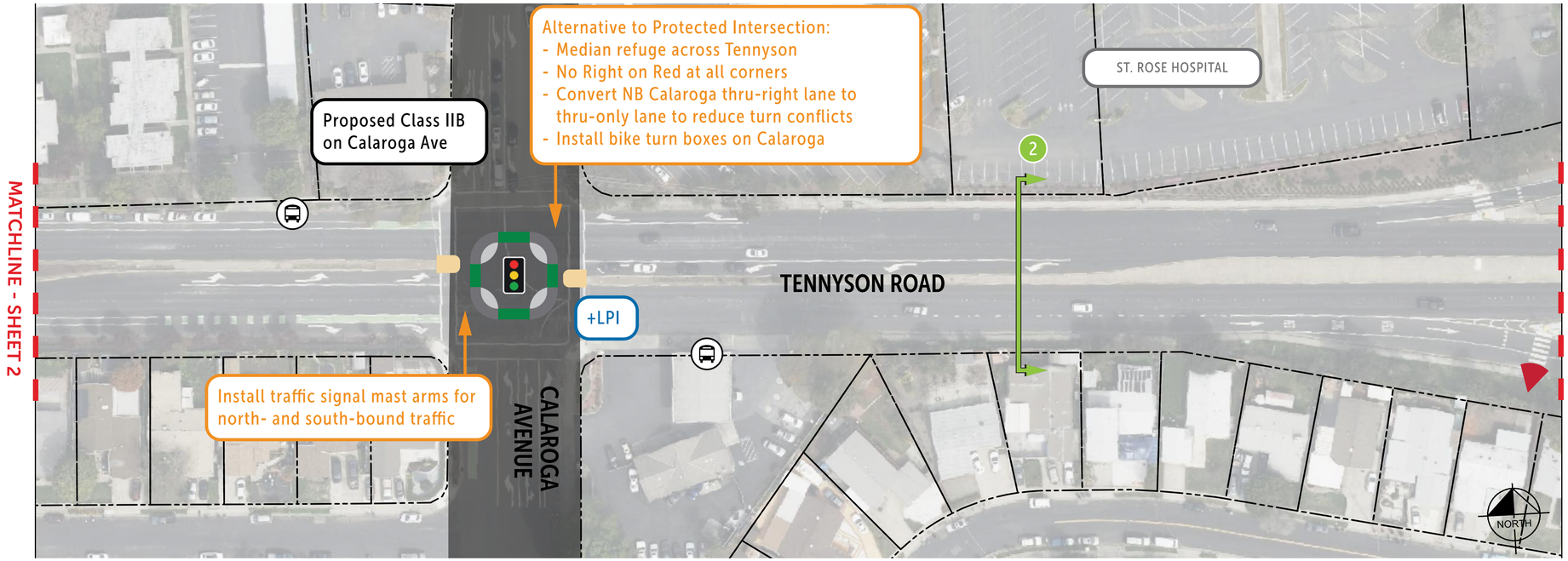
Note: Overcrossing bridge may be two structures. This may require structural analysis to confirm feasibility.
Although planting is not feasible on the structure, it should be studied for inclusion on approaches to enhance the pedestrian/ cyclist experience.

Hayward HIN Safety Plan

TENNYSON ROAD

Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 5



Legend

SPOT IMPROVEMENT

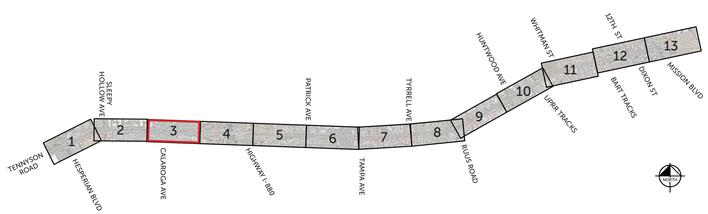
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 4** for existing cross section and proposed alternatives.



November 2025

HAYWARD Vision Zero

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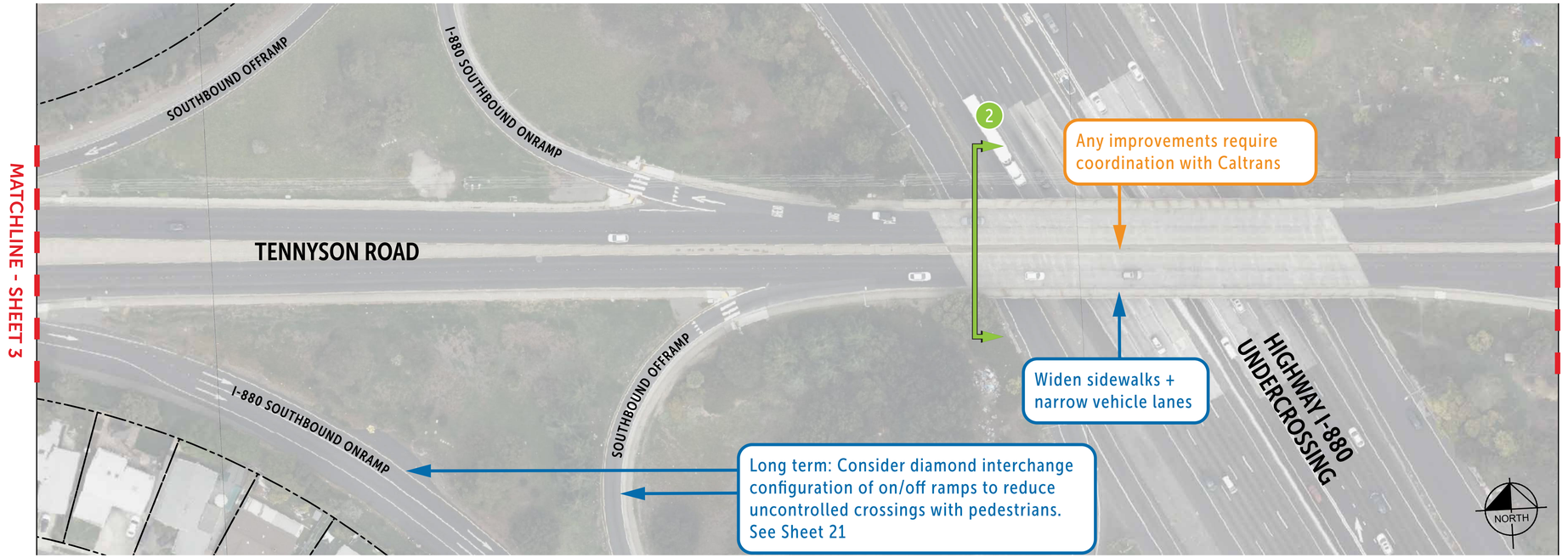
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Hayward HIN Safety Plan

TENNYSON ROAD

Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 6



Legend

SPOT IMPROVEMENT

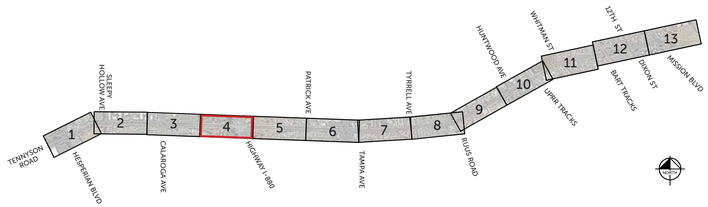
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 4** for existing cross section and proposed alternatives.

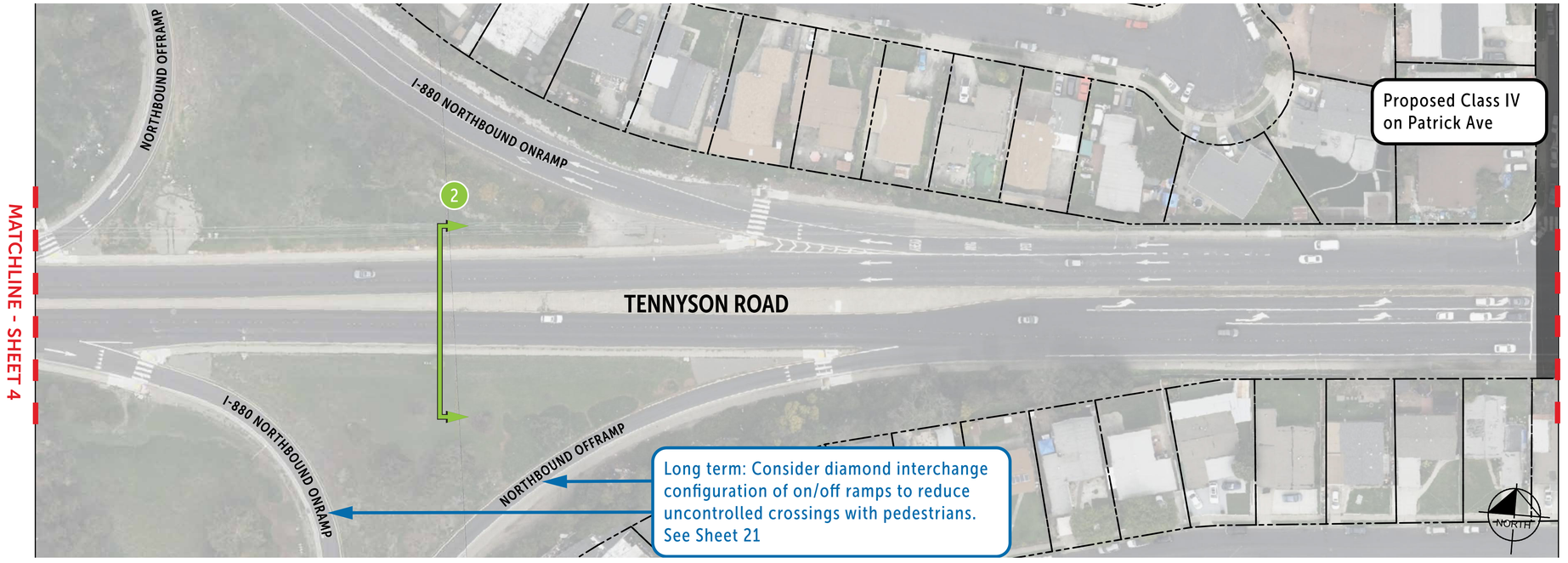


Hayward HIN Safety Plan

TENNYSON ROAD

Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 7



Legend

SPOT IMPROVEMENT

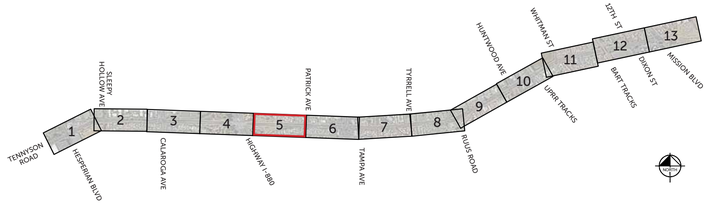
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
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- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 4** for existing cross section and proposed alternatives.



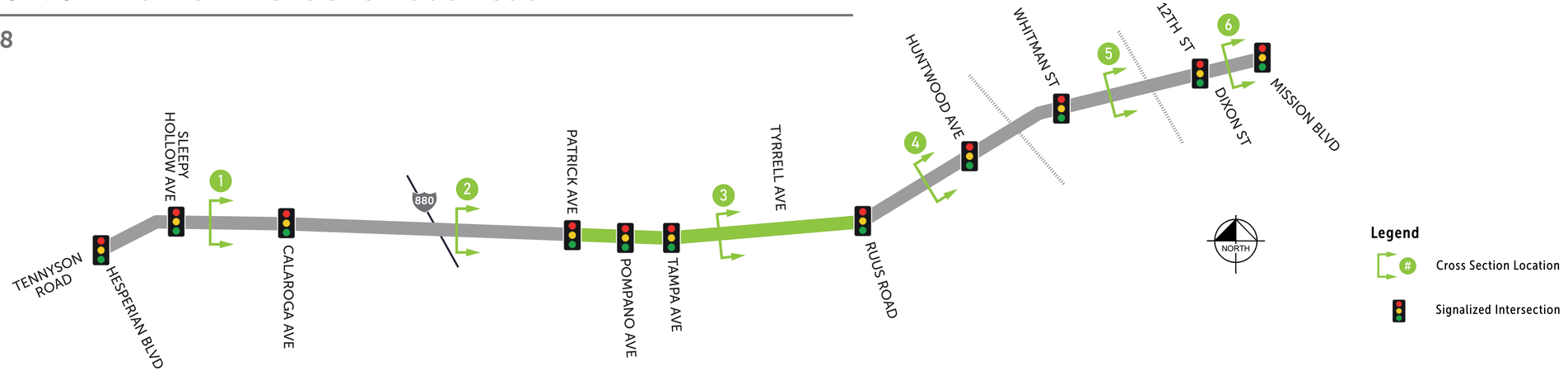
November 2025

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TENNYSON ROAD

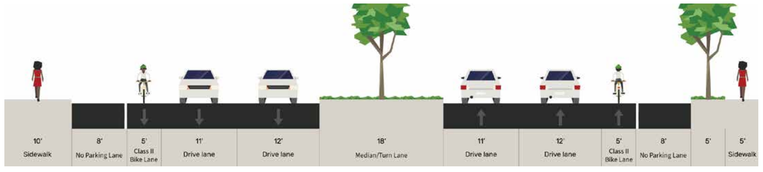
Segment 3 — Patrick Avenue to Ruus Road

SHEET 8



EXISTING CONDITIONS

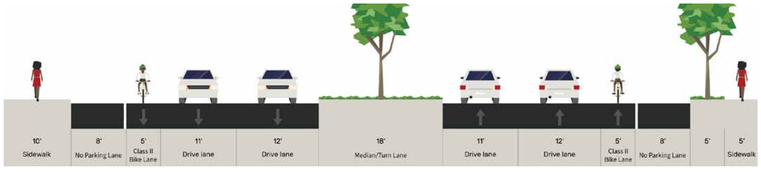
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

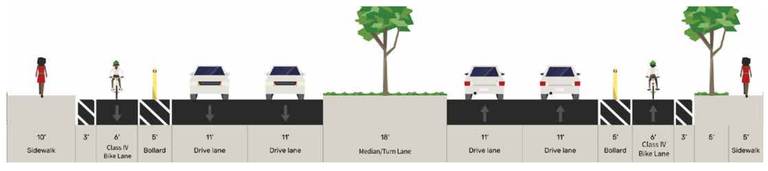
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Flex Post Buffer

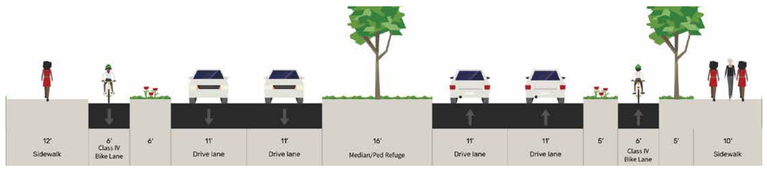
Replace "No Parking Lanes" on both sides of the road to upgrade bike lanes to Class IV flex post-protected bike lanes



HIGH INVESTMENT OPTION

Lane Narrowing + Curb Separated Bikeways

Replace Parking Lanes on both sides of the road to upgrade bike lanes to Class IV curb-protected bike lanes



Note: Sidewalk may diverge to avoid disrupting mature trees

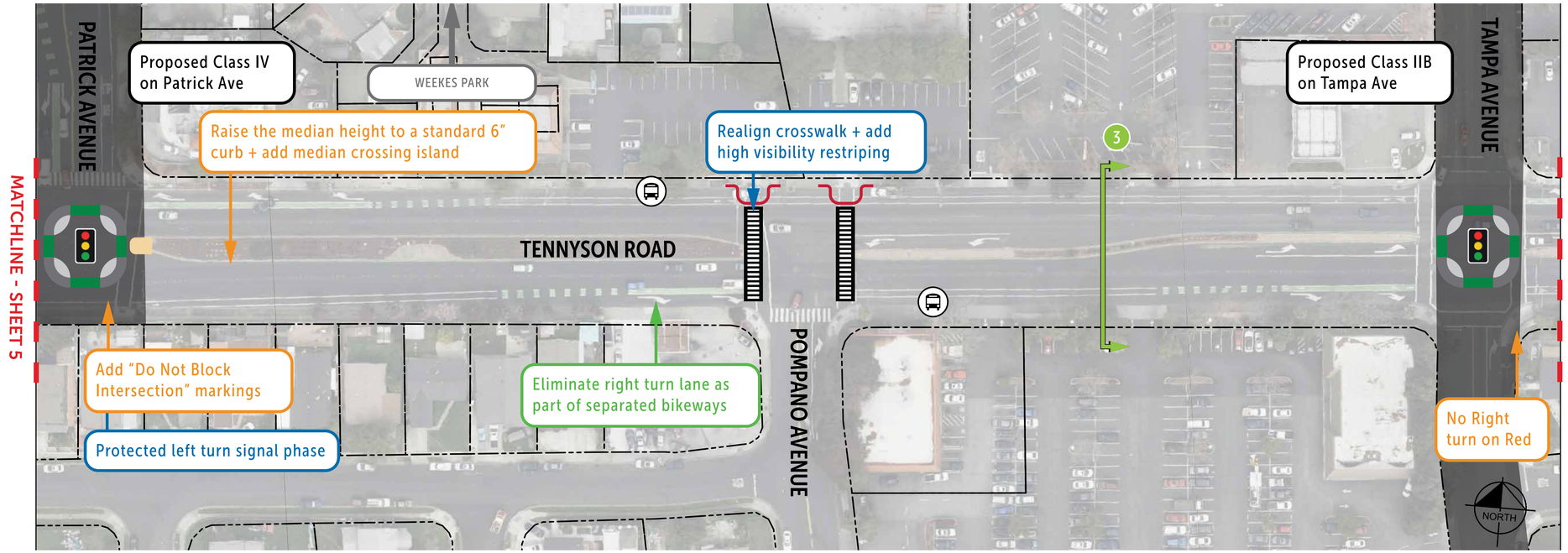
November 2025

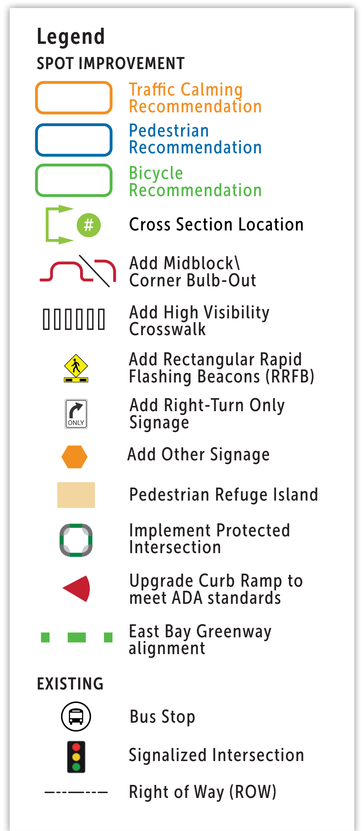
Hayward HIN Safety Plan

TENNYSON ROAD

Segment 3 — Patrick Avenue to Ruus Road

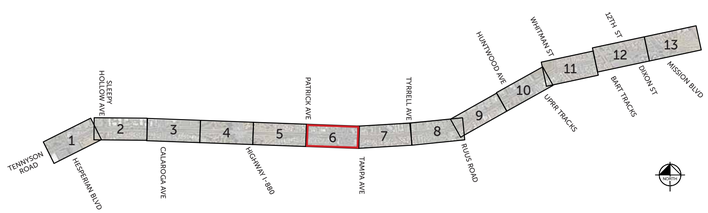
SHEET 9





Typical Cross Sections

See **SHEET 8** for existing cross section and proposed alternatives.



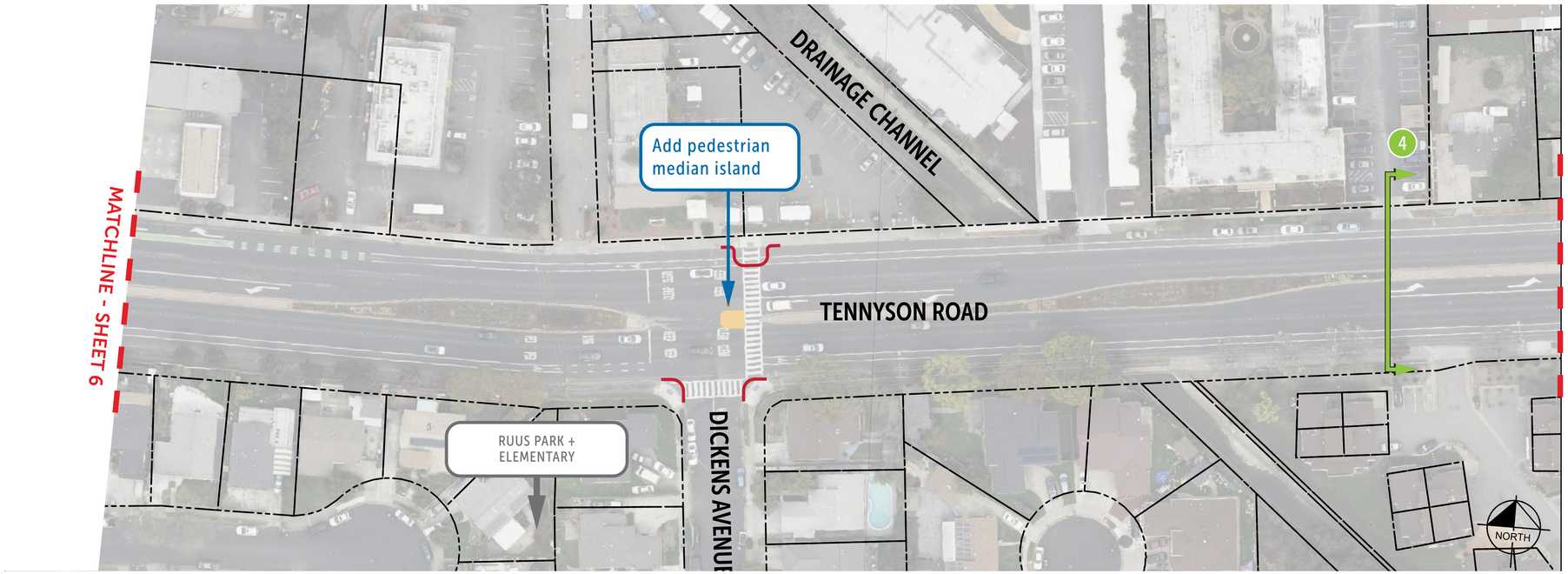
November 2025

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TENNYSON ROAD

Segment 3 — Patrick Avenue to Ruus Road

SHEET 10



Legend

SPOT IMPROVEMENT

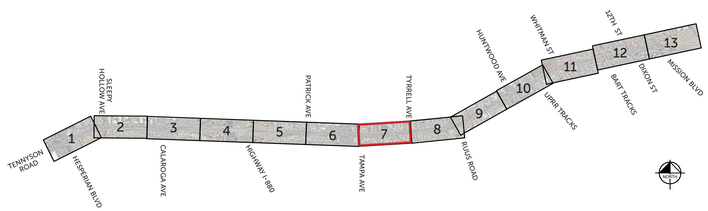
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 8** for existing cross section and proposed alternatives.



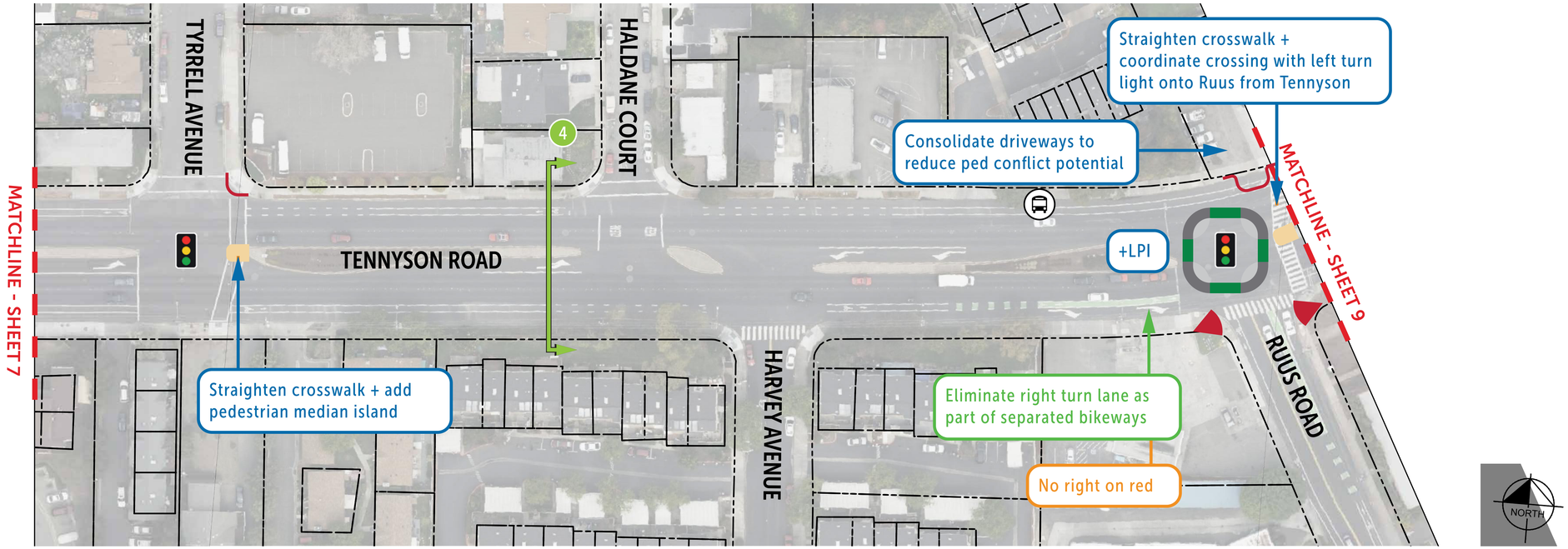
November 2025

Hayward HIN Safety Plan

TENNYSON ROAD

Segment 3 — Patrick Avenue to Ruus Road

SHEET 11



Legend

SPOT IMPROVEMENT

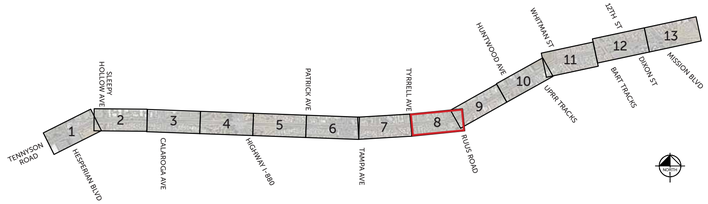
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 8** for existing cross section and proposed alternatives.



November 2025

Hayward HIN Safety Plan

TENNYSON ROAD

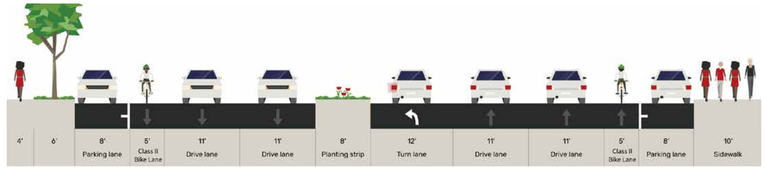
Segment 4 — Ruus Road to Whitman Street

SHEET 12



EXISTING CONDITIONS

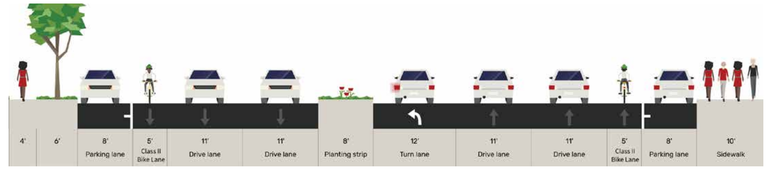
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

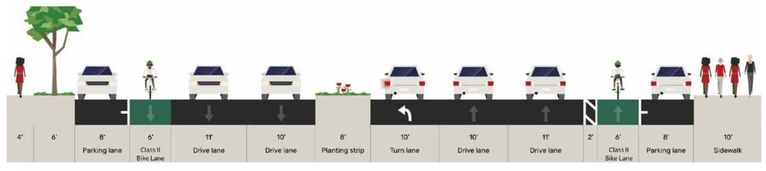
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Striped Buffer

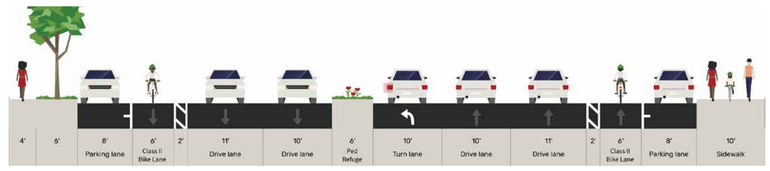
Narrow travel lanes to provide wider bike lanes and/or striped buffer where street parking exists



HIGH INVESTMENT OPTION

Buffered Bikeways in Both Directions

Narrow center median and turn lane to allow for buffer-protected bike lanes on both sides of the street

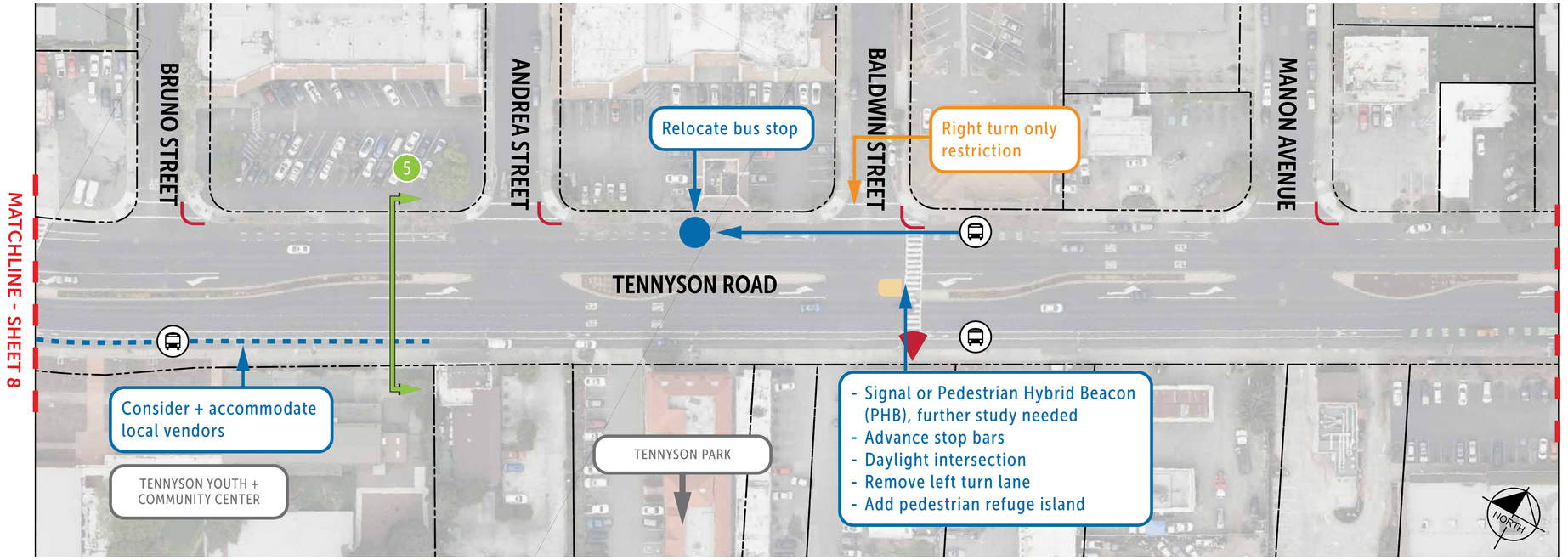


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TENNYSON ROAD

Segment 4 — Ruus Road to Whitman Street

SHEET 13



Typical Cross Sections

See **SHEET 12** for existing cross section and proposed alternatives.

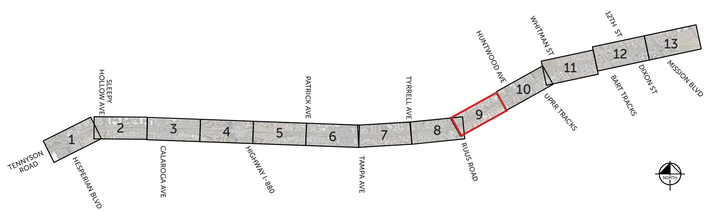
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)



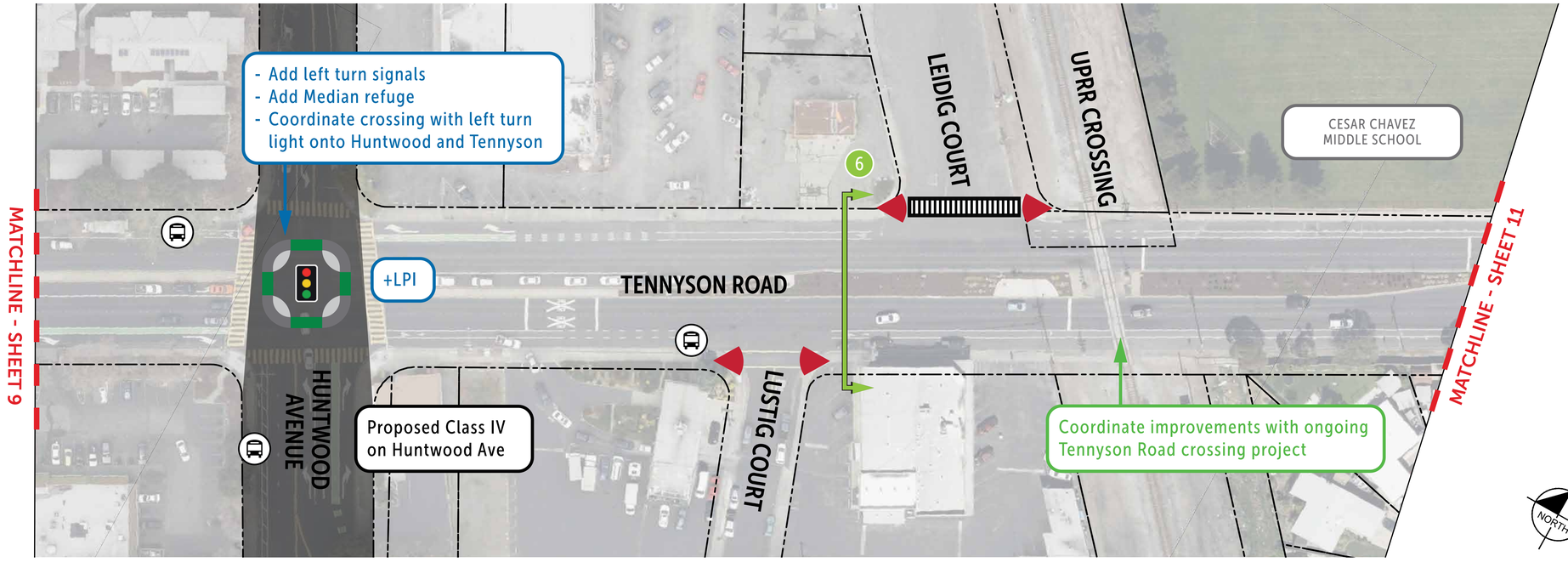
November 2025

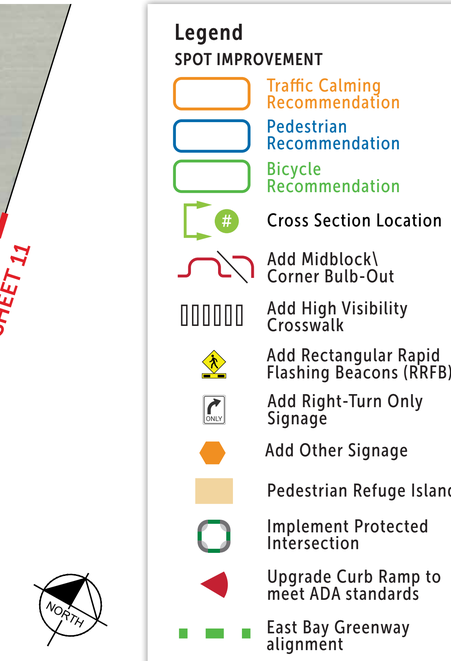
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TENNYSON ROAD

Segment 4 — Ruus Road to Whitman Street

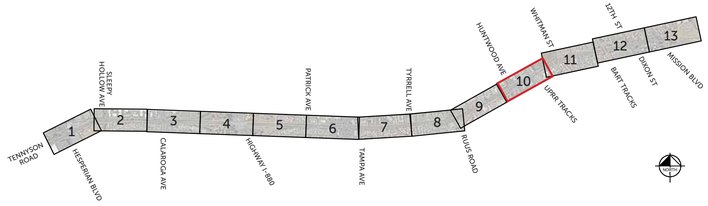
SHEET 14





Typical Cross Sections

See **SHEET 12** for existing cross section and proposed alternatives.



November 2025

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TENNYSON ROAD

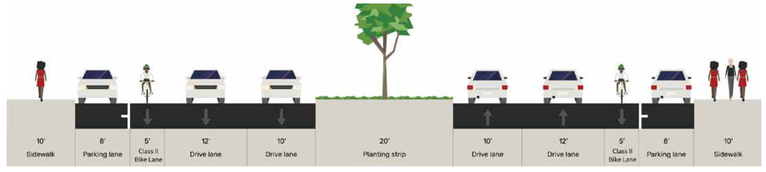
Segment 5 — Whitman Street to 12th Street/Dixon Street

SHEET 15



EXISTING CONDITIONS

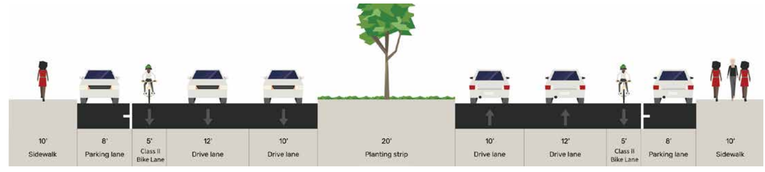
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

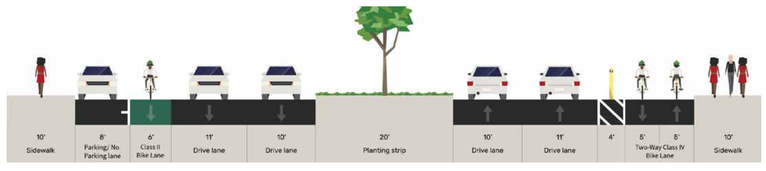
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Flex Post Buffer

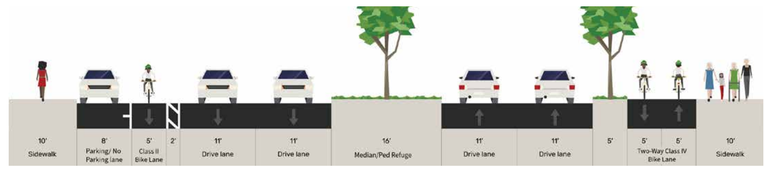
Replace Parking Lane on south side of road with a flex post-protected two-way Class IV cycle track



HIGH INVESTMENT OPTION

Striped Buffer + Raised Separated Bikeways

Narrow median + replace Parking Lane on south side of road with a curb-height two-way Class IV cycle track



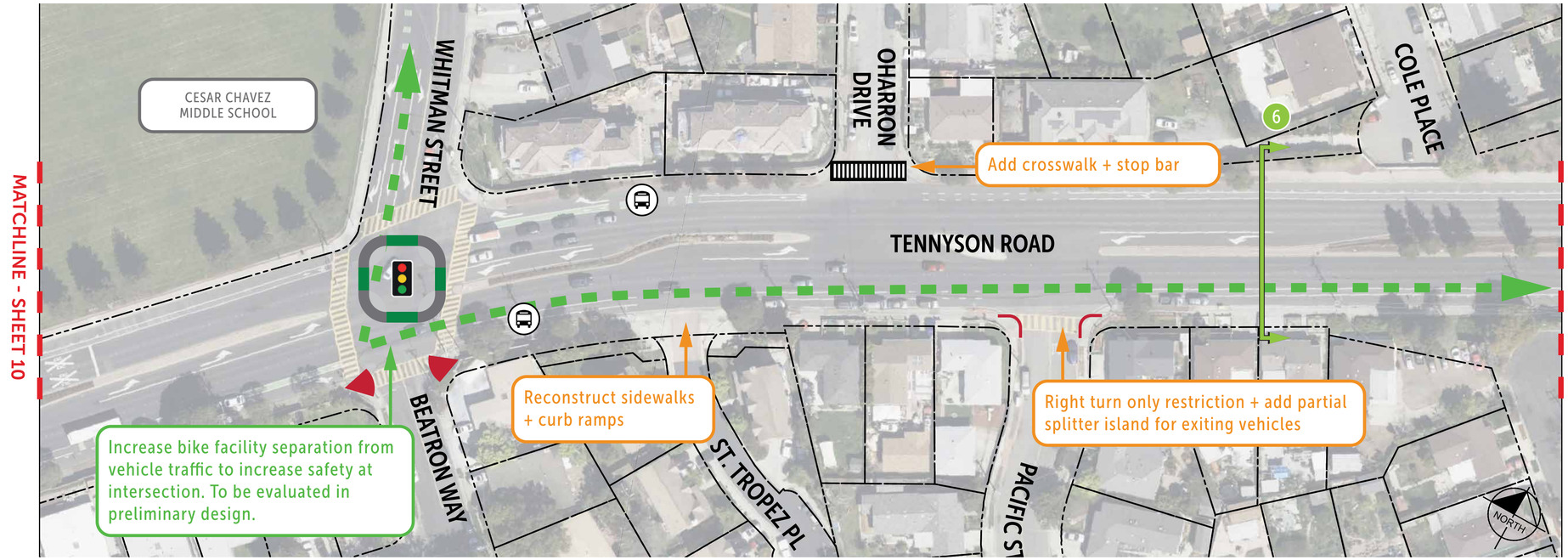
November 2025

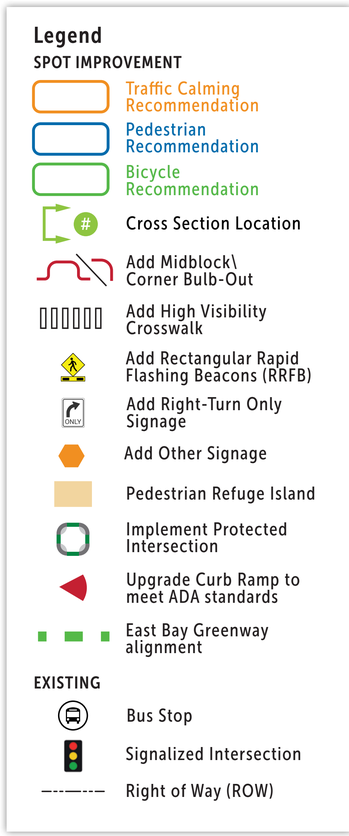
Hayward HIN Safety Plan

TENNYSON ROAD

Segment 5 — Whitman Street to 12th Street/Dixon Street

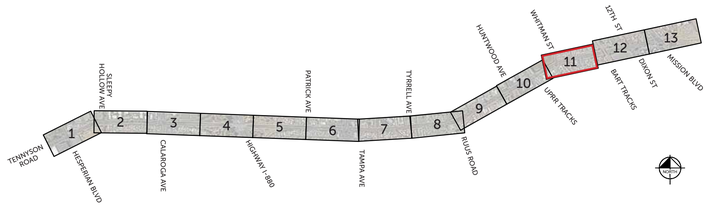
SHEET 16





Typical Cross Sections

See **SHEET 15** for existing cross section and proposed alternatives.

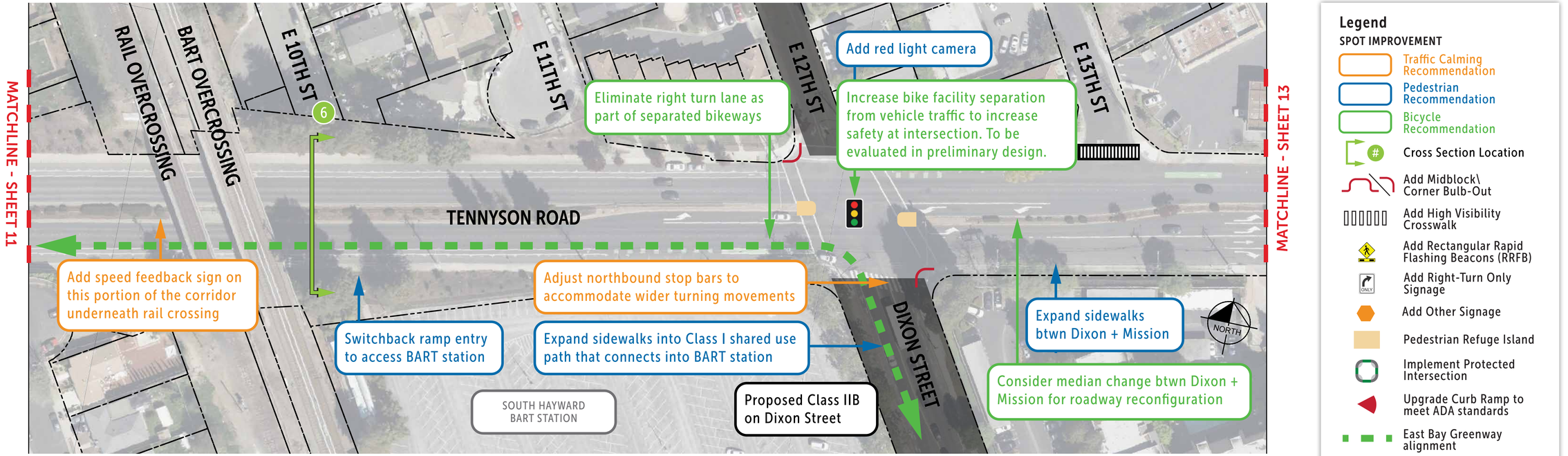


Hayward HIN Safety Plan

TENNYSON ROAD

Segment 5 — Whitman Street to 12th Street/Dixon Street

SHEET 17



Legend

SPOT IMPROVEMENT

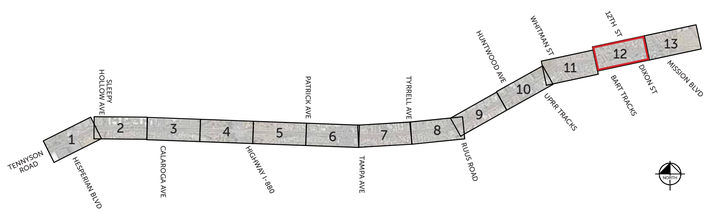
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 15** for existing cross section and proposed alternatives.



November 2025

Hayward HIN Safety Plan

TENNYSON ROAD

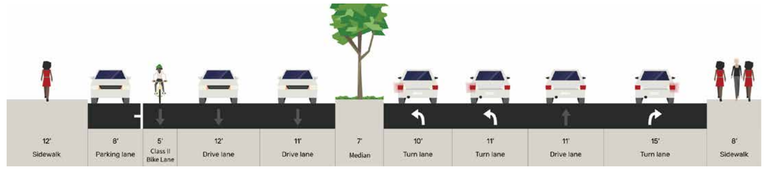
Segment 6 — 12th Street/Dixon Street to Mission Boulevard

SHEET 18



EXISTING CONDITIONS

Class II bike lanes in both directions

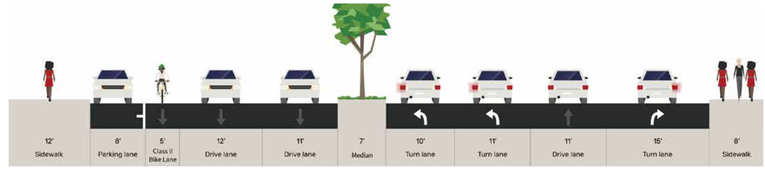


Note: Existing south sidewalk has numerous utilities which create barriers for pedestrians.

LOW IMPACT OPTION

Existing Conditions + Spot Improvements

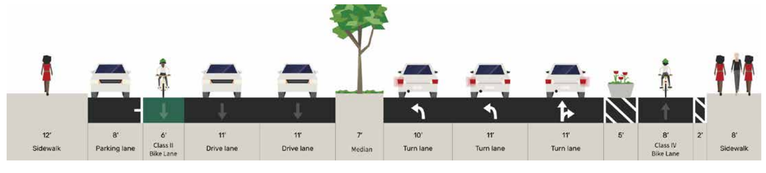
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Striped Buffer

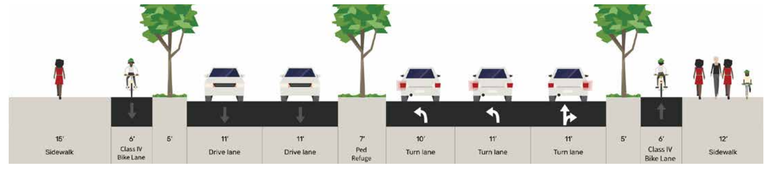
Replace turn lane on south side of road with a planter-protected one-way Class IV cycle track



HIGH INVESTMENT OPTION

Raised Separated Bikeways

Replace Parking Lanes on both sides of the road to upgrade bike lanes to Class IV curb-protected bike lanes



November 2025

HAYWARD Vision Zero

Kimley»Horn

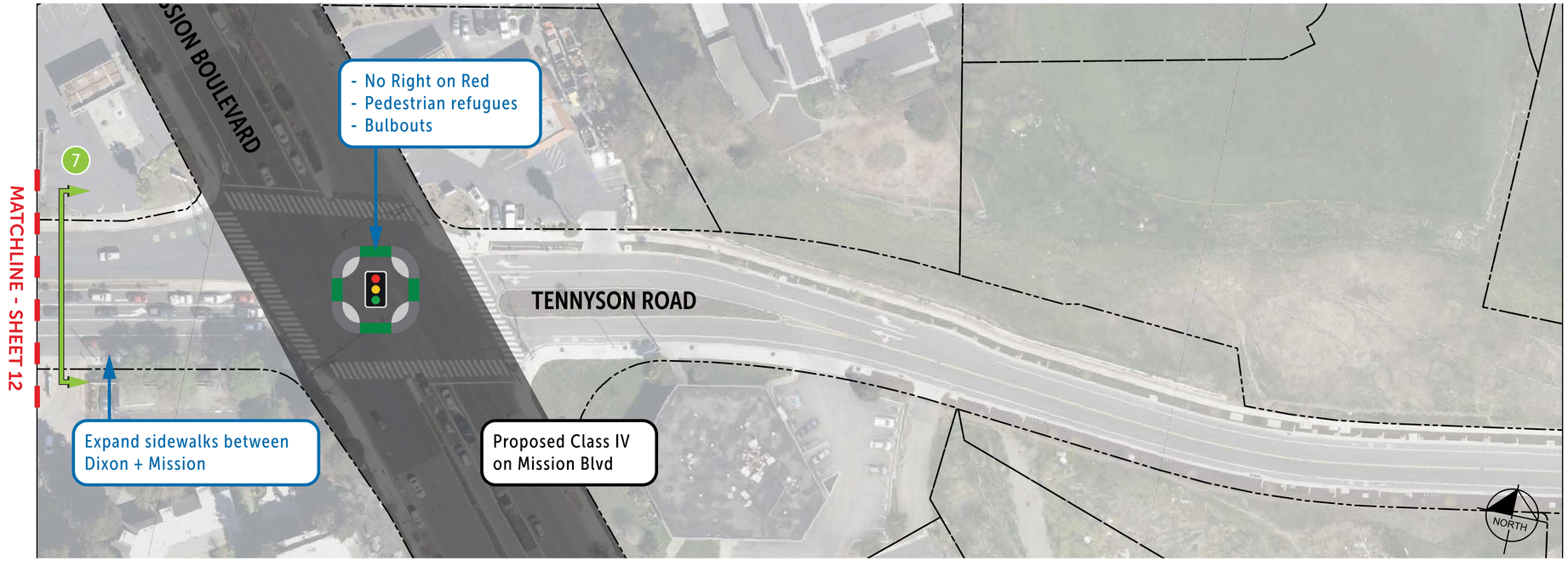
alta

Hayward HIN Safety Plan

TENNYSON ROAD

Segment 6 — 12th Street/Dixon Street to Mission Boulevard

SHEET 19



Typical Cross Sections

See **SHEET 18** for existing cross section and proposed alternatives.

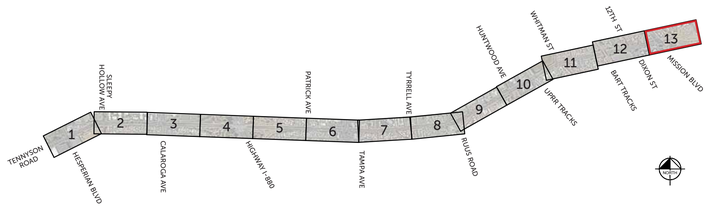
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

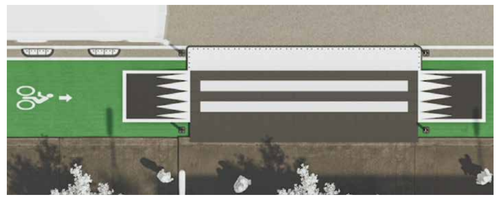


November 2025

Bus Platform Compatibility

SHEET 20





CONTINUOUS BIKE FACILITY: TRANSIT INTEGRATION

In order to retain flex-post protected separated bikeways on Tennyson Road, a temporary bus boarding island may be required at bus stops.

Diagrammatic On- and Off-Ramp for I-880

SHEET 20



LONG-TERM PROPOSED RAMP CHANGE

Changing on- and off-ramps to perpendicular intersections allows for safer crossing for pedestrians and cyclists. This also frees up public land to be used for other purposes. Rough square footage is shown for each quadrant, but specific planning and zoning changes would be studied further if this change were implemented.



Hayward High Injury Network Safety Plan: A Street, B Street, and Tennyson Road Corridors

Existing Conditions Summary

August 2025

HAYWARD
Vision Zero

Table of Contents

1 Project Introduction

2 Existing Conditions

3 Background Research

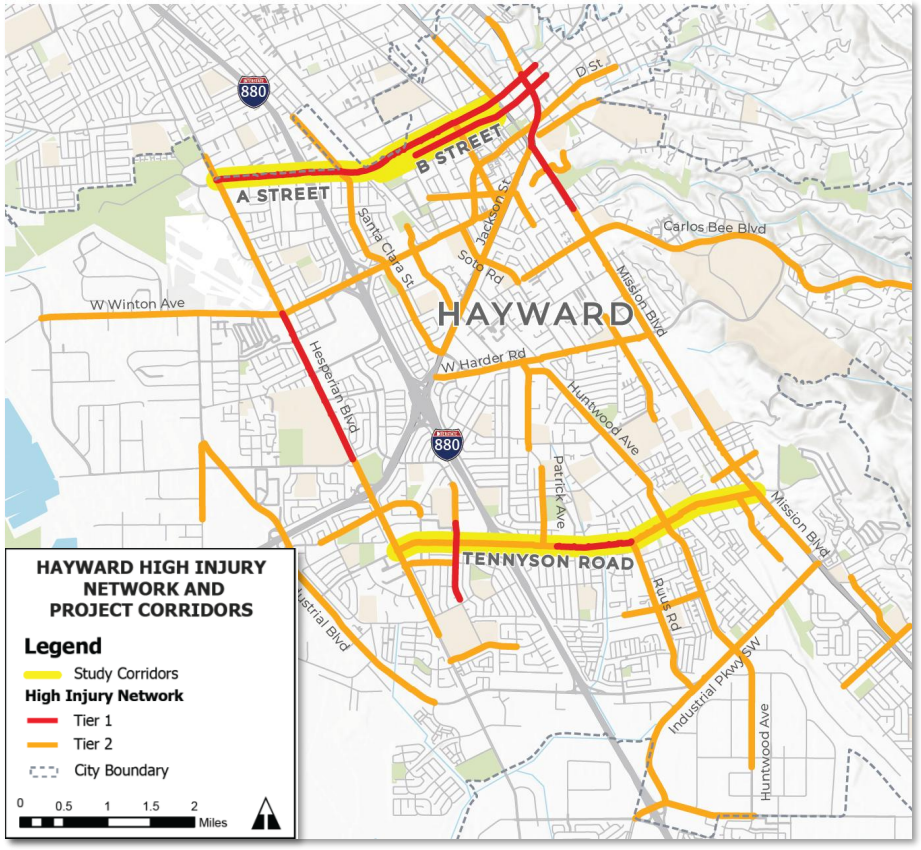
4 Safety Analysis

5 Advanced Data Analytics

Project Introduction

Project Background

The City of Hayward (City) adopted its first Local Road Safety Plan (LRSP) in 2023 and is looking to address safety concerns on its streets. This study is phase one of the City's effort to improve safety conditions on its High Injury Network (HIN). The HIN comprises just 14% of City streets while accounting for over 75% of serious and deadly crashes in the City. The study is federally funded through the Safe Streets and Roads for All (SS4A) grant program and will include identification and evaluation of safety countermeasures, conceptual plans, and cost estimates for each of the study corridors.

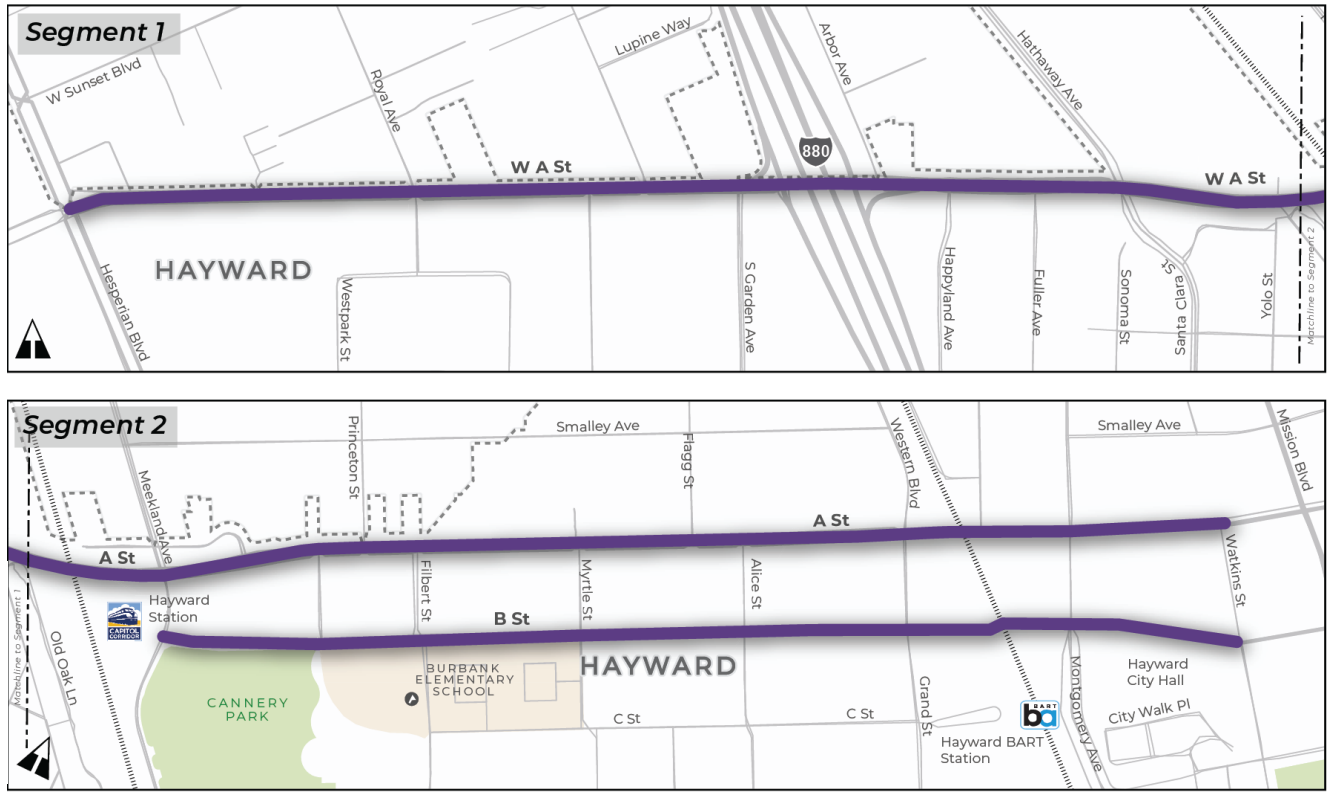


A Map of the City's High Injury Network

A Street and B Street Project Extents

Project Extents Include:

- **A Street** from Hesperian Boulevard to Watkins Street/Lucky Driveway.
- **B Street** from Martin Luther King Drive to Watkins Street/Lucky Driveway.



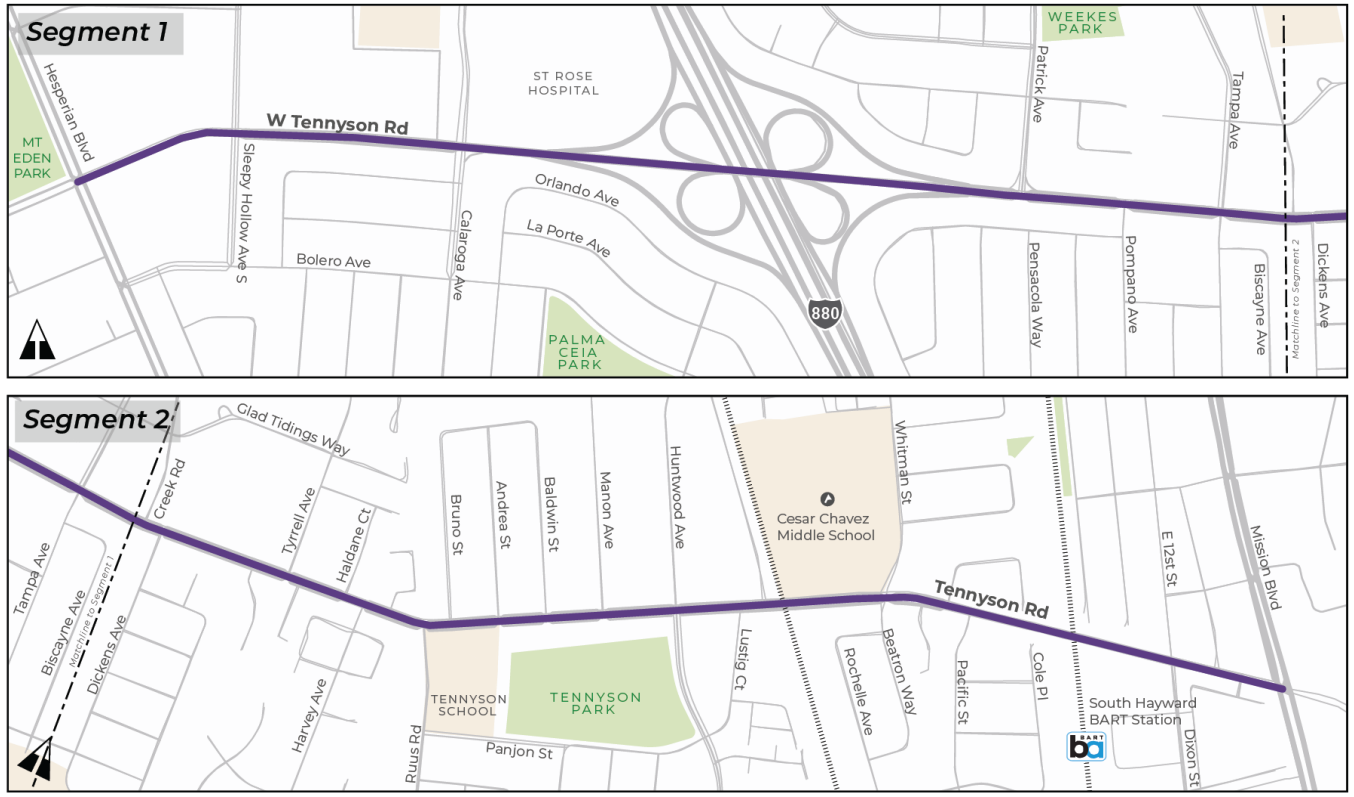
Legend

- Study Corridor
- Railroad
- School
- City Boundary

Tennyson Road Project Extents

Project Extents Include:

- **Tennyson Road** from Hesperian Boulevard to Mission Boulevard.

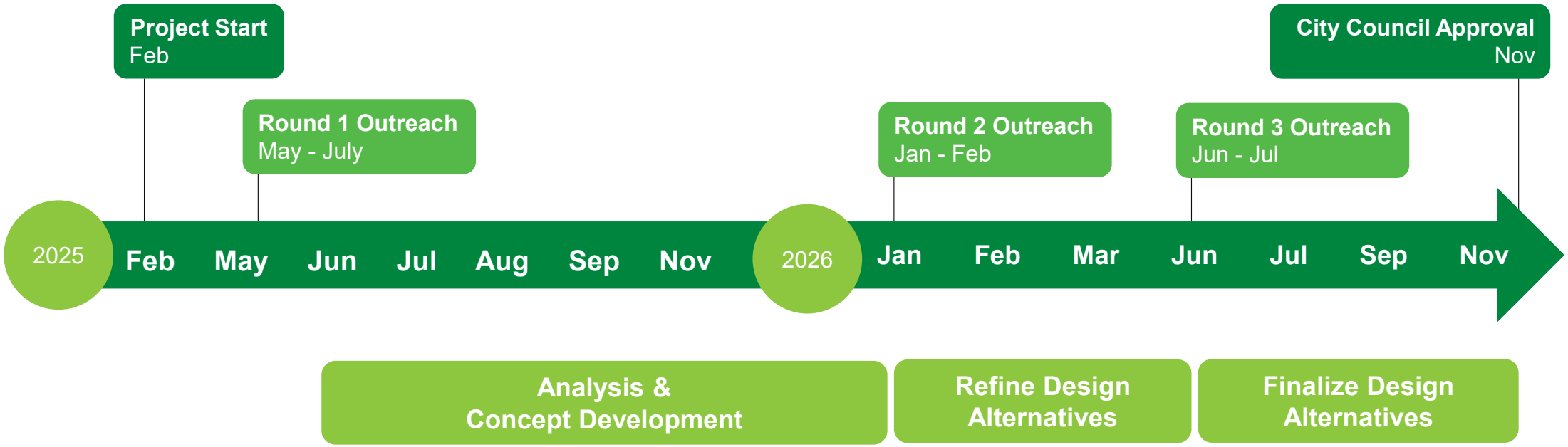


Legend

- Study Corridor
- Railroad
- School

HAYWARD Vision Zero

Project Timeline



Project Outcomes and Objectives

- Project goals include:
  - The development, analysis, and design of community supported project alternatives to improve safety on each of the study corridors.
  - The completion of Roadway Safety Audits (RSAs) for each study corridor.
  - Final design concepts, which will include cost estimates and implementation plans.



Project team during Tennyson Road RSA

Existing Conditions

A St and B St Land Use

West of Meekland Avenue, **A Street** primarily consists of general commercial or mixed-use commercial/high density residential land uses. Between Meekland Avenue and Grand Street, **A Street and B Street** primarily consists of medium density residential. East of Grand Street the land use is primarily central city-retail and office commercial



Residential Land Use Designations

RER	Rural Estate Density, 0.2-1.0 dwelling units per net acre
SDR	Suburban Density, 1.0-4.3 dwelling units per net acre
LDR	Low Density, 4.3-8.7 dwelling units per net acre
MHP	Mobile Home Park, 8.7-12.0 dwelling units per net acre
LMD	Limited Medium Density, 8.7-12.0 dwelling units per net acre
MDR	Medium Density, 8.7-17.4 dwelling units per net acre
HDR	High Density, 17.4-34.8 dwelling units per net acre

Commercial Land Use Designations

ROC	Retail and Office Commercial
GC	General Commercial

Mixed-Use Land Use Designations

SMU	Sustainable Mixed-Use
CHDR	Commercial/High-Density Residential
CC-ROC	Central City-Retail and Office Commercial
CC-HDR	Central City-High Density Residential

Industrial Land Use Designations

IC	Industrial Technology and Innovation Corridor
MI	Mixed Industrial

Public and Quasi Public Land Use Designations

PQP	Public/Quasi-Public

Open Space Land Use Designations

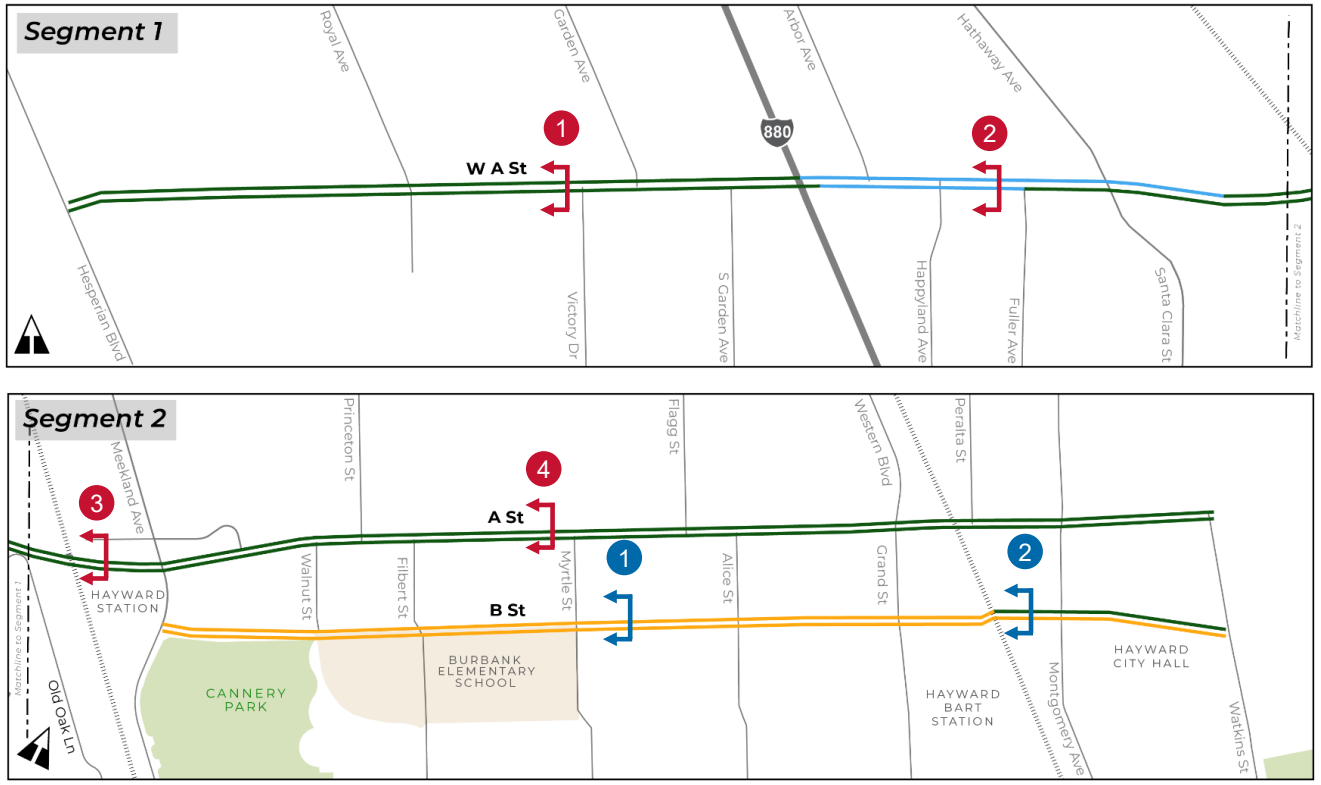
PR	Parks and Recreation
BL	Baylands
LOS	Limited Open Space

Urban Limit Line

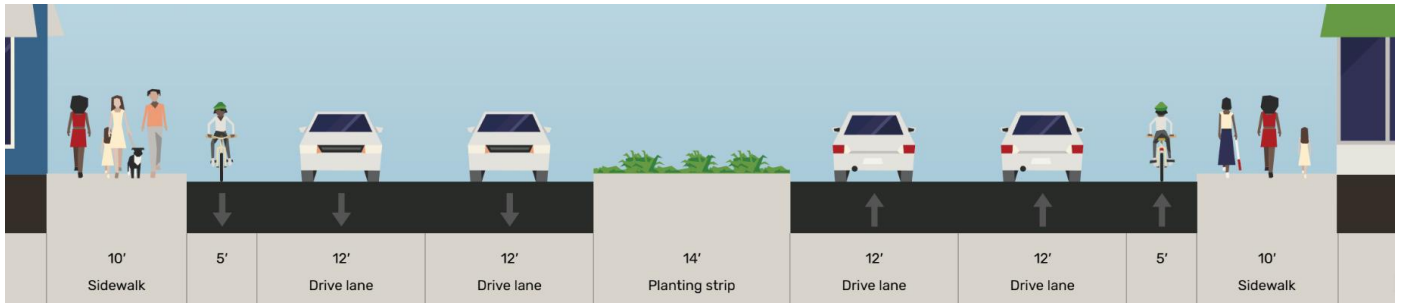
A Street and B Street Existing Conditions

A Street primarily has two through lanes in each direction. Segments immediately east of I-880 have three through lanes in each direction. The corridor has a 30 MPH speed limit west of Grand Street and a 25 MPH speed limit east of Grand Street.

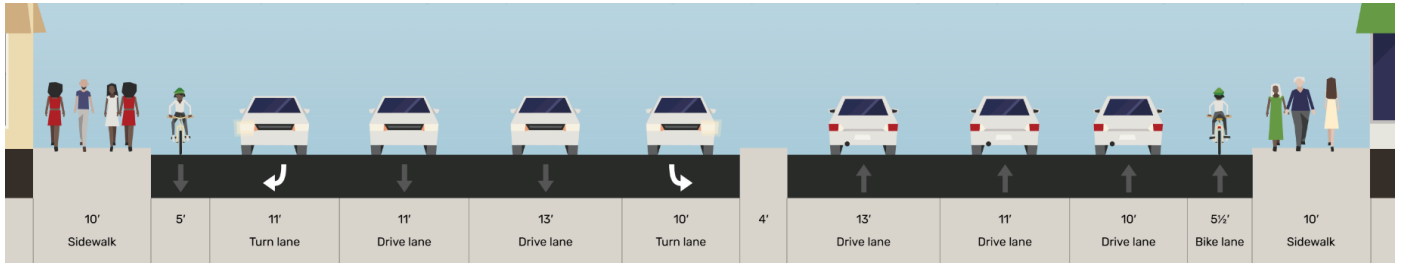
B Street primarily has one through lane in either direction. There is a second westbound lane from Watkins Street to the BART/UPRR railroad crossing. B Street has a 25 MPH speed limit for the entirety of the corridor.



A Street Cross-sections



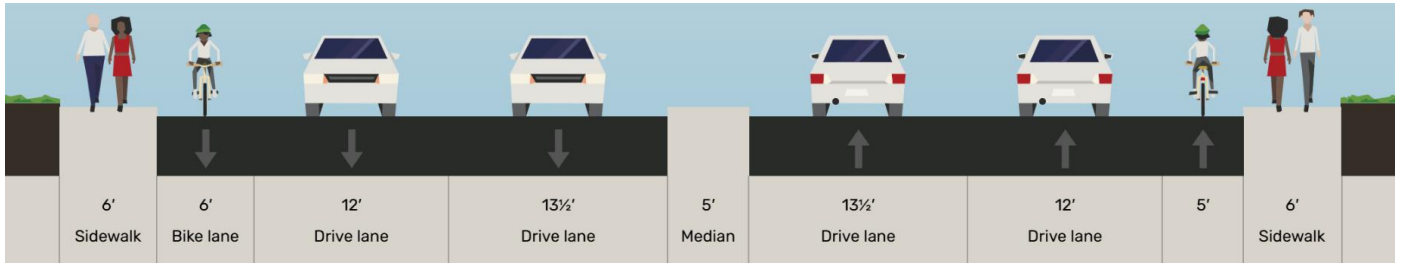
1 A Street between Hesperian Blvd and I-880 interchange (~92 ft ROW)



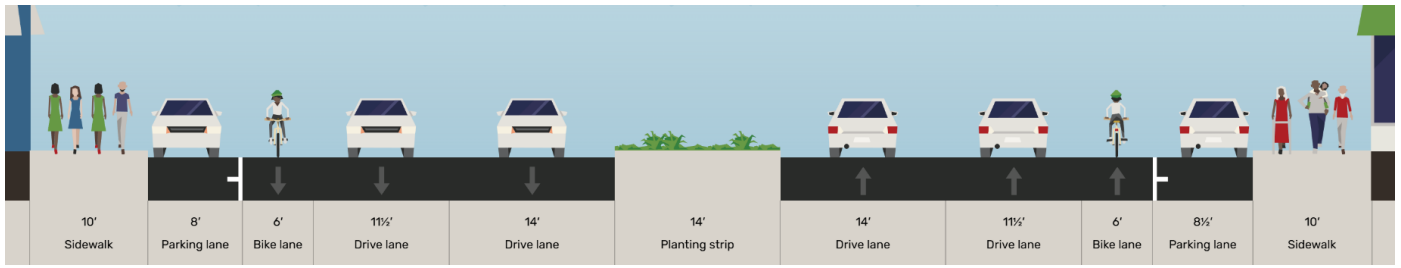
2 A Street between I-880 Interchange and Hathaway Ave (~113.5 ft ROW)

*Cross sections face westbound

A Street Cross-sections Cont.



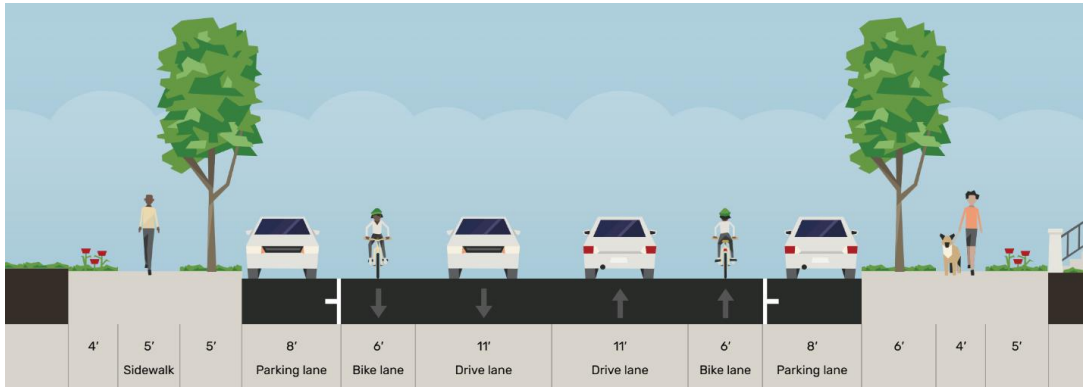
3 A Street between Hathaway Avenue and Meekland Avenue (~79 feet ROW)



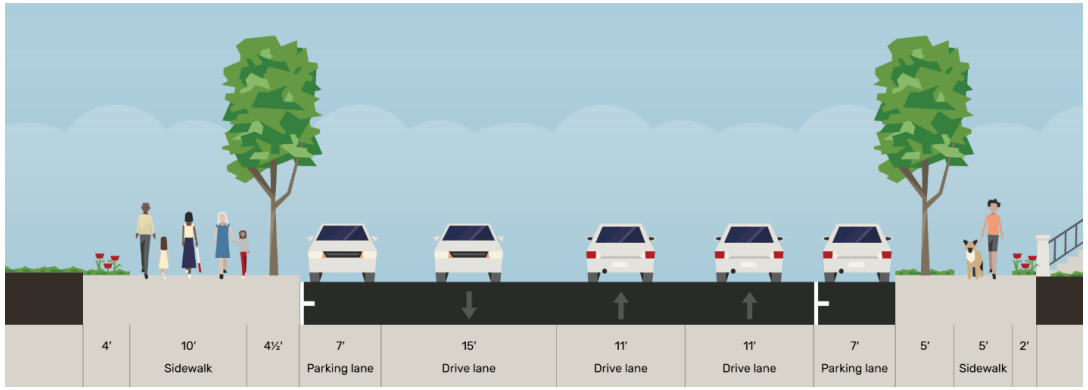
4 A Street between Meekland Avenue and Watkins Street (~113 feet ROW)

*Cross sections face westbound

B Street Cross-sections



1 B Street between Hesperian Boulevard and Grand Street (~79' ROW)



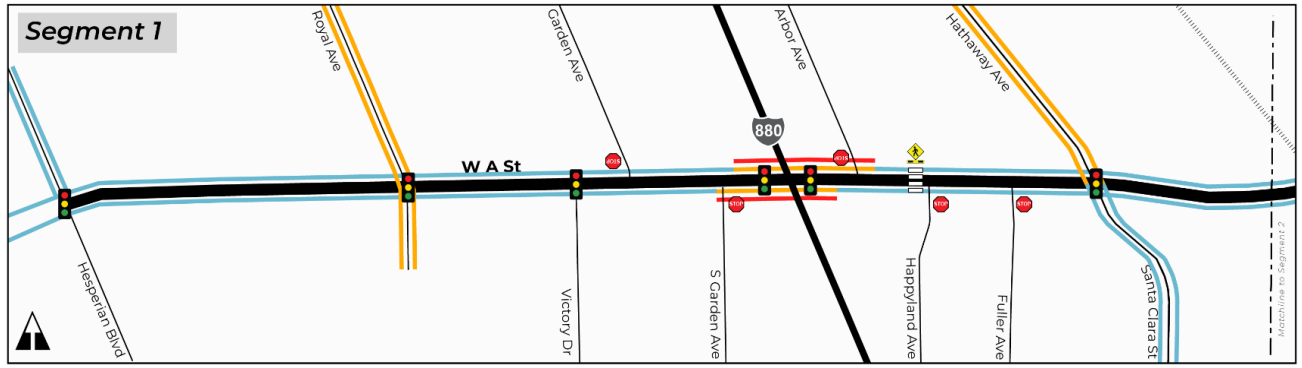
2 B Street between Hesperian Boulevard and Grand Street (~81' ROW)

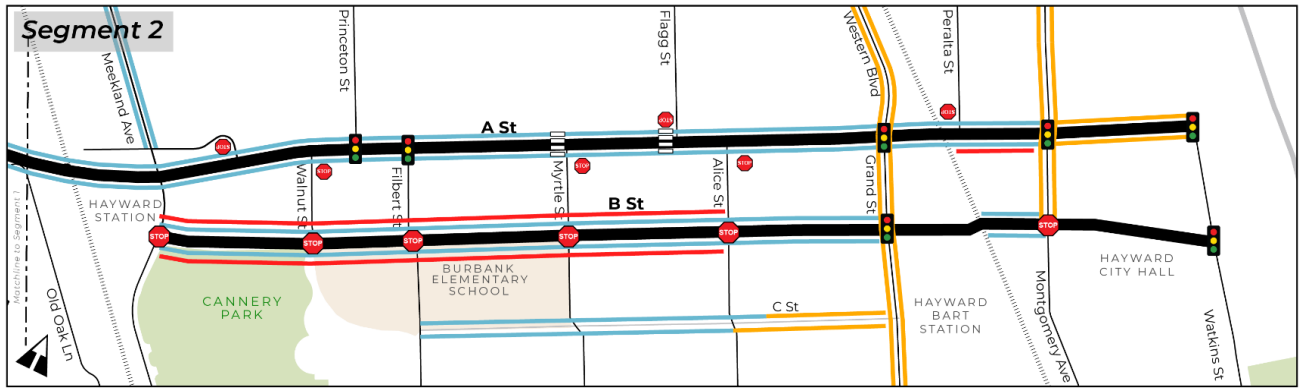
*Cross sections face westbound

A Street and B Street Existing Conditions

A Street primarily includes bicycle lanes (Class II), with gaps, designated as a bicycle route (Class III), at the I-880 underpass and east of Montgomery Avenue. The gap at the I-880 interchange is expected to be upgraded to bicycle lanes (Class II) as a part of the ongoing I-880 Interchange Improvements project. A Street has no sidewalk gaps, but sidewalks become narrow underneath the I-880 bridge and east of the UPRR railroad tracks on the south side of the street. A Street has three uncontrolled crossings; each located at a three-leg T-intersection. Of the three midblock crossings, one has a Rectangular Rapid-Flashing Beacon (RRFB). Most of the corridor's intersections are signalized with a few side street stop-controlled intersections.

B Street has bicycle lanes (Class II) from Martin Luther King Drive to Grand Street. The bicycle lanes pick up again for a short segment between the BART/UPRR crossing and Montgomery Avenue. B Street has no sidewalk gaps, but the existing sidewalks west of the Alice Street are less than 5' in some areas. Other than the signalized intersections at Grand Street and Watkins Street, B Street has exclusively all-way stop controlled intersections.





Legend

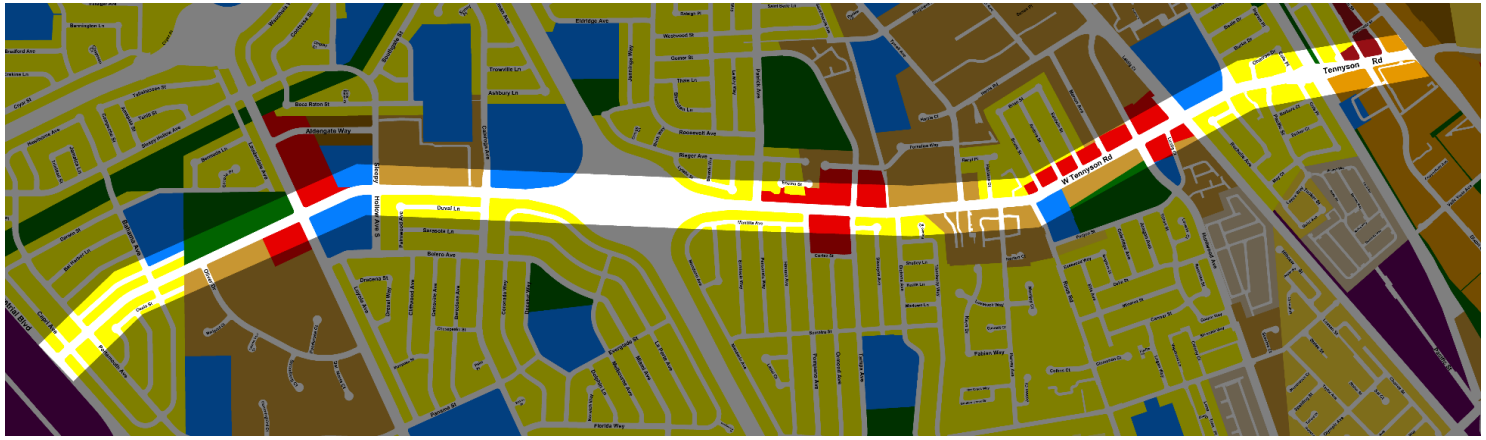
- Study Corridor
- Railroad
- Mid-Block Crossing
- Rectangular Rapid-Flashing Beacon (RRFB)
- Stop Controlled Intersection
- Signalized Intersection

Existing Bikeways
- Bicycle Lane
- Bicycle Route

Sidewalk Gaps
- Missing Sidewalk
- Narrow Sidewalk (<5')

Tennyson Road Land Use

Tennyson Road's primary land uses are retail and office commercial concentrated between Ruus Road and the UPRR Railroad tracks, sustainable mixed-use on the eastern end of the corridor, and low to medium density residential for the remainder of the corridor.



Residential Land Use Designations

RER	Rural Estate Density, 0.2-1.0 dwelling units per net acre
SDR	Suburban Density, 1.0-4.3 dwelling units per net acre
LDR	Low Density, 4.3-8.7 dwelling units per net acre
MHP	Mobile Home Park, 8.7-12.0 dwelling units per net acre
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Industrial Land Use Designations

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MI	Mixed Industrial

Public and Quasi Public Land Use Designations

PQP	Public/Quasi-Public

Open Space Land Use Designations

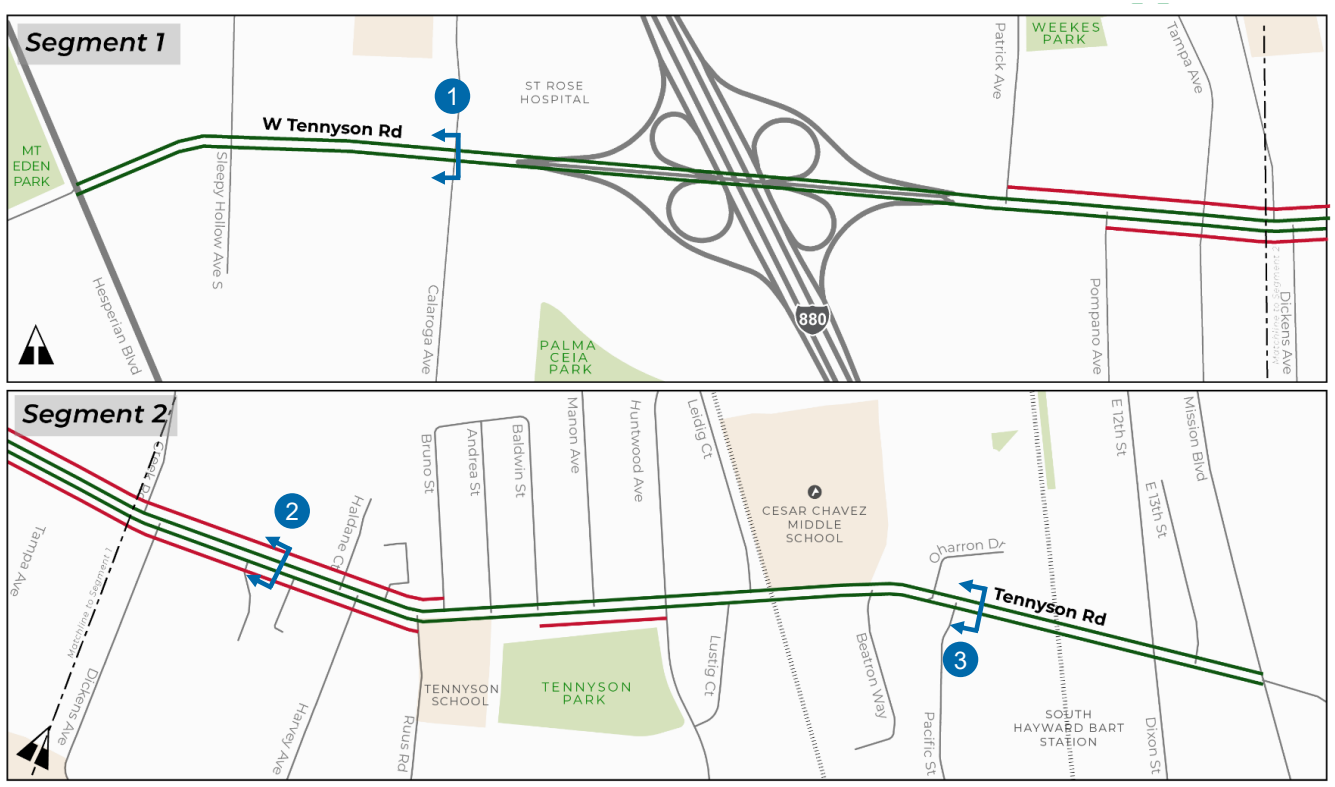
PR	Parks and Recreation
BL	Baylands
LOS	Limited Open Space

Urban Limit Line

Tennyson Road
Existing Conditions Cont.

Tennyson Road has two through lanes in each direction. The corridor has a 35 MPH speed limit west of Ruus Road, and a 25 MPH speed limit between Ruus Road and Mission Boulevard.

Roughly 1/3 includes a curb lane where parking is prohibited. This curb lane currently provides no functional use for roadway users and represents an opportunity for improved non-motorized facilities or other safety improvements.



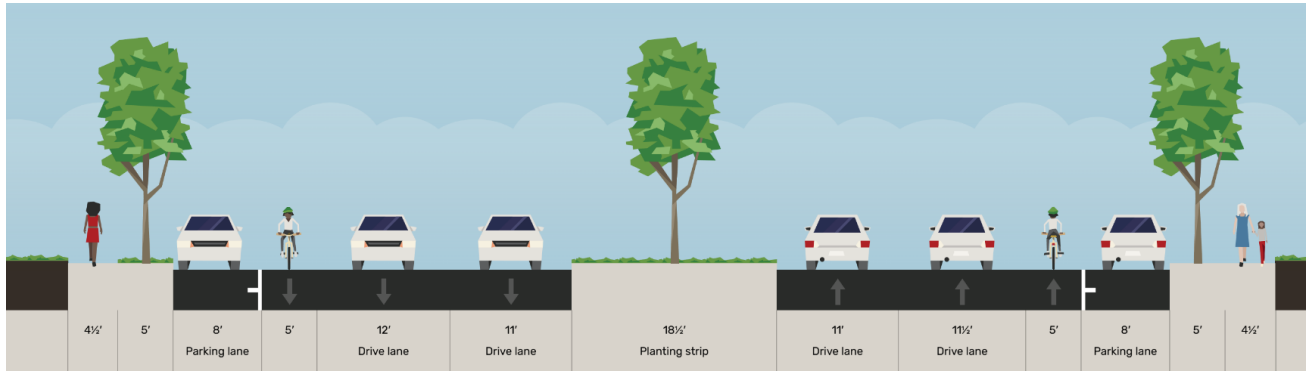
Legend

- Railroad
- No Parking Curb Lane

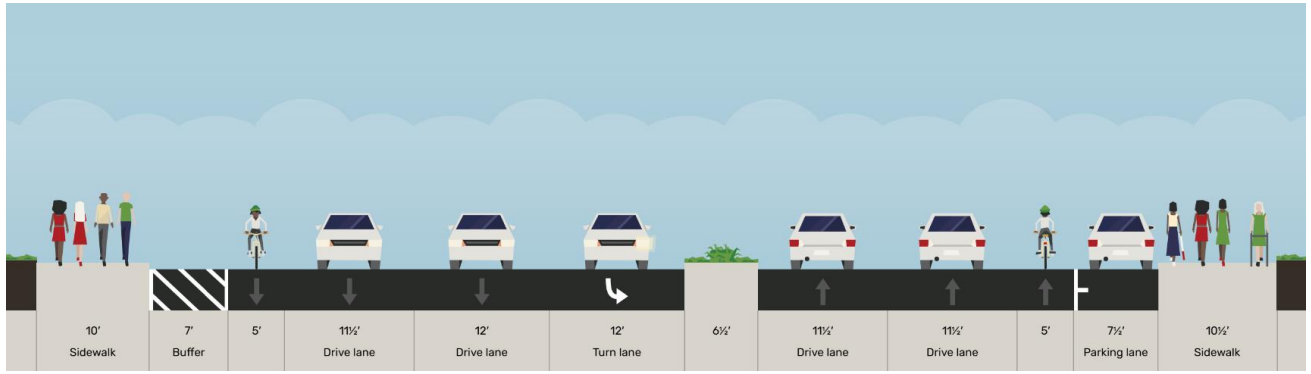
Number of Through Lanes

- 1
- 2

Tennyson Road Cross-sections



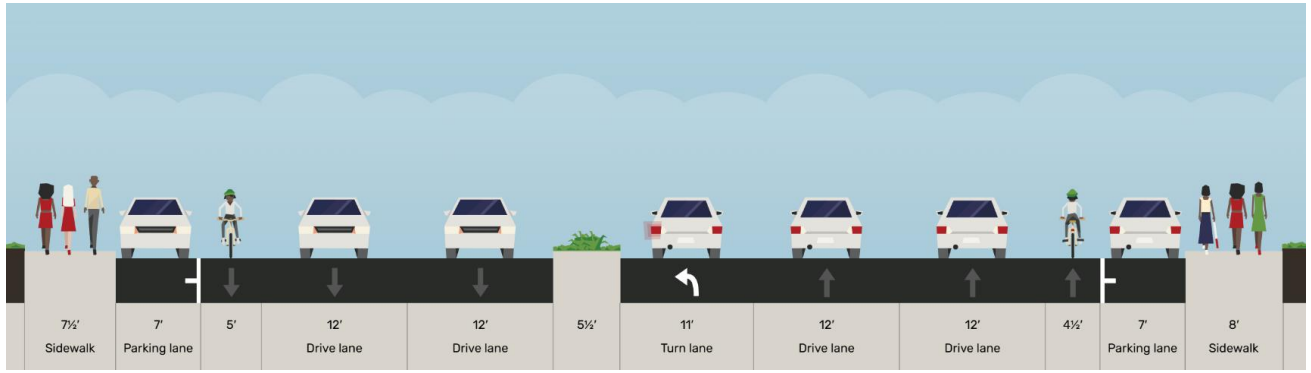
1 Tennyson Road between Hesperian Boulevard and I-880 Interchange (~109 feet ROW)



2 Tennyson Road between I-880 Interchange and Leidig Court (~110 feet ROW)

*Cross sections face westbound

Tennyson Road Cross-sections (Cont.)

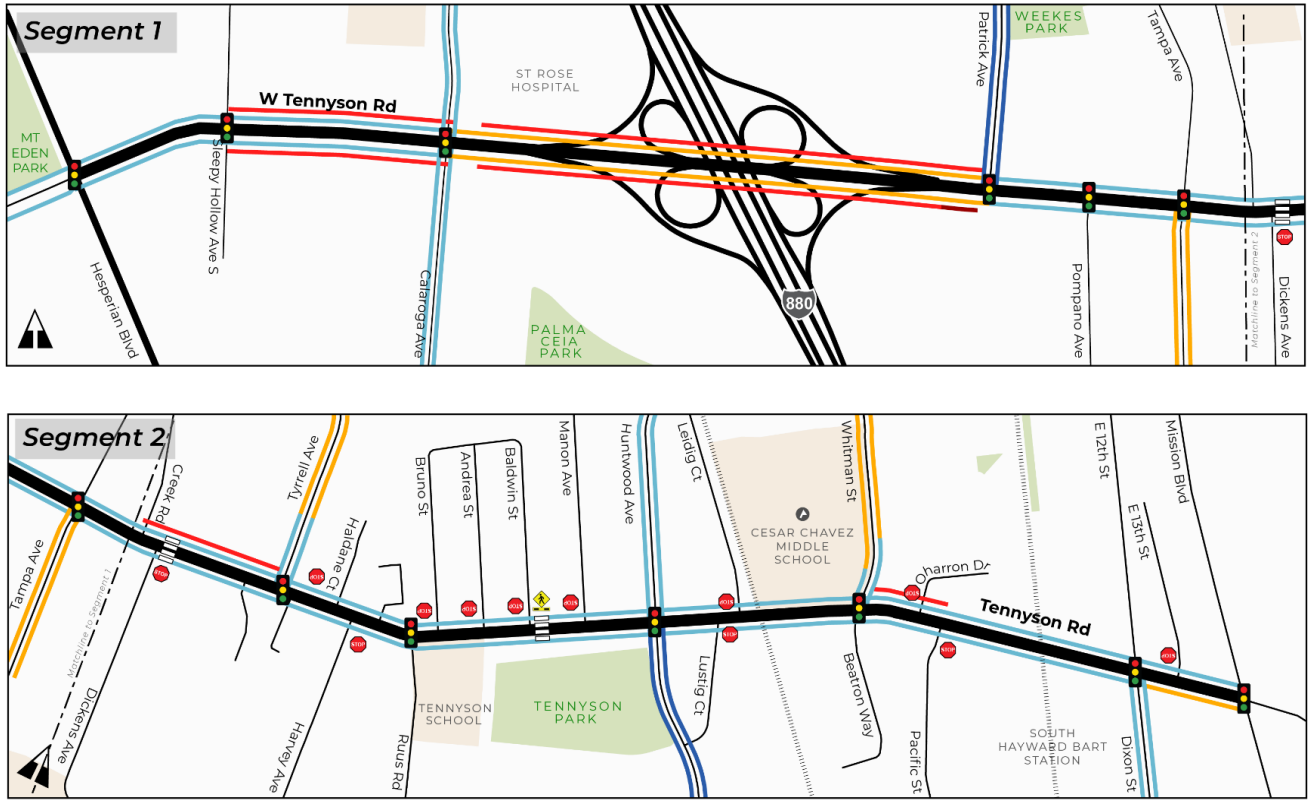


3 Tennyson Road between Leidig Court and Mission Boulevard (~103 feet ROW)

*Cross sections face westbound

Tennyson Road Existing Conditions

Tennyson Road primarily includes bicycle lanes (Class II) with gaps, designated as a bicycle route (Class III), at the I-880 overpass and eastbound east of Dixon Street. Tennyson Road has a missing sidewalk connection on the south side of the corridor just east of I-880 and narrow sidewalks on various areas of the corridor including between Sleepy Hollow Avenue S and Caloraga Avenue, over I-880, and just west of Tyrell Avenue on the north side of the street. There are two uncontrolled crossings on the corridor, one of which has an RRFB (Baldwin Street). The corridor includes a combination of side-street stop-controlled intersections and signalized intersections.



Legend

- Study Corridor
- Railroad
- Mid-Block Crossing
- Rectangular Rapid-Flashing Beacon (RRFB)
- Stop Controlled Intersection
- Signalized Intersection

Existing Bikeways

- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route

Sidewalk Gaps

- Missing Sidewalk
- Narrow Sidewalk (<5')

Site Visits

- Two project team site visits were conducted, one for the A & B Street study area and one for the Tennyson Road study area.
- The A & B Streets site visit occurred in the afternoon of March 24th, 2025.
- The Tennyson Road site visit occurred in the morning of April 1st, 2025.



Biker rides on the sidewalk on West A Street

A Street: Key Findings

- Those rolling on the corridor (bike, scooter, and skateboard users) often used the sidewalks instead of bike facilities. Those that did use the bike facilities often rode in the opposing direction of the bike lane.
- Pedestrian crossings at the I-880 interchange felt uncomfortable due to low visibility at the off-ramps.
- Pedestrians were observed crossing A Street outside of crosswalks, specifically near Walnut Street and east of Hesperian Boulevard.
- Large eastbound left-turn queuing was observed at Santa Clara Street/ Hathaway Avenue that backed up to I-880.
- The eastern portion of the corridor has many driveways.



B Street: Key Findings

- There are narrow sidewalks on the western end of the corridor near Cannery Park.
- Parking on B Street Near Cannery Park was underutilized in the early afternoon hours.
- B Street east of Grand Street is missing bicycle facilities.
- Pedestrian scale lighting is missing from the majority of the north side of the corridor.



Tennyson Road: Key Findings

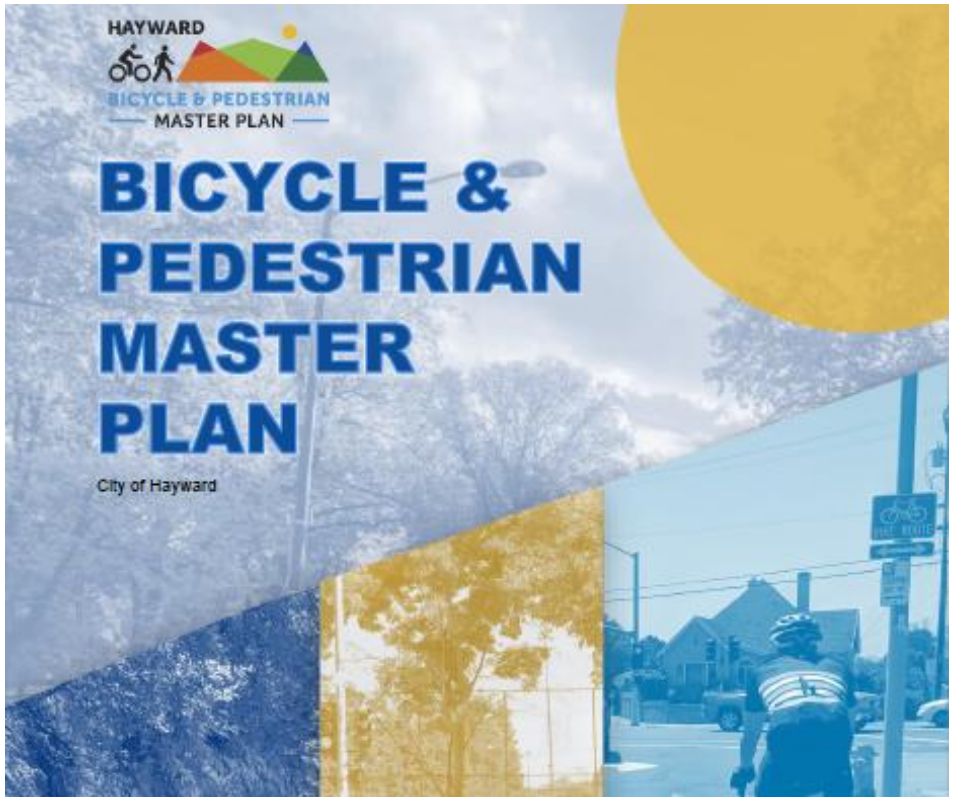
- Micromobility users use narrow sidewalks and crosswalks, creating bicycle/pedestrian conflicts.
- Several crosswalks were obstructed with median noses.
- Sidewalk gaps and obstructions exist throughout the corridor.
- High vehicle speeds were observed west of Patrick Avenue.
- Many of the three-leg T-intersections allow permissive left turning movements while the pedestrians are given a walk signal.
- Long stretches of Tennyson Road have eight-foot-wide curb-adjacent roadway space with “No Parking” signage.



Background Research

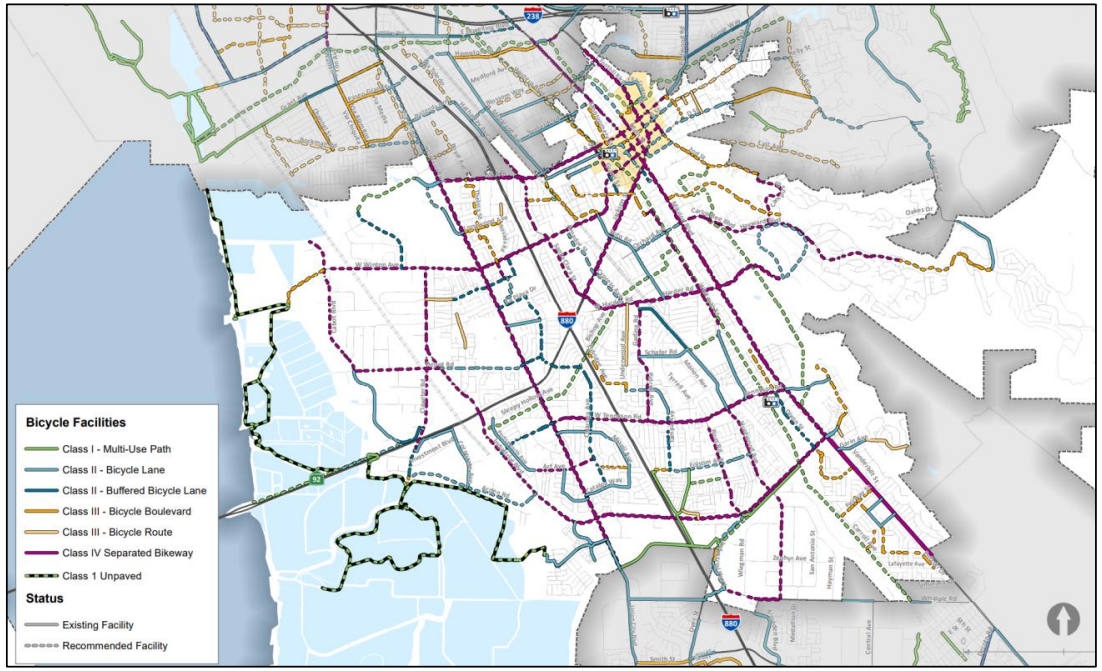
Bicycle & Pedestrian Master Plan 2020

- Overarching goals include safety, complete streets, access & mobility, and funding & implementation.
- The study identifies portions of A Street, B Street, and Tennyson Road as priority corridors for safety improvements.
- The plan also outlines infrastructure recommendations for pedestrian improvements and future bicycle network.



Bicycle & Pedestrian Master Plan 2020 Recommendations

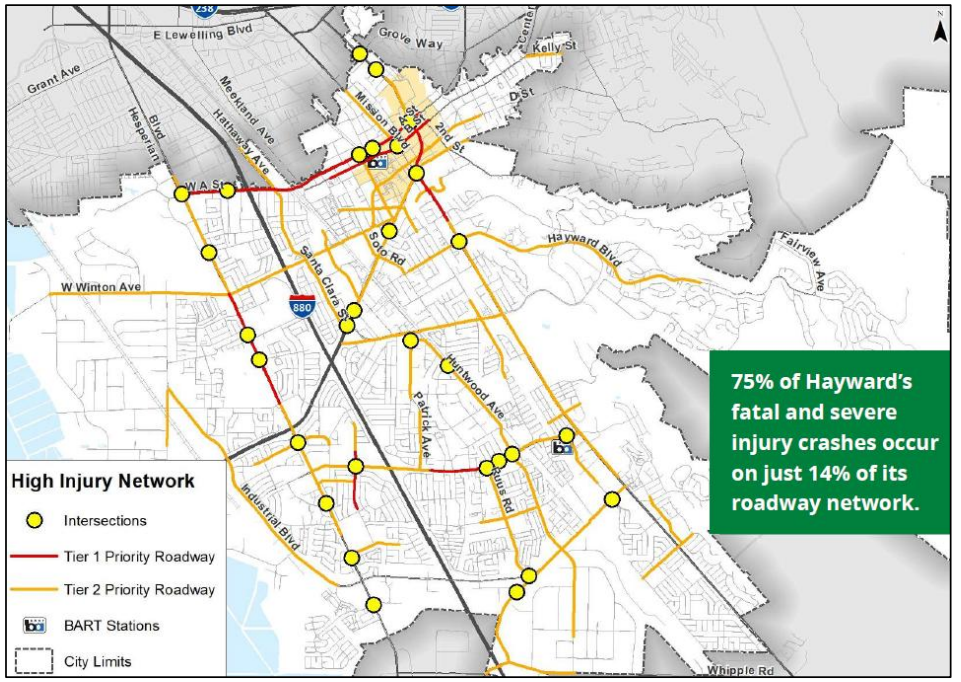
- A Street
  - Class IV Separated Bikeway between Skywest Drive and 4th Street
- B Street
  - Class II Bicycle Lane between Grand Street and Watkins Street
  - Class III Bicycle Boulevard between Watkins Street and Foothill Boulevard
- Tennyson Road
  - Class IIB Buffered Bicycle Lane between Industrial Boulevard and Hesperian Boulevard
  - Class IV Separated Bikeway between Hesperian Boulevard and Mission Boulevard



City of Hayward BPMP - Bicycle and Pedestrian Bicycle Facilities Map

2023 Local Roadway Safety Plan

- Crashes were analyzed from 2017-2021.
- The study used crash data to identify a High Injury Network (HIN):
  - 9 intersections within the study area were identified as high injury network intersections.
  - A Street, B Street, and Tennyson Road between Pompano and Ruus Road were ranked Tier 1 priority roadway segments
  - Tennyson Road between Hesperian Boulevard and Mission Boulevard was ranked Tier 2 priority roadway segment
- The study also identified a set of countermeasures and strategies to address safety challenges in the City.



City of Hayward - High Injury Network Map

2023 Local Roadway Safety Plan Cont.

High Injury Network Intersections

Rank	Location	Location Type
1	Tennyson Rd & Baldwin St	Unsignalized
3	Tennyson Rd & Calaroga Ave	Signalized
4	A St & Victory Dr	Signalized
8	A St & Foothill Blvd	Signalized
9	Tennyson Rd & Huntwood Ave	Signalized
11	A St & Western Blvd	Signalized
13	CA-185 & B St	Signalized
15	A St & Montgomery St	Signalized
16	Tennyson Rd & 12 St/Dixon St	Signalized
17	A St & Hesperian Blvd	Signalized
20	Tennyson Rd & Ruus Rd	Signalized

2023 Local Roadway Safety Plan Location-Specific Recommendations

Tennyson & Baldwin

Unsignalized Intersection

RECOMMENDED IMPROVEMENTS	
NS23PB	Install Pedestrian Signal (including Pedestrian Hybrid Beacon [HAWK])
NS19PB	Install raised medians/refuge islands (NS.I.)
NS20PB	Install pedestrian crossing at uncontrolled locations (new signs and markings only)
NS01	Add intersection lighting (NS.I.)
NS15	Create directional median openings to allow (and restrict) left turns and U-turns (NS.I.)
K10	Stripe bicycle lane through intersection
K12	Reduce curb radius
K13	Stripe high-visibility crosswalk markings
K17	Install raised crosswalk

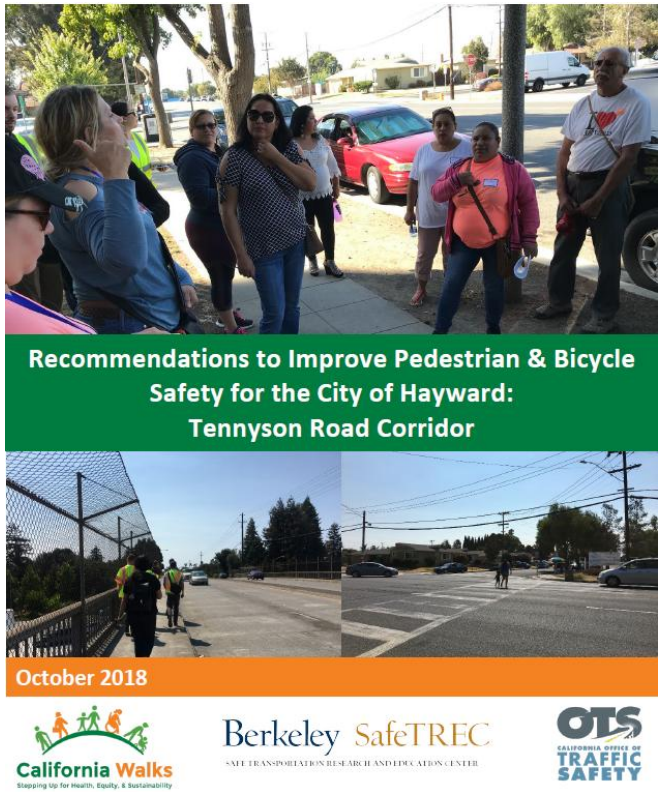
Tennyson & Calaroga

Signalized Intersection

RECOMMENDED IMPROVEMENTS	
S21PB	Modify signal phasing to implement a leading pedestrian interval (LPI)
K01	Modify lane geometry: consider eliminating one right-turn lane
S08	Convert signal to mast arm from pedestal-mounted
S11	Improve pavement friction using high friction surface treatments
S01	Add intersection lighting
S02	Improve signal hardware with lenses, back-plates with retroreflective borders, mounting, size, and number
K02	Restrict right turns on red
K03	Refresh pavement markings
K10	Stripe bicycle lane extension through intersection
K12	Reduce curb radius
K13	Stripe high-visibility crosswalk markings
K14	Modify signal phasing to implement a leading bicycle interval phase
K17	Install raised crosswalk
S03	Adjust signal timing parameters (red-and-yellow change intervals, bicycle clearance times, etc.) to increase clearance times

Recommendations to Improve Pedestrian and Bicycle Safety of the City of Hayward: Tennyson Road Corridor 2018

- A Community Pedestrian and Bicycle Safety Training (CPBST) workshop identified pedestrian and bike priorities and improvements.
- Attendees included representatives from transit agencies, organizations, businesses, and community members.



Recommendations to Improve Pedestrian and Bicycle Safety of the City of Hayward: Tennyson Road Corridor 2018

Identified Issues

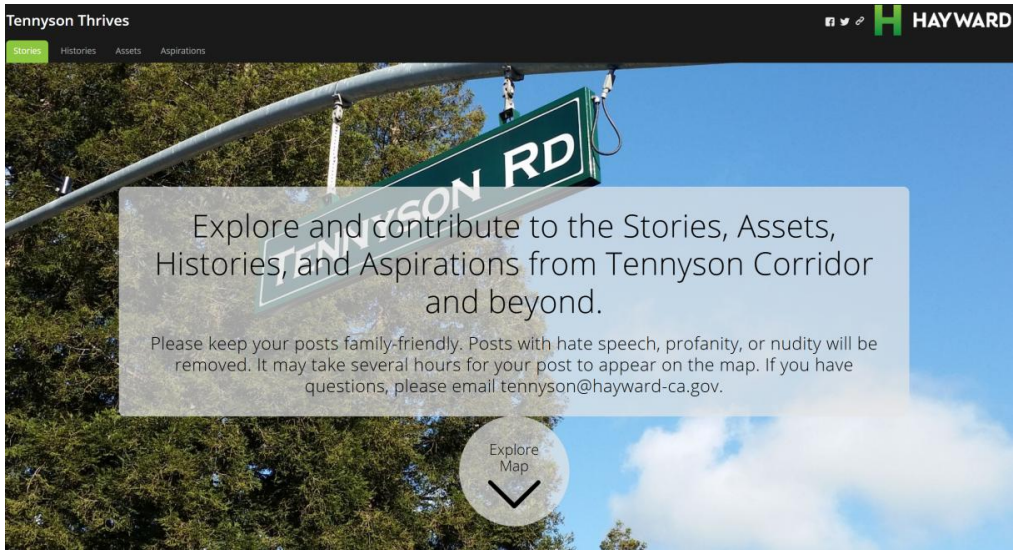
- Narrow and obstructed sidewalks
- High vehicle speeds
- Unsafe crossings
- Inadequate bike lanes

Community Priorities and Recommendations

- Enhance pedestrian and bicyclist safety
- Improve access to schools and community centers
- Address infrastructure deficiencies
  - Repair sidewalks
  - Create continuous and protected bike lanes
- Implement traffic calming measures

Tennyson Thrives Vision Plan

- The study was a collaboration between community members, City staff, and the Chabot College Student Initiative Center.
- It included the development of a Vision Plan focused on highlighting stories, histories, assets, and aspirations of communities along Tennyson Road.

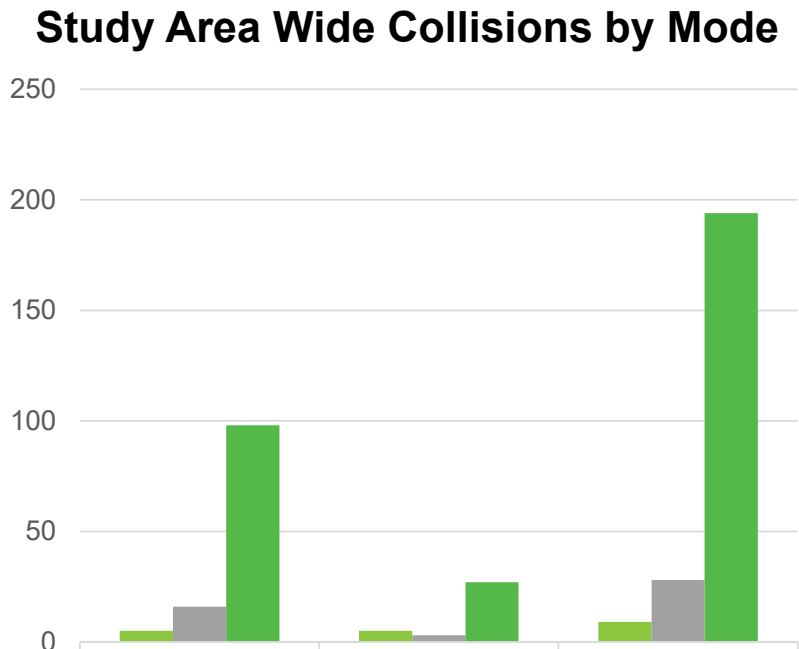


Safety Analysis

SWITRS Data and Locations

Study Period: 2019-2024 (6 years)

- A Street Total Collisions: 119
- B Street Total Collisions: 35
- Tennyson Road Total Collisions: 231



	A Street	B Street	Tennyson Road
Bike-Involved Collisions	5	5	9
Pedestrian-Involved Collisions	16	3	28
Auto-Only Collisions	98	27	194

Key Analysis Findings



385 crashes
on A/B Streets and Tennyson Road since 2019



31 severe injuries or fatalities
since 2019



46% of severe injury or fatal crashes
involved someone walking or biking

Vulnerable Road User Injuries



Pedestrian Collisions

Corridor	Fatality	Severe Injury
A St	2	3
B St	0	0
Tennyson Rd	1	4
Total	**3**	**7**



Bicycle Collisions

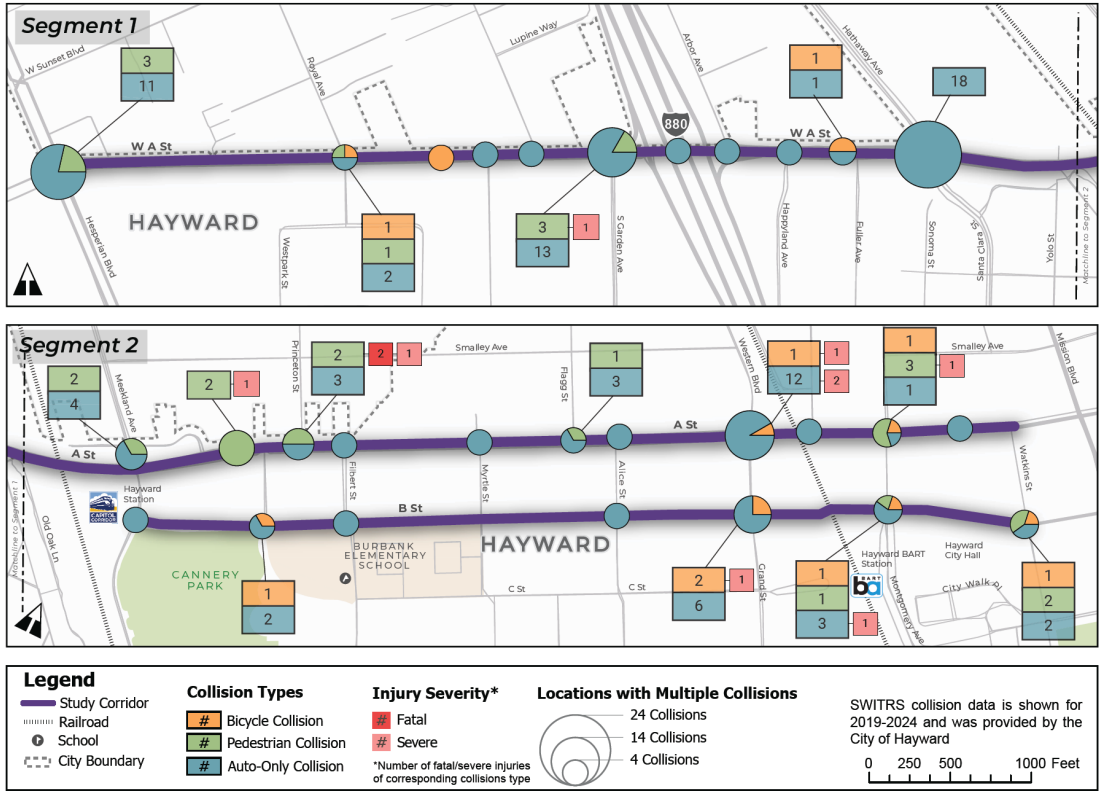
Corridor	Fatality	Severe Injury
A St	0	1
B St	0	1
Tennyson Rd	0	1
Total	**0**	**3**

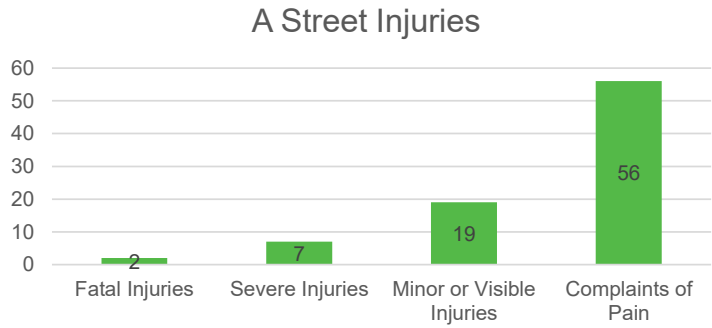
Vulnerable Road User Sever and Fatal Collisions

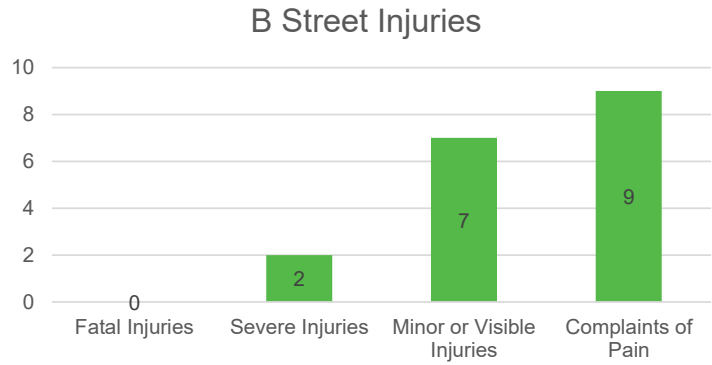
Location	Severity	Vulnerable Road User	Crash Cause
A St and Walnut St	Severe	Pedestrian	Pedestrian Violation
A St and Princeton St*	Fatal / Severe	Pedestrian	Pedestrian Violation
A St and Princeton St	Fatal	Pedestrian	Pedestrian Violation
A St and Western Blvd	Severe	Bicyclist	Wrong Side of the Road
A St and Montgomery Ave	Severe	Pedestrian	Pedestrian ROW
B St and Western Blvd	Severe	Bicyclist	Traffic Signals and Signs
Tennyson and Hesperian Blvd	Severe	Pedestrian	Unsafe Speed
Tennyson and Patrick Ave	Severe	Bicyclist	Wrong Side of the Road
Tennyson and Ruus Rd	Severe	Pedestrian	Pedestrian Violation
Tennyson and Ruus Rd	Severe	Pedestrian	Pedestrian Violation
Tennyson and Baldwin St	Fatal	Pedestrian	Pedestrian ROW
Tennyson and Baldwin St	Severe	Pedestrian	Pedestrian Violation

*This collision occurring at Princeton Street resulted in both a fatality and severe injury.

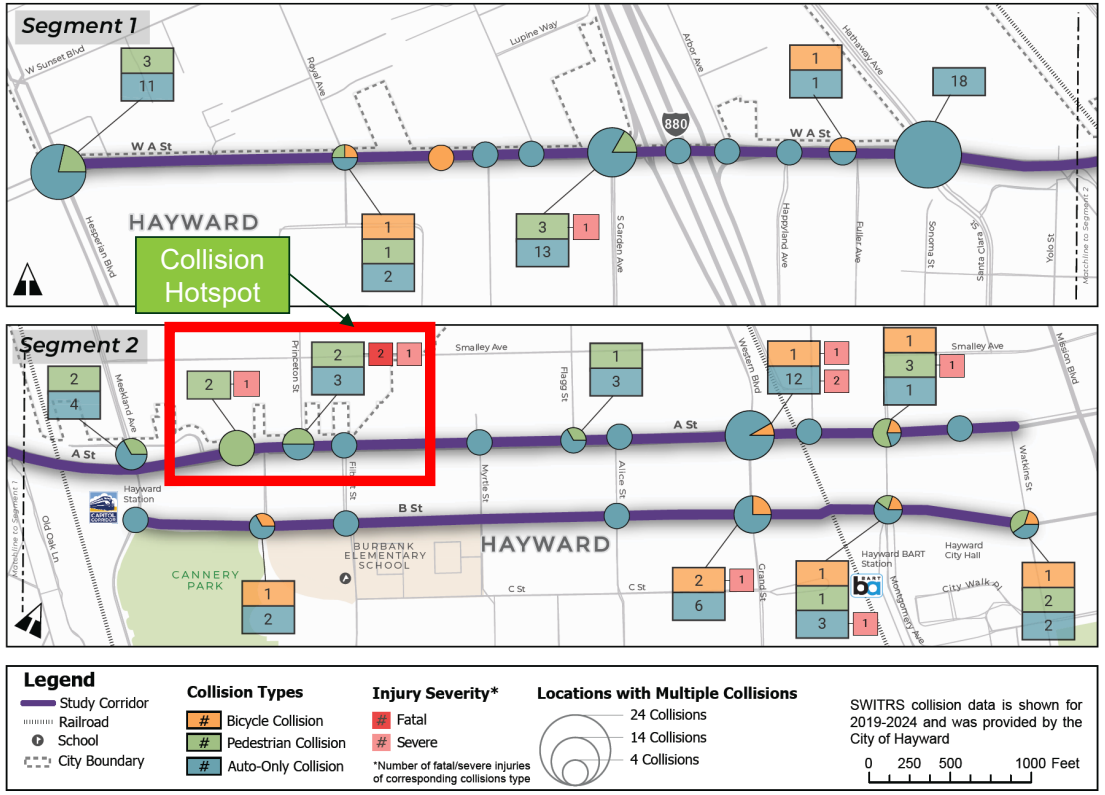
A Street and B Street Collision Analysis







A Street and B Street Collision Analysis



- The collision hotspot near **A Street** and Princeton Street had eight crashes, half of which resulted in either a fatality or severe injury. Based on the collision data, six of the eight crashes (including all four of the crashes that resulted in a sever or fatal injury) occurred at night.
- In 2019, **A Street** had six severe or fatal collisions. Since then, there have only been two severe or fatal collisions on the corridor.
- **B Street** had one severe or fatal collision in 2019 and has only had one since.

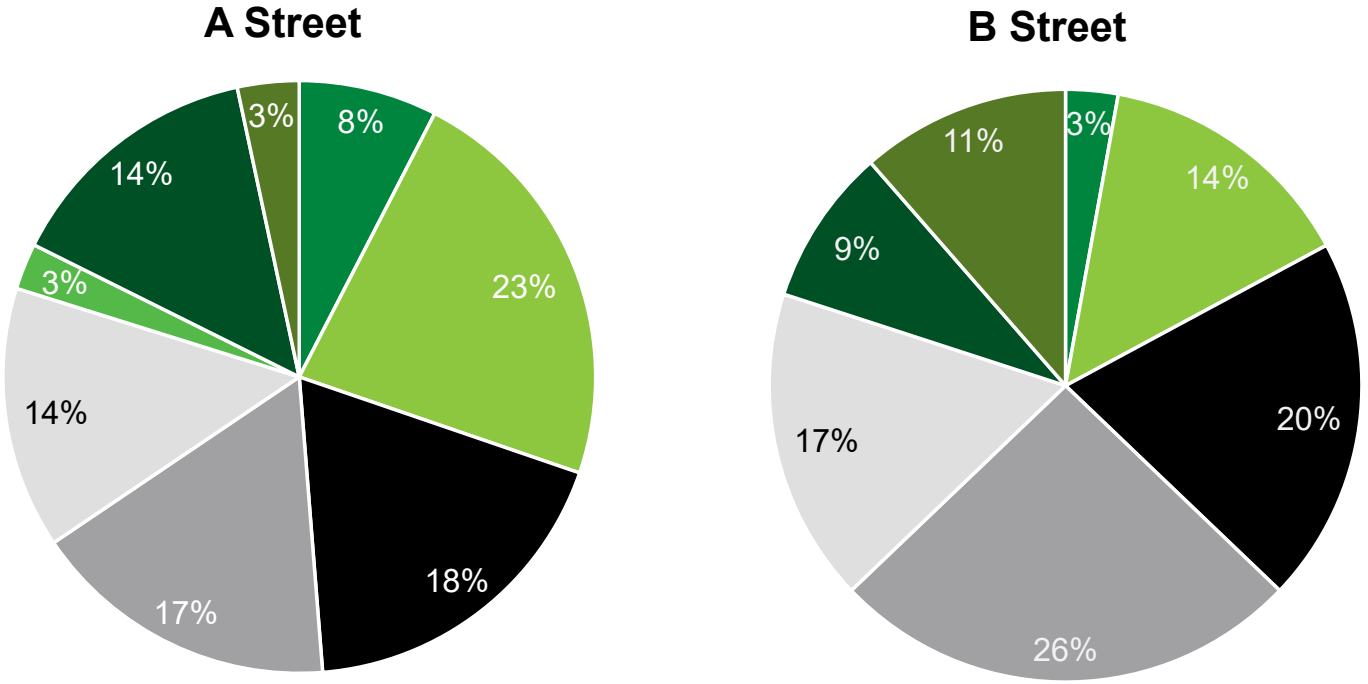
A Street
Intersection Collisions by Type

Intersection	Head On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/Pedestrian	Other	Total
A St and Hesperian Blvd		3	1	1	5	1	3		14
A St and Royal Ave		1		1			2		4
A St and Victory Dr			1					1	2
A St and Garden Ave		1	1						2
A St and S Garden Ave	2	5	2	1			2		12
A St and I-880 On Ramp		2		1					3
A St and I-880 Overpass		1	1			1			3
A St and Happyland Ave		1		1					2
A St and Hathaway Ave	2	3	5	4	4				18
A St and Walnut St							1		1
A St and Princeton St		1	1		1		2		5
A St and Filbert St			1		1				2
A St and Myrtle St				2					2
A St and Flagg St	1			1			1		3
A St and Western Blvd	2	2	2	3	2			1	12
A St and Montgomery St					1		3	1	5
Total	**7**	**20**	**15**	**15**	**14**	**2**	**14**	**3**	**90**

B Street
Intersection Collisions by Type

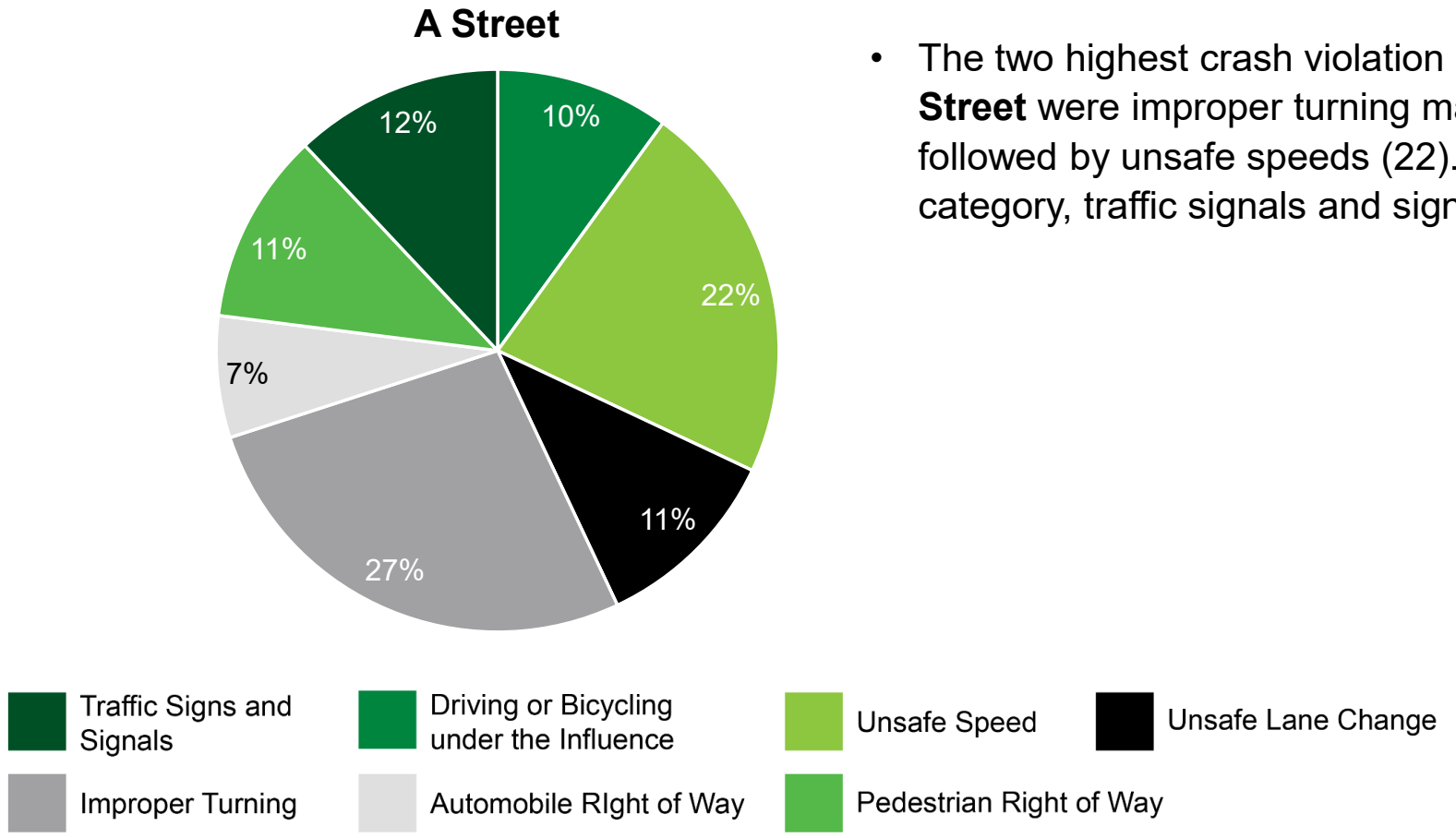
Intersection	Head On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/Pedestrian	Other	Total
B St and Meekland Ave				1	1				2
B St and Walnut St			1	1	1				3
B St and Filbert St		1							1
B St and Alice St			2						2
B St and Western Blvd	1	1		2	2			2	8
B St and Montgomery St		1			1		1	2	5
B St and Watkins St		2	1				2		5
Total	**1**	**5**	**4**	**4**	**5**	**0**	**3**	**4**	**26**

A and B Street Collision Types



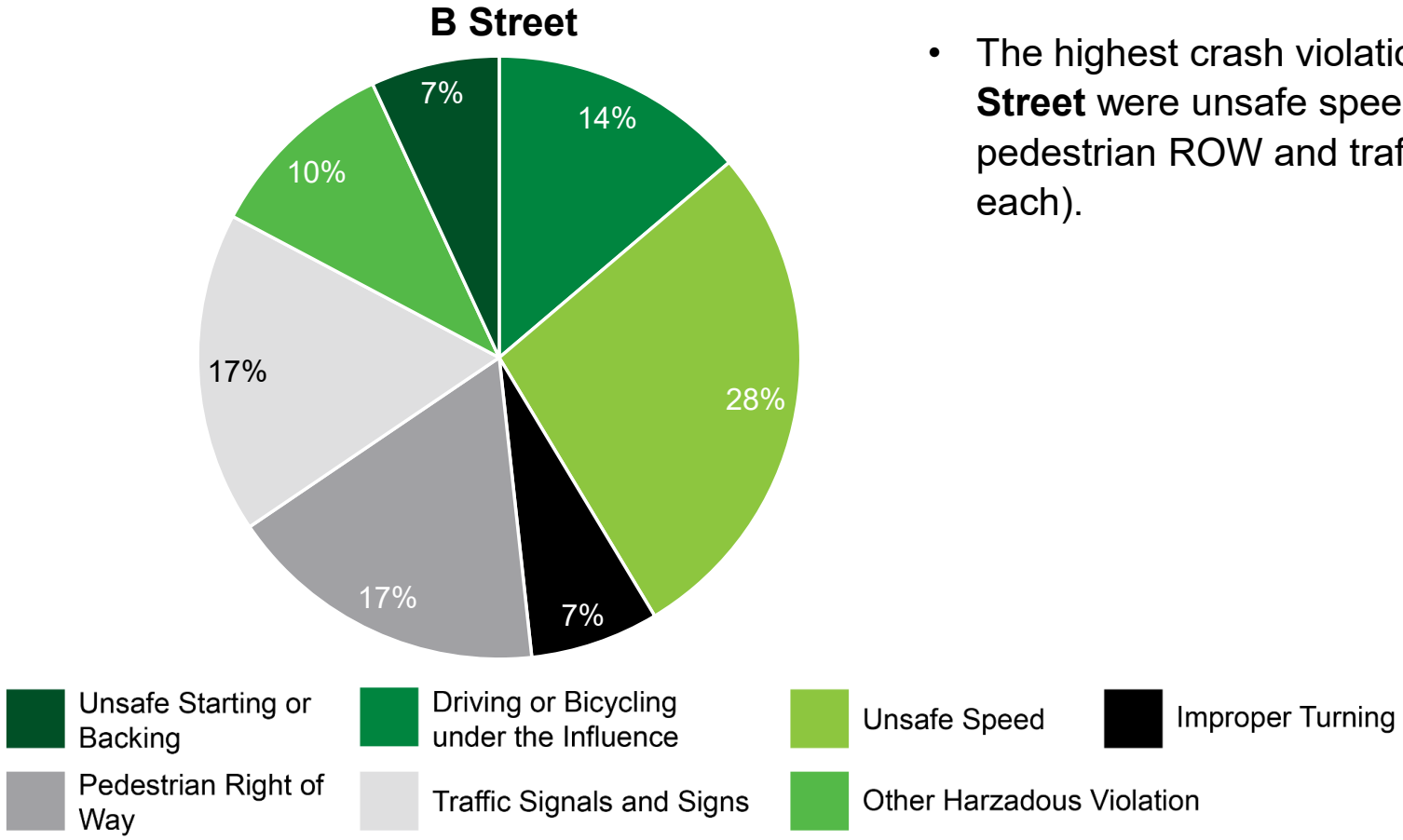
- **A Street's** most frequent type of collision was sideswipe, followed by rear end and broadside collisions.
- **B Street's** most frequent type of collision was broadside, followed by rear end collisions and hit objects.
  - 4 of the 6 hit objects on **B Street** occurred between Grand Street and Montgomery Avenue.

A Street Top Collision Causes



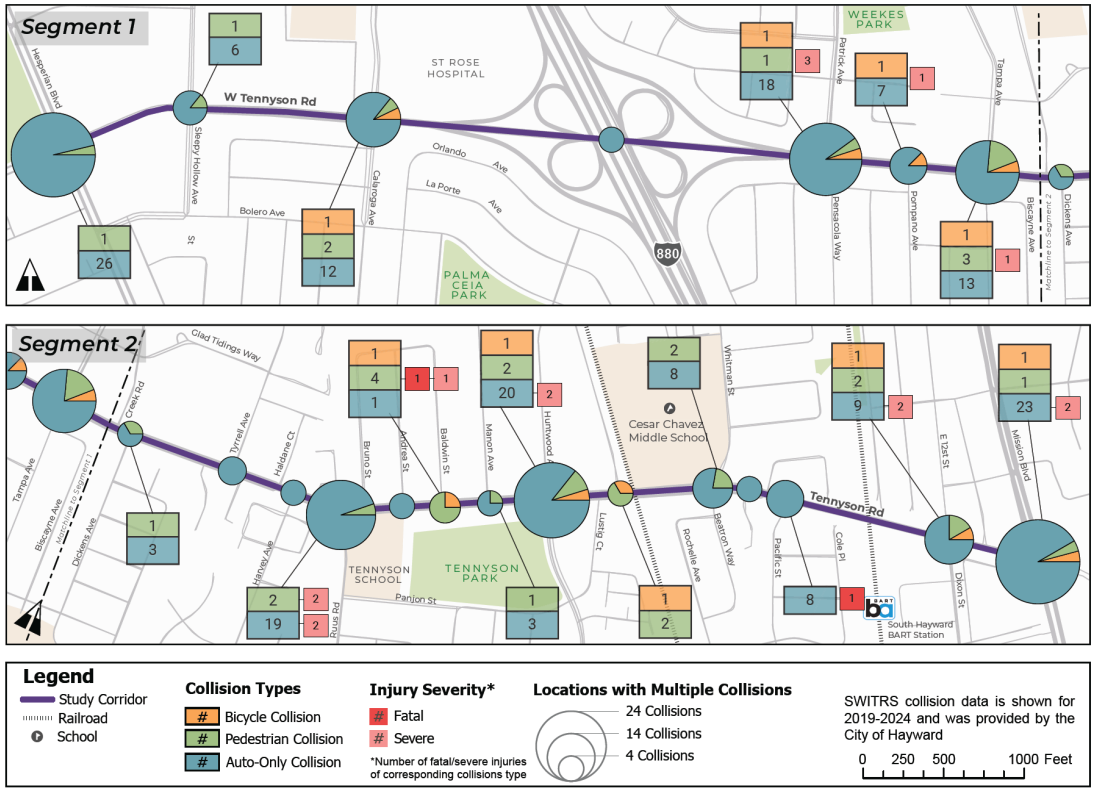
- The two highest crash violation categories on **A Street** were improper turning maneuvers (27) followed by unsafe speeds (22). The next highest category, traffic signals and signs, had 12 crashes.

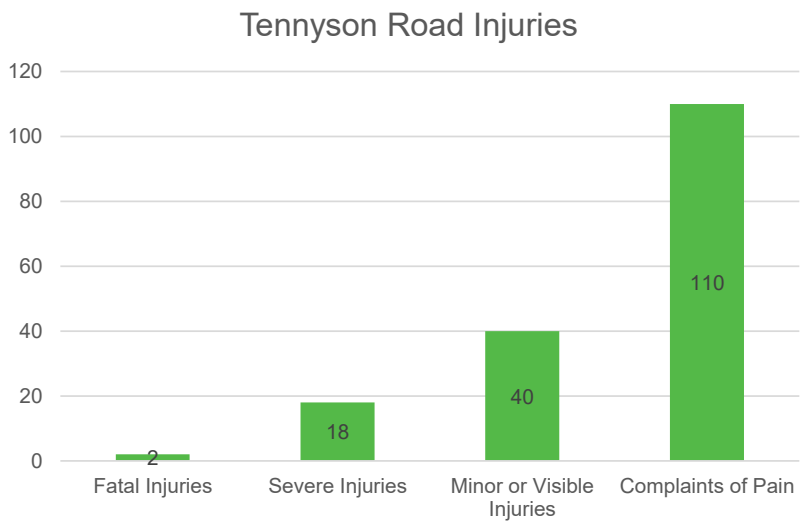
B Street Top Collision Causes



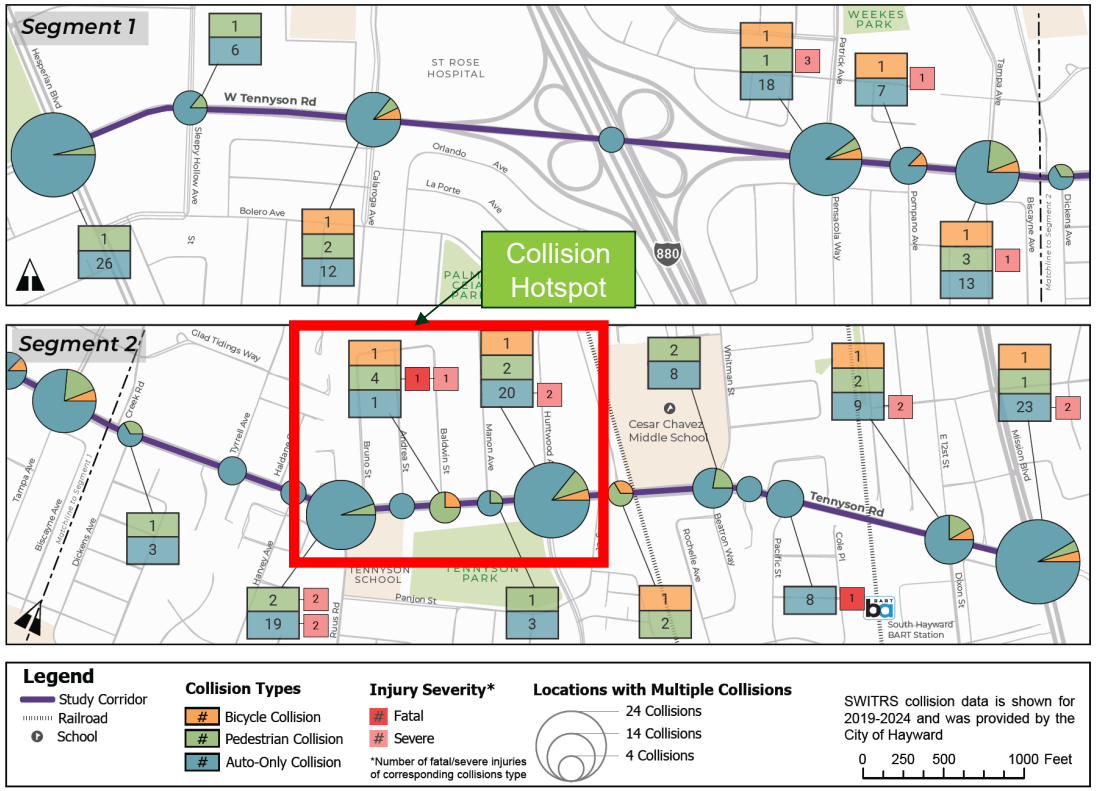
- The highest crash violation categories on **B Street** were unsafe speeds (8) followed by pedestrian ROW and traffic signals/signs (5 each).

Tennyson Road Collision Analysis





Tennyson Road Collision Analysis



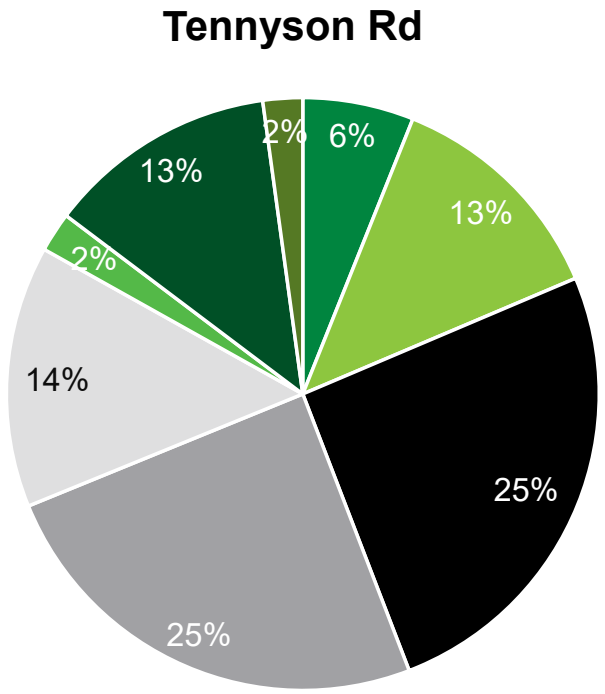
- The collision hotspot near the “downtown” area of **Tennyson Road** between Ruus Road and Huntwood Avenue (boxed in red to the left) had 56 crashes, over half of which occurred at night. This area also saw high levels of collisions involving unsafe speeds and alcohol/drug related driving.
- **Tennyson Road** consistently had between two and six severe or fatal collisions each year between 2019 and 2023. 2024 was the only year during the study period with fewer than two severe or fatal collisions.

Tennyson Road
Intersection Collisions by Type

Intersection	Head On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/Pedestrian	Other	Total
Tennyson Rd and Hesperian Blvd		3	7	8	7	1	1		27
Tennyson Rd and Calaroga Ave			6	4	1	1	1	1	14
Tennyson Rd and I-880 Overpass								1	1
Tennyson Rd and Patrick Ave	1	2	11	5			1		20
Tennyson Rd and Pompano Ave		1	2	3	1		1		8
Tennyson Rd and Tampa Ave	1		5	5	1	1	4		17
Tennyson Rd and Dickens Ave		2					1		3
Tennyson Rd and Tyrell Ave		1	1	1	1			1	5
Tennyson Rd and Haldane Ct					1				1
Tennyson Rd and Harvey Ave		1	1						2
Tennyson Rd and Ruus Rd	1	2	5	3	6	1	1		19
Tennyson Rd and Andrea St				2					2
Tennyson Rd and Baldwin St	1						3		4
Tennyson Rd and Manon Ave				1					1
Tennyson Rd and Huntwood Ave	4	1	6	6	2		1	1	21
Tennyson Rd and Leidig Ct	1						2		3
Tennyson Rd and Beatron Way		3	2	1	1		2		9
Tennyson Rd and Pacific St		1	1	5	1				8
Tennyson Rd and E 12th St	1			6	2	1	1	1	12
Tennyson Rd and Mission Blvd	3	3	8	4	4		2		24
Total	**13**	**20**	**55**	**54**	**28**	**5**	**21**	**5**	**201**

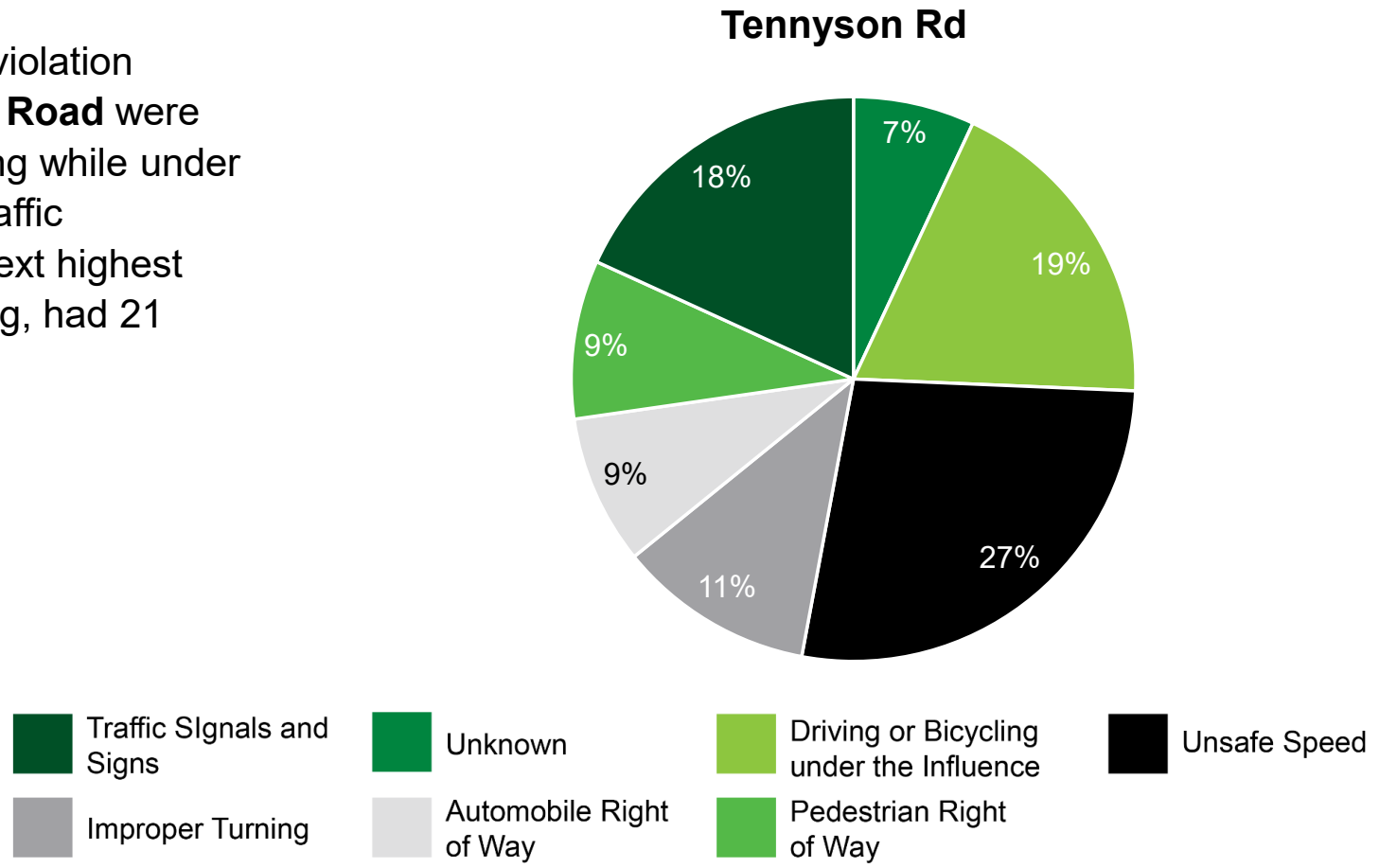
Tennyson Road Collision Types

- **Tennyson Road's** most frequent types of collision were broadside and rear end, followed by hit object, pedestrian and sideswipe collisions.
  - There were hit object collisions spaced throughout the corridor on **Tennyson Road;** however, hotspots with seven or more of these collisions were observed at Ruus Road and Hesperian Boulevard.



Tennyson Road Top Collision Causes

- The three highest crash violation categories on **Tennyson Road** were unsafe speeds (51) driving while under the influence (35), and traffic signs/signals (34). The next highest category, improper turning, had 21 crashes.



Advanced Data Analytics

Data Collection

- Conflict data by post-encroachment time (PET), modes involved, and movement type (including video recordings, and vehicle volumes)
- Red-light running counts
- Bicycle and pedestrian path of travel data
- All data was collected for one weekday and one weekend at 9 intersections across the study area
  - A Street and Hesperian Boulevard
  - A Street and Victory Drive
  - A Street and Western Boulevard/Grant Street
  - A Street and Montgomery Street
  - Tennyson Road and Calaroga Avenue
  - Tennyson Road and Ruus Road
  - Tennyson Road and Baldwin Street
  - Tennyson Road and Huntwood Avenue
  - Tennyson Road and 12th Street/Dixon Avenue
- Additional details broken down by intersection as well as an in-depth methodology are provided in **Appendix A**

Analysis Categories and Terms

- Analysis Categories
  - Vehicle-Vehicle Conflicts and Red-Light Running Analysis
  - Vulnerable Road User (VRU) Conflict Analysis
  - Video Observations
  - Bicycle and Pedestrian Path of Travel
- Terms
  - **Post Encroachment Time (PET)** is defined as the time between one road user crossing a certain point in space and the second road user crossing that same point. A lower PET indicates a higher risk.
  - **High Risk:** events with a PET less than 1.5 seconds
  - **Moderate Risk:** events with a PET between 1.5 and 3 seconds
    - Moderate risk events generally pose more significant threats to VRUs than to vehicles

Vehicle-Vehicle Conflict Findings

- No intersection was found to have more than one high-risk conflict between vehicles.
- Western Blvd/Grand St & A St was found to have the highest total number of vehicle-vehicle conflicts, which were primarily related to northbound left-turn movements.
- Additionally, as seen in the table to the right, Western Blvd/Grand St & A St had the highest rate of red-light running occurrences.

Red Light Runs per 1,000 Vehicles

Intersection	Weekday	Weekend
Average for all 8 signalized intersections	**1.95**	**2.15**
Hesperian Blvd and West A St	1.23	0.42
Victory Dr and West A St	3.29	4.37
Western Blvd/Grand St and A St	5.47	4.83
Montgomery Ave and A St	3.40	2.94
Calaroga Ave and Tennyson Rd	0.73	1.28
Ruus Rd and Tennyson Rd	1.03	0.86
Huntwood Ave and Tennyson Rd	0.94	1.22
E 12th Street/Dixon Street and Tennyson Road	0.91	2.84

VRU Conflict Findings

- Significantly higher pedestrian activity was observed than bicycle activity.
  - More conflicts between vehicles and pedestrians were observed, though there was often a higher conflict *rate* at intersections with bicyclists.
- VRU conflicts were predominantly from right turning vehicles
- Hesperian Blvd & West A St had the highest number of high-risk conflicts between bicyclists/pedestrians and vehicles.
  - Over the weekend period alone there were 13 high-risk pedestrian conflicts with vehicles.
- The intersection at Huntwood Avenue and Tennyson Road showed a broad distribution of vehicle-VRU conflicts for multiple movements in multiple legs of the intersection.
  - This intersection may consequently be a good candidate for a protected intersection.

Conflicts per 100 Bikes/Pedestrians

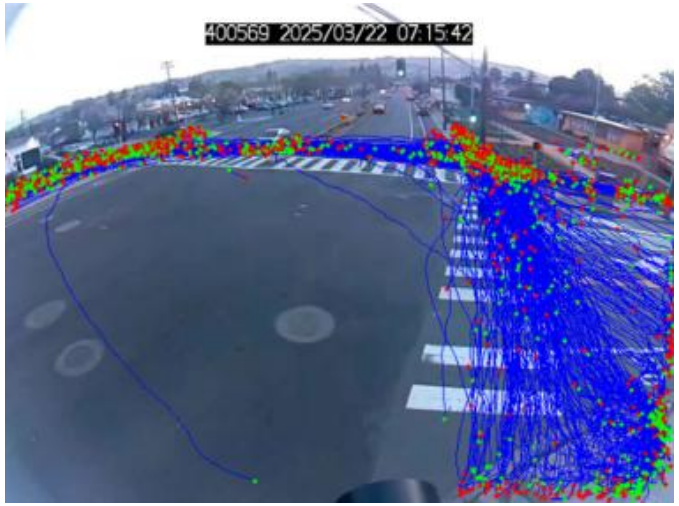
Intersection	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Hesperian Blvd and West A St	8.99	14.63	9.88	18.80
Victory Dr and West A St	3.44	1.85	1.60	6.12
Western Blvd/Grand St and A St	6.14	17.50	7.77	14.41
Montgomery Ave and A St	5.56	7.46	4.37	4.46
Calaroga Ave and Tennyson Rd	9.48	3.85	9.92	4.61
Ruus Rd and Tennyson Rd	7.43	7.05	10.87	5.71
Baldwin St and Tennyson Rd	4.71	4.50	2.95	7.28
Huntwood Ave and Tennyson Rd	6.09	8.46	5.41	9.80
E 12th Street/Dixon Street and Tennyson Road	10.63	15.85	4.73	4.7

Bike and Pedestrian Findings

- The bicycle and pedestrian path of travel analysis revealed that, at most intersections, pedestrians typically cross via the crosswalk while paths of travel of bicyclists were more varied.



Weekday bicycle path of travel at 12th/Dixon & Tennyson Road



Weekend pedestrian paths of travel, Ruus Rd & Tennyson Rd

Bike and Pedestrian Findings Cont.

- At some intersections bikers appear to be comfortable making left turns, whereas at other intersections there are relatively few observed left turns. One of such streets where few left turning movements were observed is the intersection at Hesperian Boulevard and A Street.



Weekday bicycle path of travel at 12th/Dixon & Tennyson Road



Weekday bicycle path of travel at Hesperian Blvd & West A St.

Appendix A – Advanced Data Analytics Analysis Methodology

To: Byron Tang, City of Hayward, CA

Adam Dankberg, Kimley-Horn

From: Kelly Dunn, Alta Planning + Design

Date: August 12, 2025

Re: Advanced Analytics Methodology and Findings (Task 2)

Introduction

This memo provides details on Alta's methodology and findings for Task 2: Advanced Analytics. This task involved accessing data from video analytics at nine intersections along two High Injury Network corridors: Tennyson Road and A Street/West A Street. The data detects behavior by pedestrians and bicyclists, collectively referred to as Vulnerable Road Users (VRUs), as well as motor vehicles.

Alta conducted the analysis using four types of data from video analytics:

- Conflicts between motor vehicles or motor vehicles and VRUs, including tabular summaries and raw video footage
- Red light running events by motor vehicles
- Path of travel diagrams for bikes and pedestrians
- Total counts of bikes, pedestrians, and vehicles through the intersection

This analysis was conducted at nine intersections:

- Hesperian Blvd and West A St
- Victory Dr and W A St
- Western Blvd and A St
- Montgomery Ave and A St
- Calaroga Ave and Tennyson Rd
- Ruus Rd and Tennyson Rd
- Baldwin St and Tennyson Rd[1]
- Huntwood Ave and Tennyson Rd
- 12th St/Dixon St and Tennyson Rd

Conflicts offer a different perspective on safety issues faced by drivers and VRUs. Alta's analysis details the occurrences of these conflicts by vehicle turning type, time of day, and more. While crash data can shed light on crashes that have already occurred, conflict data highlights potentially risky conditions that affect real and perceived safety for all road users, while video footage allows for a deeper understanding of driver behavior. Taking action

[1] Baldwin and Tennyson is an unsignalized intersection, so red light running data was not collected there.

based on these findings may help prevent crashes and improve perceived safety for future road users, though, as we will explain, the extent to which conflicts can be used to predict future crashes is unclear.

Methodology

Data Sources

Kimley-Horn provided Alta staff with raw data in Excel format from Quality Counts, a vendor supplying video analytics data from traffic cameras at intersections. The data contained the following data points for conflict events for both weekend and weekday observations at the nine intersections.[2] A conflict event is defined as any encounter between a vehicle and another vehicle or VRU with a Post Encroachment Time of three seconds or less. Post Encroachment Time (PET) is defined as the time between one road user crossing a certain point in space and the second road user crossing that same point. A lower PET indicates a higher risk. The raw data contained the following information:

Conflicts

- Counts of conflicts by Post-Encroachment Time (PET) and modes involved (vehicle-vehicle, vehicle-pedestrian, and vehicle-bike)
- Counts of all conflicts by movement type of each vehicle or vulnerable road user (such as northbound left or eastbound right)
- PET, time of day, pedestrian and vehicle movement type of each vehicle-pedestrian conflict occurrence
- PET, time of day, bicyclist, and vehicle movement type of each vehicle-bicyclist conflict occurrence
- PET, time of day, and vehicle movement type of each vehicle-vehicle conflict occurrence
- Links to videos of conflict occurrences
- Images of bicycle and pedestrian trajectories at each intersection

Volumes

- Count of vehicle, pedestrian, and bicycle volumes by movement and time of day in 5-minute increments
- Count of peak-hour volumes by mode and direction of travel or turning movement
- Red Light Counts
- Movement type, time of day, and seconds into red phase of red light running occurrences. Data was collected from a minimum of two cameras at each intersection in order to capture all approaches.

While the data that Alta obtained classified VRUs as either bicyclists or pedestrians, Alta noted that users of scooters and other micromobility were generally included among bicyclists.

[2] Each intersection was studied either on March 20 & 22, 2025, or April 3 & 5, 2025. Each pair of dates comprised a Thursday and a Saturday.

Data Cleaning

Alta applied the following steps to clean the data:

- Extracted every individual table from Excel and imported into R Studio for further analysis
- Removed red light running events where any special circumstances were noted, such as an ambulance or a traffic officer waving someone into the intersection.
- Categorized time stamps into time bins of night (midnight – 6 am), morning (6 – 10 am), midday (10 am – 3 pm), afternoon (3 – 7 pm), and evening (7 pm – midnight)
- Summarized data into formats that could be used to create tables and charts.

Assumptions

- Alta classified events with a PET of between 1.5 and 3 seconds as "moderate risk" and less than 1.5 seconds as "high risk." This was based on a review of a sample of videos provided by Quality Counts, with the threshold applied to both vehicle-VRU conflicts and vehicle-vehicle conflicts.
- In many vehicle-vehicle "moderate risk" events, a left-turning vehicle waited for a through vehicle to pass before turning left in a controlled manner less than three seconds later. Alta assumes that this is not a high-risk situation but kept the moderate risk data in the analysis because, in most cases, no or few high-risk conflicts occurred between vehicles.

Metrics Calculated

Alta calculated the following metrics for each of the nine intersections studied:

Vehicle-Vehicle Metrics

- **Total vehicles** is the total number of vehicles recorded passing through that intersection during the 24-hour study period for either the weekday or weekend day reported.
- **Total conflicts** is the total number of encounters between two vehicles with a PET of less than 3 seconds
- **Total red light running events** counts the number of events where a vehicle entered the intersection during the red-light phase (excluded at non-signalized intersections).
- **Total high-risk conflicts** is the total number of encounters between two vehicles with a PET of less than 1.5 seconds.
- **Conflicts per 1,000 vehicles** is the total conflicts divided by total vehicles, multiplied by 1,000.

Bicycle & Pedestrian Metrics

These metrics were calculated separately for bicyclists and pedestrians at each intersection:

- **Total counts** reports the total number of pedestrians or cyclists recorded at that intersection during the study period.
- **High-risk conflicts with vehicles** is the total number of encounters between a pedestrian or cyclist and a vehicle with a PET of less than 1.5 seconds.
- **Total conflicts with vehicles** is the total number of encounters between a pedestrian or cyclist and a vehicle with a PET of less than 3 seconds.
- **Conflicts per 100 bikes/pedestrians** is the total conflicts with vehicles divided by the total counts for that VRU mode, multiplied by 100. We used 100, rather than 1000, because the incidence rate involving VRUs was much higher than that involving only vehicles.

Findings

Overall Trends from the Data

Vehicle-Vehicle Conflicts

The vehicle-vehicle conflict analysis analyzed conflicts between two motor vehicles, shown in **Table 1**. The analysis found that no intersection had more than one high-risk conflict between vehicles on either a weekend or weekday. When comparing intersections, Western Boulevard/Grand Street & A Street had the highest total number of vehicle-vehicle conflicts, which were primarily concentrated in northbound left turn movements. Two intersections on Tennyson Road, Baldwin Street and Huntwood Ave, also saw much higher numbers of vehicle-vehicle conflicts than the other study intersections. Both of these intersections also had conflicts concentrated around left turn movements.

Table 1: Vehicle-vehicle conflicts by day type and by risk level

Intersection	Weekday	Weekend	Moderate Risk	High Risk
Hesperian Blvd and West A St	8	7	15	0
Victory Dr and West A St	0	1	1	0
Western Blvd/Grand St and A St	75	83	157	1
Montgomery Ave and A St	1	4	5	0
Calaroga Ave and Tennyson Rd	9	1	10	0
Ruus Rd and Tennyson Rd	3	4	6	1
Baldwin St and Tennyson Rd	17	24	40	1
Huntwood Ave and Tennyson Rd	56	44	99	11
E 12th St/Dixon St and Tennyson Rd	0	3	3	0

Red Light Running

Western Boulevard/Grand Street & A Street had the highest rate of red light running, with 5.47 runs per 1,000 vehicles during a weekday, and 4.83 on a weekend (**Table 2**). The second-highest rate was at Victory Drive & West A Street, with 3.29 runs per 1,000 vehicles during a weekday, and 4.37 on a weekend. As demonstrated here, some intersections had higher red light running rates on weekdays, while others had higher rates on weekends. The predominant time period for red light running at each intersection is also shown here as well as in the infographic.

Table 2. Red Light Runs per 1,000 Vehicles

Intersection	Total Events		Per 1,000 Vehicles		Predominant Time Period
	Weekday	Weekend	Weekday	Weekend	
All 9 intersections	484	477	1.95	2.15	Midday
Hesperian Blvd and West A St	55	16	1.23	0.42	Afternoon
Victory Dr and West A St	88	122	3.29	4.37	Midday
Western Blvd/Grand St and A St	156	123	5.47	4.83	Midday & Afternoon
Montgomery Ave and A St	72	55	3.40	2.94	Midday & Afternoon
Calaroga Ave and Tennyson Rd	29	39	0.73	1.28	Morning, Midday & Evening
Ruus Rd and Tennyson Rd	33	26	1.03	0.86	Midday & Evening
Huntwood Ave and Tennyson Rd	31	37	0.94	1.22	Evening
E 12th St/Dixon St and Tennyson Rd	20	59	0.91	2.84	Midday

Table 2 shows that intersections also differed in the time of day when red light running occurred most frequently (not adjusting for volumes). Along Tennyson Road, incidents occurred more in the evening (7 pm – midnight) and sometimes midday (10 am – 3 pm), whereas along West A Street they tended more toward the midday and afternoon (3 pm – 7 pm). Mornings (6 am – 10 am) were not the predominant time at any intersection, despite being one of the peak commute times. This suggests that exposure alone does not account for increases in red light running.

The infographic also shows red light runs by vehicle turning movement. Across the study area, most red light runs were by vehicles traveling straight through the intersection, and primarily along either Tennyson Road or West A Street rather than the cross-street. For example, at Calaroga Avenue & Tennyson Road, almost all red light runs were eastbound or westbound through traffic, traveling along Tennyson Road. There were two notable exceptions: At Huntwood Avenue and Tennyson Road there were several red light runs by left-turning vehicles turning northbound, eastbound, and southbound, and the number of straight red light runs was lower here than for many other intersections. Meanwhile, at Hesperian Boulevard & West A Street, there were about as many westbound left red light runs as there were southbound straight red light runs.

Vulnerable Road User Conflict Analysis

The Vulnerable Road User (VRU) conflict analysis analyzed all moderate and high-risk conflicts between a VRU and a motor vehicle. **Table 3** summarizes rates of all conflicts by mode and intersection, normalized by bicycle and pedestrian volume. Across intersections, there were significantly more pedestrians than bicyclists counted, and the total number of conflicts with vehicles was higher among pedestrians than bicyclists. However, due to lower volumes, there were often higher conflict *rates* among bicyclists than pedestrians. The highest rate of conflicts per volume for bicyclists was at Hesperian Boulevard & West A Street on weekends, with a rate of 18.8 conflicts per 100 bicycles. For pedestrians, it was a rate of 10.87 conflicts per 100 pedestrians at Tennyson Road & Russ Road. This intersection also had the highest numbers of conflicts when not normalizing for volumes.

Table 4 and **Table 5** summarize the pedestrian and bicycle conflicts by vehicle movement type across the nine intersections, combining the weekday and weekend counts. While conflicts with right-turning vehicles were the most common type overall, almost all conflicts at Baldwin Street & Tennyson Road were with vehicles going straight, partly because this is a 3-legged intersection with fewer turning movements. Left-turn conflicts were very prevalent at Huntwood Avenue & Tennyson Road. U-Turn and unknown turning movements have been excluded from these tables.

Table 3: All Conflicts per 100 Bikes/Pedestrians

Intersection	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Hesperian Blvd and West A St	8.99	14.63	9.88	18.80
Victory Dr and West A St	3.44	1.85	1.60	6.12
Western Blvd/Grand St and A St	6.14	17.50	7.77	14.41
Montgomery Ave and A St	5.56	7.46	4.37	4.46
Calaroga Ave and Tennyson Rd	9.48	3.85	9.92	4.61
Ruus Rd and Tennyson Rd	7.43	7.05	10.87	5.71
Baldwin St and Tennyson Rd	4.71	4.50	2.95	7.28
Huntwood Ave and Tennyson Rd	6.09	8.46	5.41	9.80
E 12th St/Dixon St and Tennyson Rd	10.63	15.85	4.73	4.70

Table 4: All Pedestrian Conflicts by Vehicle Turning Movements (Both observed days)

Intersection	Vehicle Turning Movement												
	Northbound			Eastbound			Southbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	**Total**
Hesperian Blvd and West A St	4	4	42	--	1	5	7	1	4	7	--	40	**115**
Victory Dr and West A St	1	--	10	--	11	1	--	--	--	3	4	1	**31**
Western Blvd/Grand St and A St	11	4	11	1	1	14	--	2	8	--	--	6	**58**
Montgomery Ave and A St	--	3	2	7	6	4	--	3	17	3	9	2	**56**
Calaroga Ave and Tennyson Rd	--	1	25	1	--	--	2	--	1	1	1	5	**37**
Ruus Rd and Tennyson Rd	1	--	25	--	17	32	--	--	--	5	16	--	**96**
Baldwin St and Tennyson Rd	--	--	--	2	37	--	2	--	--	--	36	3	**80**
Huntwood Ave and Tennyson Rd	19	2	14	17	6	4	5	1	20	5	7	1	**101**
E 12th St/Dixon St and Tennyson Rd	1	1	--	--	4	14	--	--	5	--	4	3	**32**
Total	**37**	**15**	**129**	**28**	**83**	**74**	**16**	**7**	**55**	**24**	**77**	**61**	**606**

Note: U-turns and unknown turning movements have been excluded from this table.

Table 5: All Bicycle Conflicts by Vehicle Turning Movements (Both observed days)

Intersection	Vehicle Turning Movement												
	Northbound			Eastbound			Southbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Hesperian Blvd and West A St	1	2	18	--	--	2	8	2	1	3	1	10	**48**
Victory Dr and West A St	1		1	--	2	1	--	--	--	2	--	--	**7**
Western Blvd/Grand St and A St	2	4	12	2	1	--	--	3	2	2	1	1	**18**
Montgomery Ave and A St	--	4	--	3	3	1		2	6	--	3	2	**24**
Calaroga Ave and Tennyson Rd	--	--	2	--	--	1	1	--	--	2	2	4	**12**
Ruus Rd and Tennyson Rd	5	--	6	--	4	9	--	--	--	--	2	--	**26**
Baldwin St and Tennyson Rd	--	--	1	11	--	--	--	--	--	--	19	3	**34**
Huntwood Ave and Tennyson Rd	9	2	5	3	4	8	4	1	17	1	3	7	**64**
E 12th St/Dixon St and Tennyson Rd	1	3	--	2	1	3	1	--		2	--	3	**16**
Total	**19**	**15**	**45**	**21**	**15**	**25**	**14**	**8**	**26**	**12**	**31**	**30**	**249**

Note: U-turns and unknown turning movements have been excluded from this table.

The infographics further break down these numbers by high-risk and total conflicts. The highest number of high-risk conflicts between bicyclists/pedestrians and vehicles again occurred at Hesperian Boulevard & West A Street. This includes 13 high-risk pedestrian conflicts with vehicles over the weekend alone, which is much higher than other intersections and higher than any weekday count. While at least part of this is attributable to higher volumes of pedestrians at this location, several other intersections had higher pedestrian volumes on weekends, but none had more than four high-risk conflicts. Some intersections such as E 12th Street/Dixon Street and Tennyson Road had stark differences between weekend and weekday rates, with higher rates on weekdays, while others such as Calaroga Avenue & Tennyson Road had little variation by day.

Observations from Videos

Alta reviewed a selection of video footage for different conflict types. Most moderate risk conflicts between vehicles, as noted above, only appeared to happen in a controlled manner where a left-turning vehicle turned before or after a through vehicle passed.

High risk conflicts were more complicated. At most intersections, the number of high-risk conflicts between vehicles and VRUs exceeded the number of high-risk conflicts between vehicles. In many cases, a vehicle turned just after a pedestrian crossed, leaving very little buffer in time or space. In other cases, a vehicle turned in front of a pedestrian, even causing the pedestrian to step back in fear of being hit. Several other cases involved pedestrians or cyclists appearing to enter the intersection against the signal.

The Alta team conducted in-depth video review for the two intersections with the highest VRU conflicts: Hesperian Boulevard & West A Street, and Huntwood Avenue & Tennyson Road.

Hesperian Blvd & West A St

Alta reviewed raw video footage for all high-risk VRU conflicts at this intersection on both the weekday and weekend counts, which included 18 pedestrian and 5 bicycle conflicts. The most common scenario (seven during the day, one at night), was a vehicle making a right turn that passed the conflict point just after a pedestrian in the crosswalk. This typically occurred with vehicles making a northbound right onto Hesperian Boulevard or a westbound right onto West A Street. These types of conflicts can feel intimidating to pedestrians even if the driver is in control because there is typically very little space between the pedestrian and vehicle, and the pedestrian often cannot verify that the driver sees them. A representative example of this conflict type can be seen at timestamp 0:18.

Another two conflicts with right-turning vehicles occurred with people on bikes rather than pedestrians. In one case, the person on the bike was crossing in the marked bicycle area and in the other, they were at the crosswalk.

Five conflicts occurred when a VRU appeared to be traveling against a signal, either pedestrians crossing without a signal (4) or a person on a (likely motorized) bicycle doing wheelies and running a red light (1). In these cases, vehicles passed both in front and behind the VRU and did not seem to regard the VRU's presence.

Huntwood Avenue & Tennyson Road

Alta also reviewed raw video footage for all high-risk VRU conflicts at Huntwood Avenue & Tennyson Road, which included six pedestrian and five bicycle conflicts. Situations at this intersection were much more varied. In three instances, a left turning vehicle passed the conflict point just after a pedestrian in the crosswalk. In these cases, the vehicle waited in the intersection for the pedestrian but left very little room between them. In other cases, turning traffic turned just before a pedestrian who was already in the crosswalk.

Several of the bike conflicts involved what appeared to be a cyclist traveling against the signal or misunderstanding how to use the bike lane. In one instance, a cyclist waiting in the bike lane on Huntwood Avenue crossed in front of through traffic on their left once the light turned green to make a westbound left turn onto Tennyson, which put them at risk of being hit by through traffic.

Other incidents appear to stem from the inevitable conflict between drivers with permitted left turns at the same time that a pedestrian or bicyclist has a crosswalk signal. In one near miss, a bicyclist entered the crosswalk while a vehicle was in the process of executing a left turn.

This intersection appeared much darker on camera at night than Hesperian Boulevard & West A Street, making it difficult at times to discern what was happening. If this is reflective of actual nighttime visibility here, interventions for greater visibility at this intersection should be considered at night.

Bicycle & Pedestrian Path of Travel

The bicycle and pedestrian path of travel analysis reviewed diagrams showing the actual paths of travel of VRUs through the intersections. **Figure 1** shows the bicycle path of travel at Hesperian Boulevard & West A Street, looking southeast, as traffic moves along Hesperian Boulevard. The blue lines represent trajectories between a starting point (green dot) and end point (red dot)[3]. The analysis revealed that at most intersections, pedestrians typically cross via the crosswalk, paths of travel of bicyclists were much more varied**.** The diagram shows that while some southbound bicyclists use the crosswalk or green bike lane, many also use the travel lane. This is possibly because there is no southbound bike facility south of the intersection. On the westbound route, however, more cyclists appear to be using the bike facilities because they can continue westbound in the bike lane past the intersection. More consistent infrastructure may lead to more consistent choices about which facility to use.

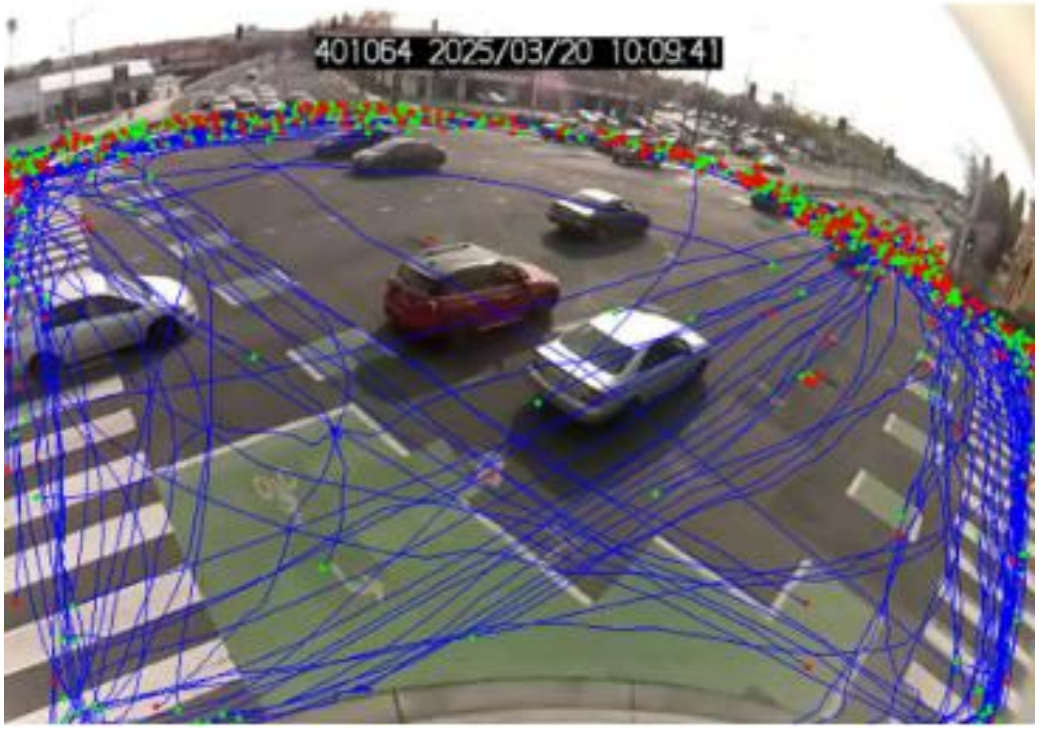


Figure 1: Weekday bicycle path of travel at Hesperian Blvd & West A St (looking southeast).

[3] As shown in the diagram, occasionally trajectories are mistakenly shown as starting or ending in the middle of the street or are too short to represent an actual path of travel. The data provider, QualityCounts, states that these are either false hits that got excluded from final data, or they represent trajectories that got interrupted and got reconnected before exporting final data.

In addition, a number of bicycle travel paths can be seen through the intersection that do not appear to be valid turning movements. These types of movements are less predictable for drivers and can contribute to conflicts as well.

Finally, it is notable that there do not appear to be many bicyclists at Hesperian Blvd & West A Street making left turns compared with 12th Street/Dixon Street & Tennyson Road, shown below in **Figure 2**. It could be that fewer people at Hesperian Boulevard & A Street desire to make left turns or that they prefer to cross via the crosswalk there because it does not feel safe to turn left in traffic.



Figure 2: Weekday bicycle path of travel at 12th/Dixon & Tennyson Road

For pedestrians, certain paths of travel were detected that would have placed a pedestrian in an unsafe position in the middle of the intersection, such as the weekend paths of travel at Ruus Road & Tennyson Road shown in **Figure 3.** While some of these may indicate a pedestrian cutting a corner or other unsafe behavior, others could have been misclassifications of bicyclists or scooter users making valid left turns.

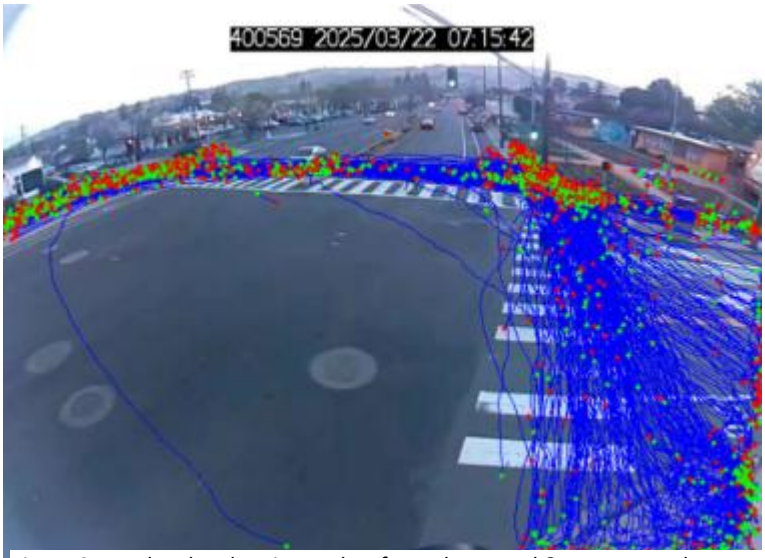


Figure 3: Weekend pedestrian paths of travel, Ruus Rd & Tennyson Rd

Limitations

The ability to automatically detect conflicts based on PET is a powerful tool to improve real and perceived safety. However, there are limitations when applying conflict data to improving safety in Hayward.

A study of conflicts in Reno, Nevada, acknowledged that PET alone does not reveal how a VRU would have perceived the risk to themselves during the event (Kelley et al., 2024). A VRU may feel completely safe and be taking a calculated risk to cross against a signal just after a vehicle has passed, for example. However, this could still indicate risk for a less-vigilant pedestrian. Conversely, events detected from traffic cameras may miss situations where a VRU feels at risk despite the event being over the PET threshold or situations where no actual conflict is detected, such as a close pass event. There are other factors that could impact how a VRU feels during an event, but that cannot be evaluated at scale using this data alone. These include:

- Whether the vehicle turned in front of or behind the VRU
- Whether the vehicle is waiting very close to the crosswalk or inching forward as they wait for the VRU
- The size of the vehicle
- Whether the VRU makes eye contact with the vehicle
- How close the vehicle is to the pedestrian while waiting for them to cross
- Vehicle speed before crossing the path of travel and whether they braked or not to avoid hitting the VRU

In addition, while conflicts indicate areas of concern for roadway users, there is limited evidence on how much they correlate with crash rates in Hayward because conflict data is not available for every intersection in the city, although previous research elsewhere has suggested a strong correlation (Kelley et al., 2024). Where conflicts do not correlate strongly with crash rates, it may indicate an intersection that VRUs avoid because it does not feel safe. Addressing perceived safety risks in these areas can encourage more biking and walking trips.

It is also unclear to what extent these events involve drivers disobeying the law. The California Driver Handbook, Section 7 says that drivers must reduce their speed or stop to allow the pedestrian to safely finish crossing, but does not specify if this means that a vehicle cannot enter an intersection at all while a pedestrian is crossing or how long they should wait (California DMV, n.d.). Even if such guidance existed, PET would not be a perfect measure of compliance. The data also does not indicate if a right-turning vehicle had a red or green light.

Finally, this data does not distinguish between instances where a VRU may have crossed the intersection against a signal. A review of a sample of videos revealed that while most VRUs appeared to be crossing with a signal, there were several conflict events where a pedestrian appeared to cross against the signal, as well as some instances where bicyclists or scooter users (who may have been detected as bicyclists here) ran red lights.

Conclusion

The advanced video analytics in this memo will supplement crash data, field observations, and public input in the development of countermeasures and concept designs for A Street, B Street, and Tennyson Road.

This supplemental analysis is critical to creating streets that are not only functionally safe, but also feel safe to all types of roadway users. Near-miss collisions can be a major cause of stress for people walking or biking along a street and can have a deterrent effect on people choosing to walk or bike in the future. Furthermore, documenting near-miss collisions and red-light running allows for predictive analysis of where serious and fatal collisions may be more likely to occur in the future due to high-risk behaviors.

Key takeaways from this analysis include:

- The majority of vehicle-VRU conflicts were from drivers making right-turning movements in conflict with a crosswalk user. This could be mitigated by "No-Right-on-Red" designations at intersections or the introduction of Leading Pedestrian Intervals (LPIs) at signals.
- Some intersections also showed high numbers of vehicle-VRU conflicts where drivers were making left turns. This could be mitigated by eliminating permissive lefts during signal phases and installing dedicated left turn signal phases separate from crosswalk walk phases. Hesperian Blvd at A Street, Western/Grand at A Street, and Huntwood Avenue at Tennyson Road all showed higher counts of vehicle-VRU left turn conflicts.
- Huntwood Avenue at Tennyson Road was the one intersection that showed a broad distribution of vehicle-VRU conflicts for multiple vehicle movements in multiple legs of the intersection. A protected intersection should be considered for this intersection, creating greater separation between vehicles and VRUs at the intersection and improving sight-lines and visibility for people walking or biking.
- Intersections varied substantially in red light running, even when normalized for volumes. Western Blvd/Grand Street at A Street led with 5.5 red light running incidents per 1,000 vehicles. Risks from red-light running could be mitigated by the introduction of all-way red phases at intersections and/or exploring automated red-light running enforcement.
- Baldwin Street at Tennyson Road, the one unsignalized intersection, showed a high count of vehicle-VRU conflicts for through movements – drivers failing to yield to bicyclists or pedestrians at the crosswalk. Additional measures should be considered for this unsignalized crossing to improve VRU visibility and encourage yielding by drivers.
- Path of travel analysis showed a high percentage of bicyclists using the sidewalk, which may contribute to higher rates of VRU-vehicle conflicts at intersections in the project area. The implementation of more robust and separated bike network infrastructure may help encourage people riding bicycles to not use the sidewalk and become more visible and expected for drivers at intersections. Raised cycle paths may also be worth exploring.
- On Western/Grand and A Street and other intersections along A Street/West A Street, the most red light runs occurred in the midday and afternoon. Along Tennyson Road, the most red light runs occurred in the midday and evening.
- Hesperian Blvd & West A Street had both the highest rate and the highest number of VRU-vehicle conflicts, both moderate and high risk. Rates were highest on the weekend.
- There was not a clear trend as to what day of the week most VRU-vehicle conflicts occurred. At some, conflicts were higher on weekdays and at others there was little difference.
- Research on pedestrian safety at night suggests that while lighting is a necessary factor, lighting alone is not sufficient to improve safety (Sanders, 2023). To be effective, lighting should provide high contrast and illuminate the front of a person crossing, not the side or back. Other important strategies to pair with lighting include lower speeds to decrease stopping distance.

References

California Department of Motor Vehicles (DMV). (n.d.). *Laws and rules of the road: Right-of-way*. California Driver Handbook. https://www.dmv.ca.gov/portal/handbook/california-driver-handbook/laws-and-rules-of-the-road/#rightofway

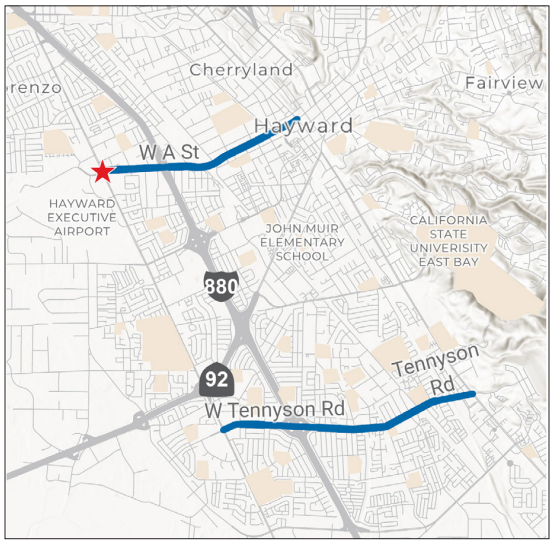
Kelley, S., Peiffer, C., Guan, F., Xu, H., Okorocha, J., Dunn, K., & Cardillo, C. (2024). *A geographic assessment of near-miss events involving vehicles and vulnerable road users in Reno and Sparks, Nevada* (Unpublished manuscript). University of Nevada, Reno.

Sanders, R. (2023, June 28). *NCHRP 17-97: Strategies to Improve Safety at Night.* Presentation at TRB Safety Performance Mid-Year Meeting. Available at https://trbacs20.org/wp-content/uploads/2023/06/2023MidyearWed_07_Sanders_NCHRP17-97_Update_Sanders_20230626.pdf.

Appendix B – Advanced Data Analytics Analysis Sheets

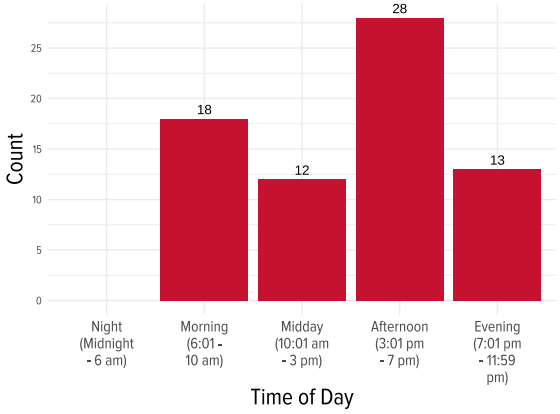
Hesperian Blvd & West A St

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025

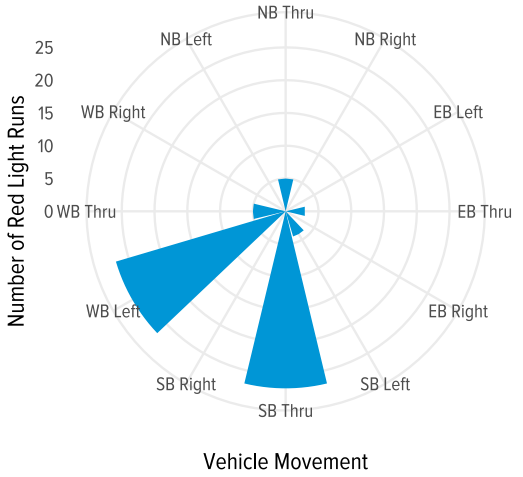


RED LIGHT RUNS (ALL DAYS)

By Time of Day



By Vehicle Movement



Indicators	Weekday	Weekend
Total Vehicles	44,594	37,969
Total Conflicts	8	7
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0.18	0.18
Total Red Light Running Events	55	16
Red Light Runs per 1,000 Vehicles	1.23	0.42

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

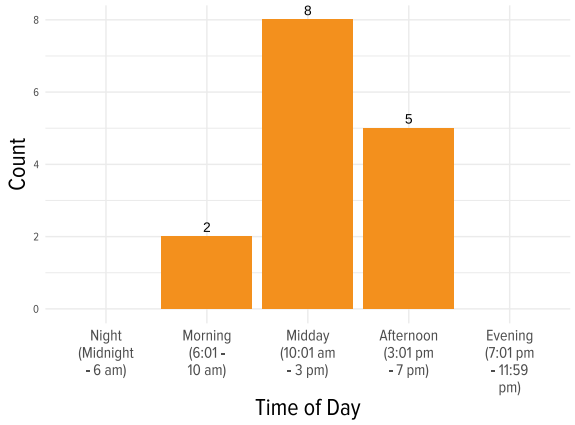
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

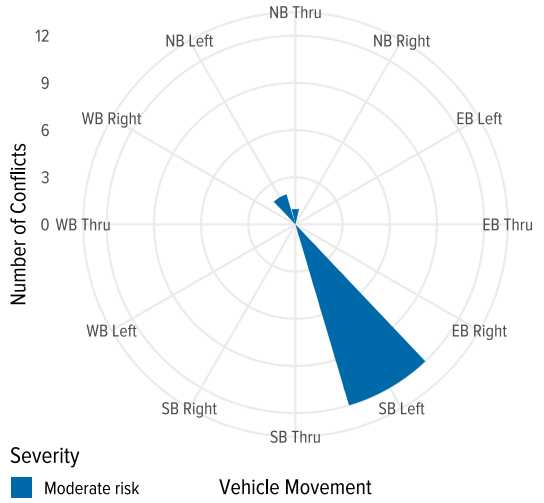
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



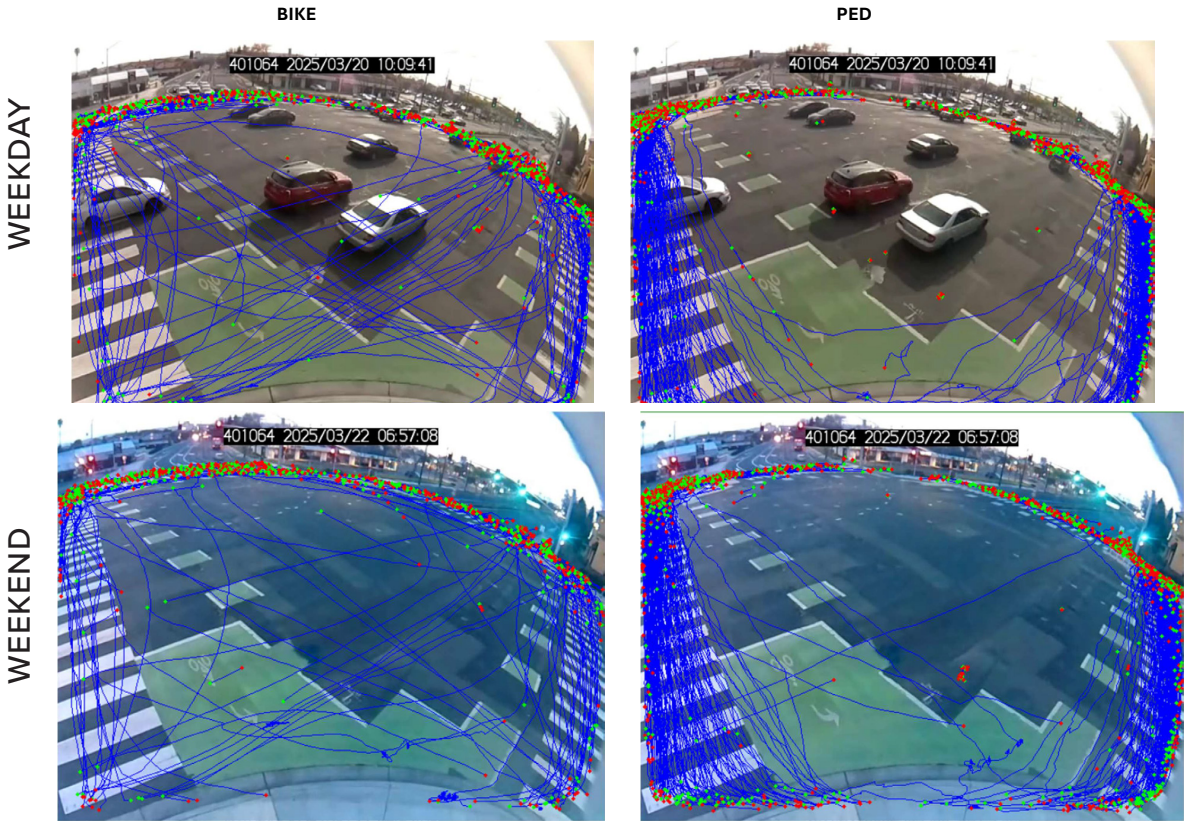
By First Vehicle Movement



Hesperian Blvd & West A St

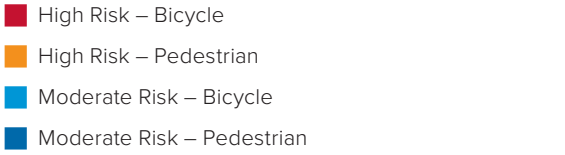
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING SOUTHEAST



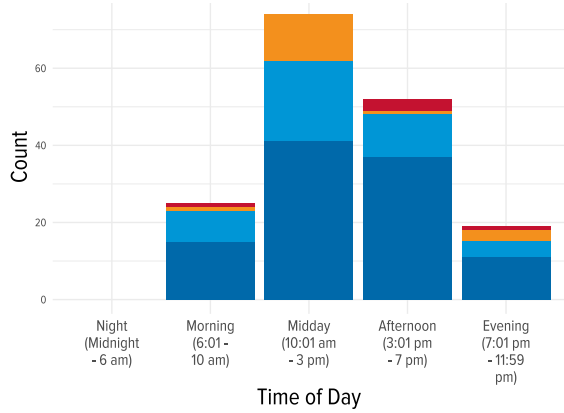
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	601	164	678	133
High Risk Conflicts with Vehicles	4	3	13	2
Total Conflicts with Vehicles	54	24	67	25
Conflicts per 100 Bikes/Pedestrians	8.99	14.63	9.88	18.80

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

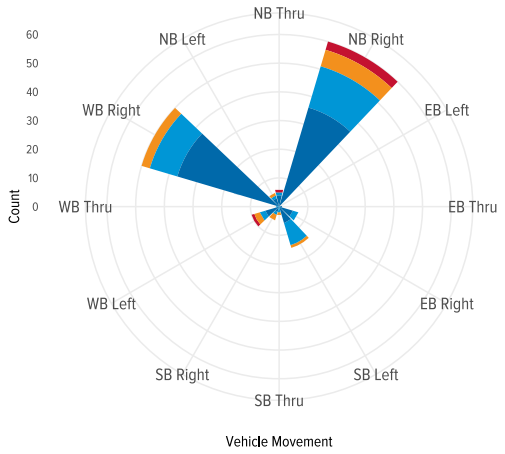


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

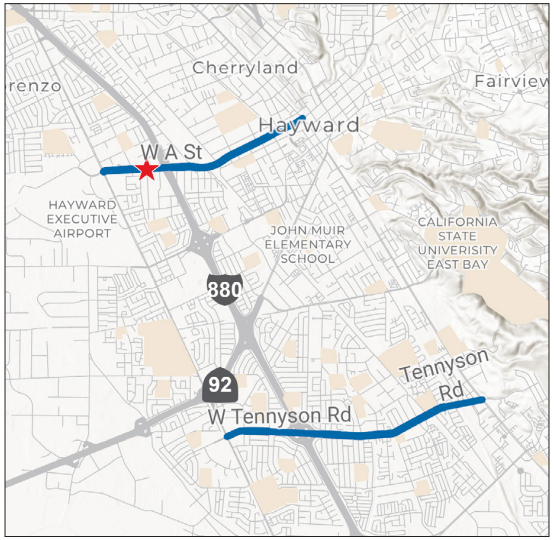


By First Vehicle Movement



Victory Dr & W A St

VEHICLE-VEHICLE CONFLICT ANALYSIS / APRIL 3 & 5, 2025



Indicators	Weekday	Weekend
Total Vehicles	26,728	27,943
Total Conflicts	0	1
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0	0.04
Total Red Light Running Events	88	122
Red Light Runs per 1,000 Vehicles	3.29	4.37

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

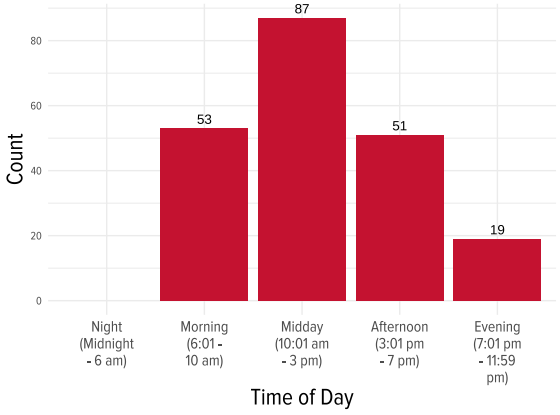
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

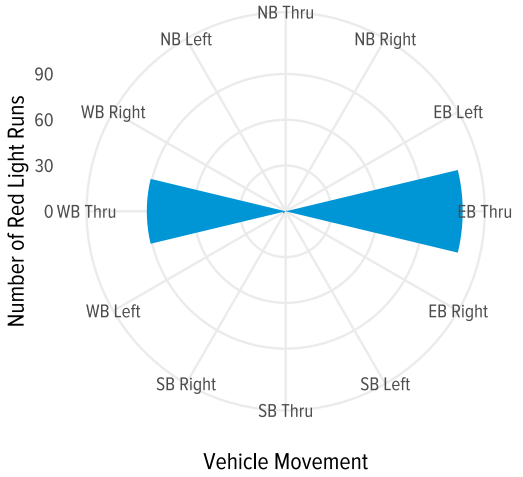
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

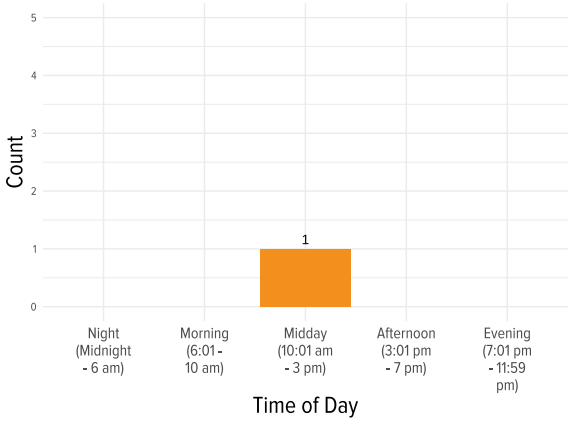


By Vehicle Movement

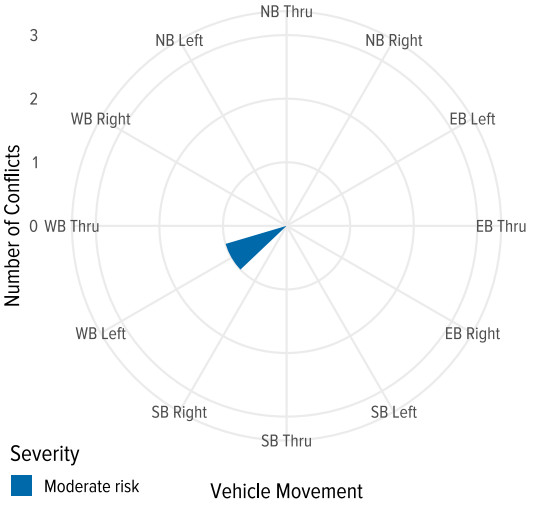


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



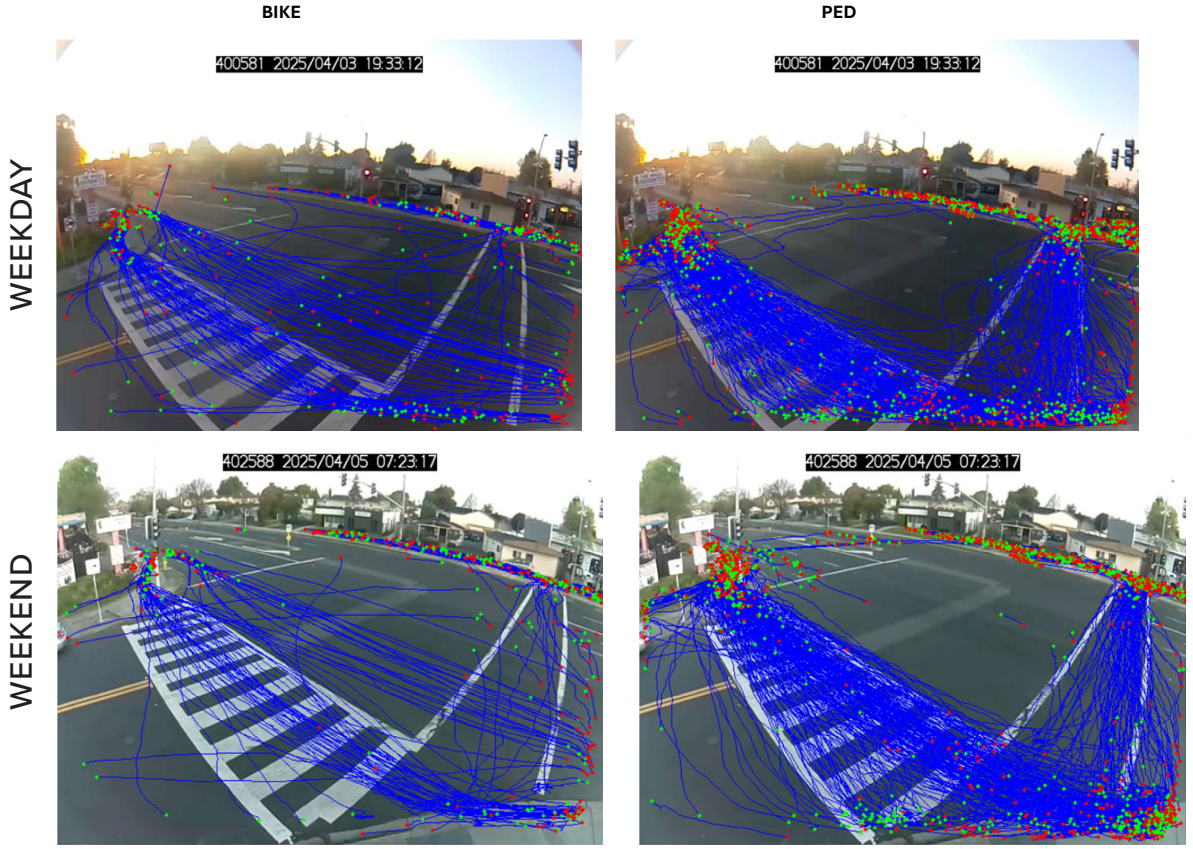
By First Vehicle Movement



Victory Dr & W A St

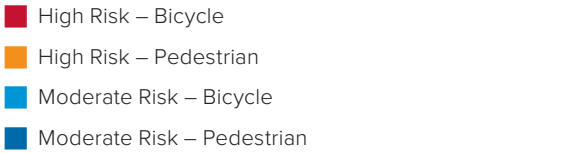
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / APRIL 3 & 5, 2025

LOOKING NORTHWEST



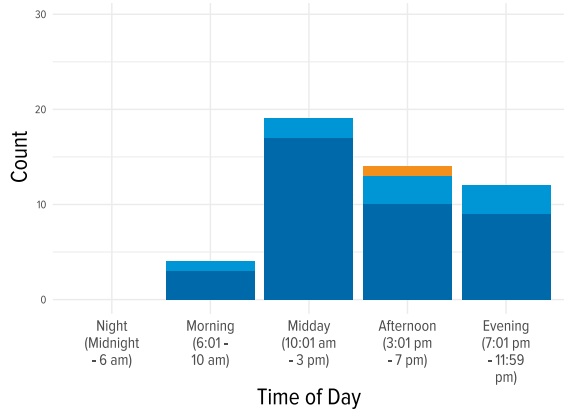
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	523	182	1,371	98
High Risk Conflicts with Vehicles	0	0	1	0
Total Conflicts with Vehicles	18	3	22	6
Conflicts per 100 Bikes/Pedestrians	3.44	1.85	1.60	6.12

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

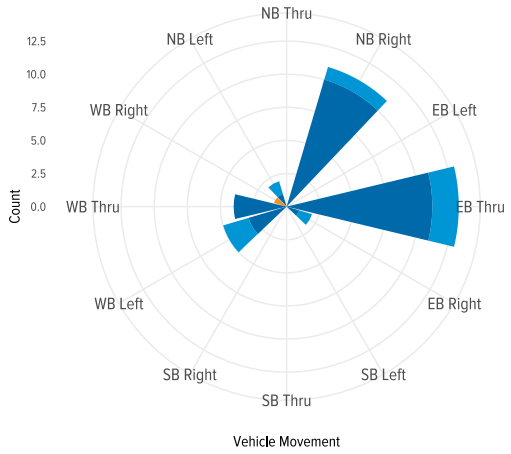


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

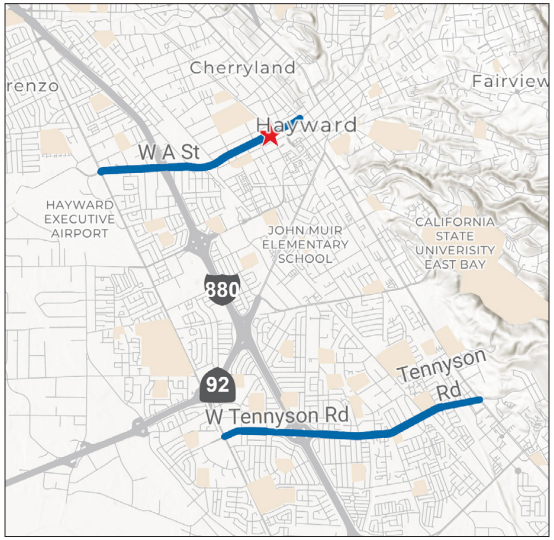


By First Vehicle Movement



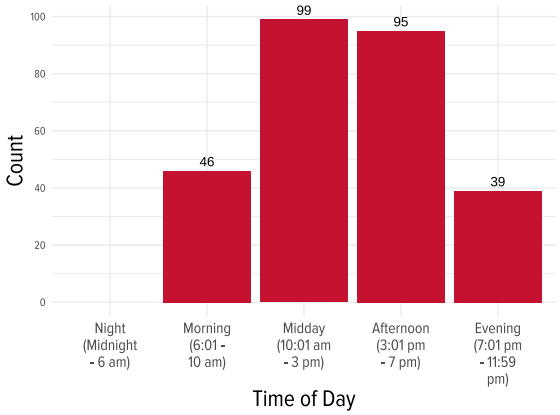
Western Blvd/Grand St & A St

VEHICLE-VEHICLE CONFLICT ANALYSIS / APRIL 3 & 5, 2025

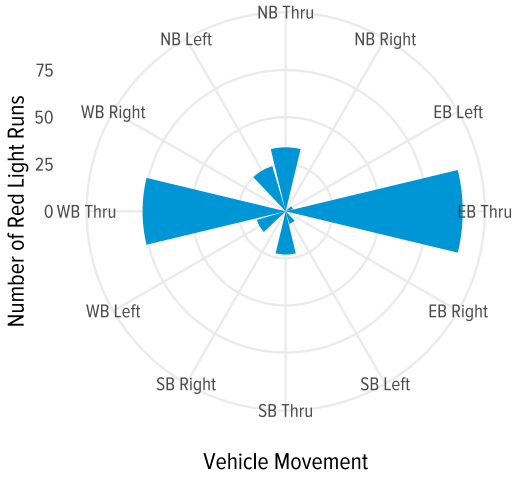


RED LIGHT RUNS (ALL DAYS)

By Time of Day



By Vehicle Movement



Indicators	Weekday	Weekend
Total Vehicles	28,538	25,467
Total Conflicts	75	83
High Risk Conflicts	1	0
Conflicts per 1,000 vehicles	2.63	3.26
Total Red Light Running Events	156	123
Red Light Runs per 1,000 Vehicles	5.47	4.83

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

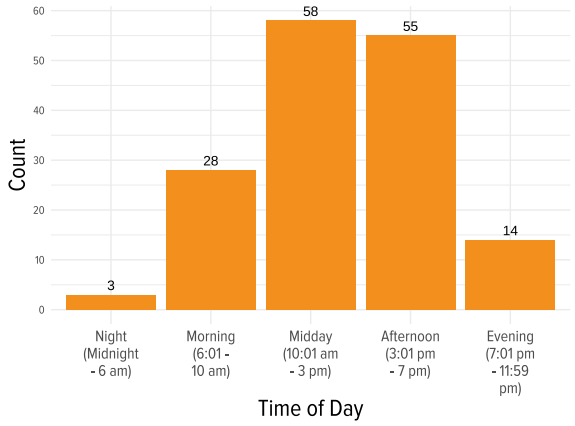
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

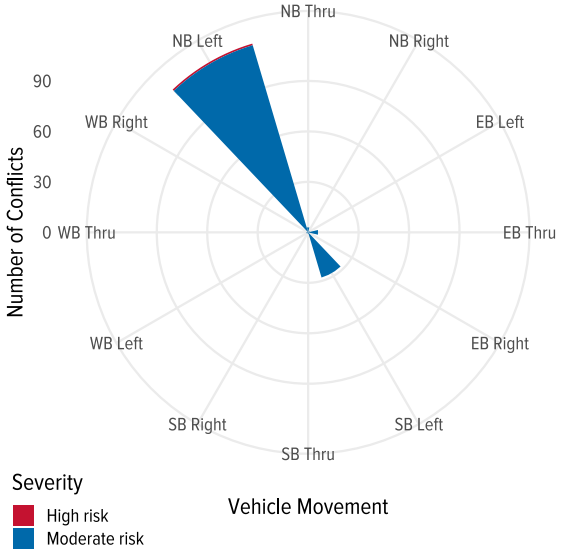
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



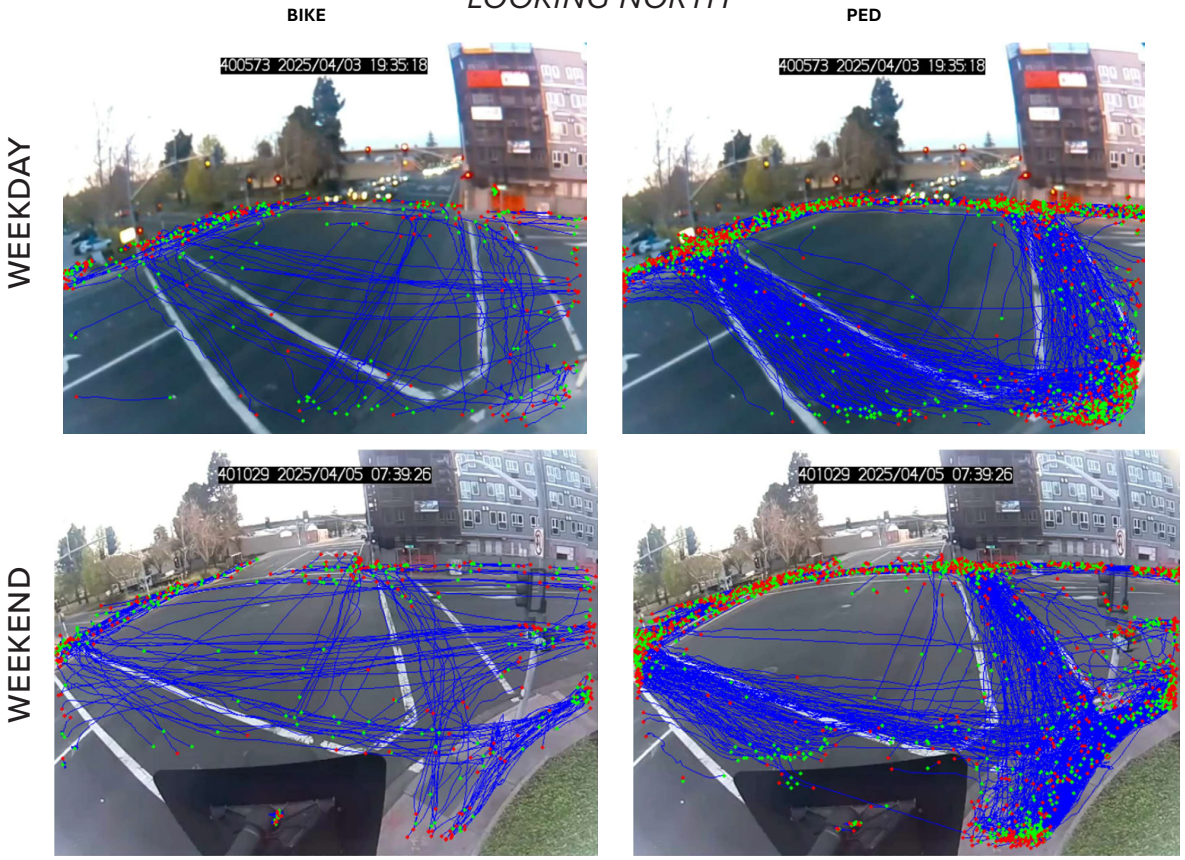
By First Vehicle Movement



Western Blvd/Grand St & A St

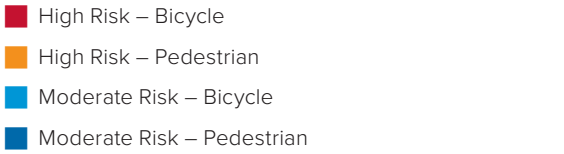
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / APRIL 3 & 5, 2025

LOOKING NORTH



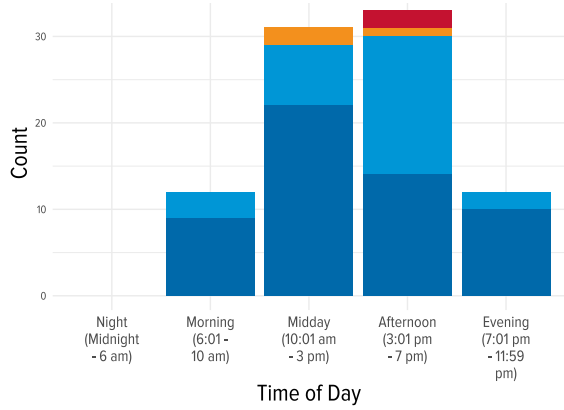
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	456	80	386	111
High Risk Conflicts with Vehicles	1	1	2	1
Total Conflicts with Vehicles	28	14	30	16
Conflicts per 100 Bikes/Pedestrians	6.14	17.50	7.77	14.41

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

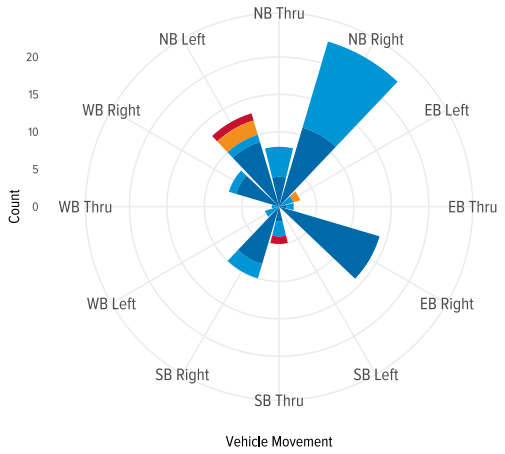


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

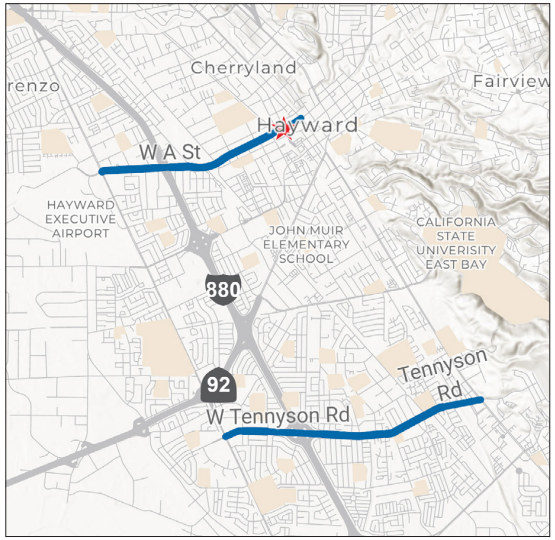


By First Vehicle Movement



Montgomery Ave & A St

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025



Indicators	Weekday	Weekend
Total Vehicles	21,160	18,686
Total Conflicts	1	4
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0.05	0.21
Total Red Light Running Events	72	55
Red Light Runs per 1,000 Vehicles	3.40	2.94

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

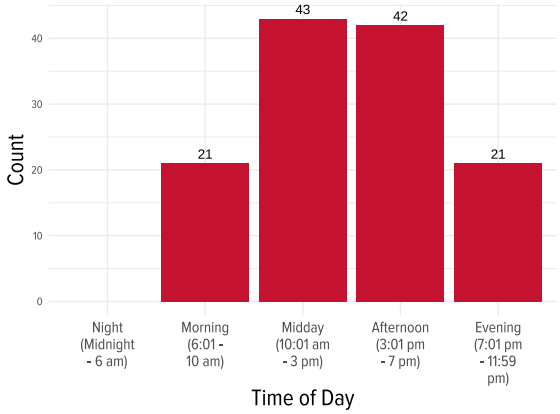
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

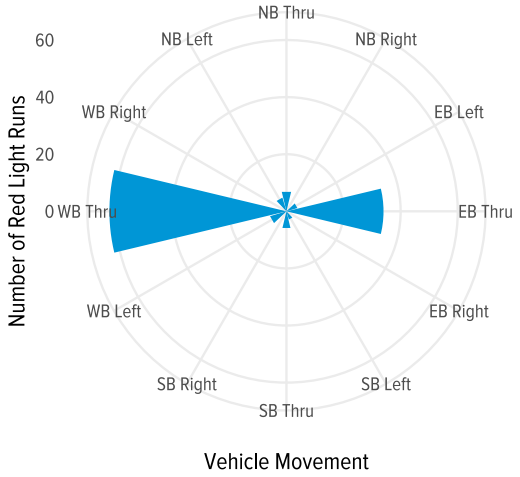
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

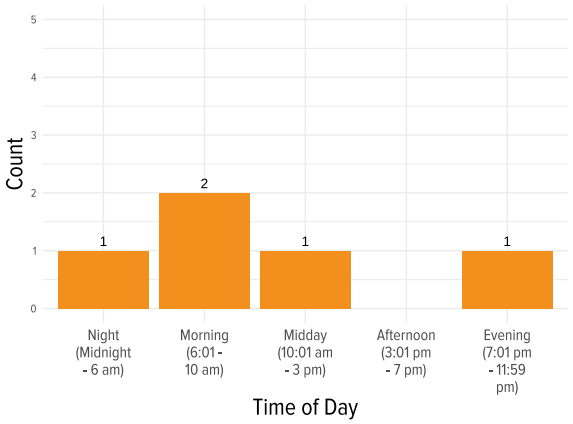


By Vehicle Movement

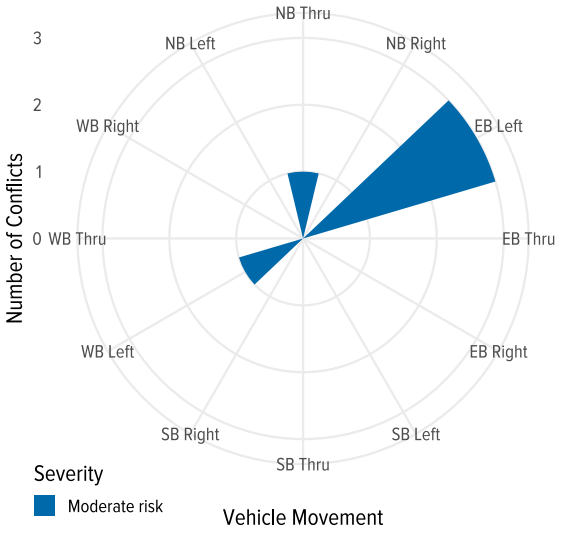


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



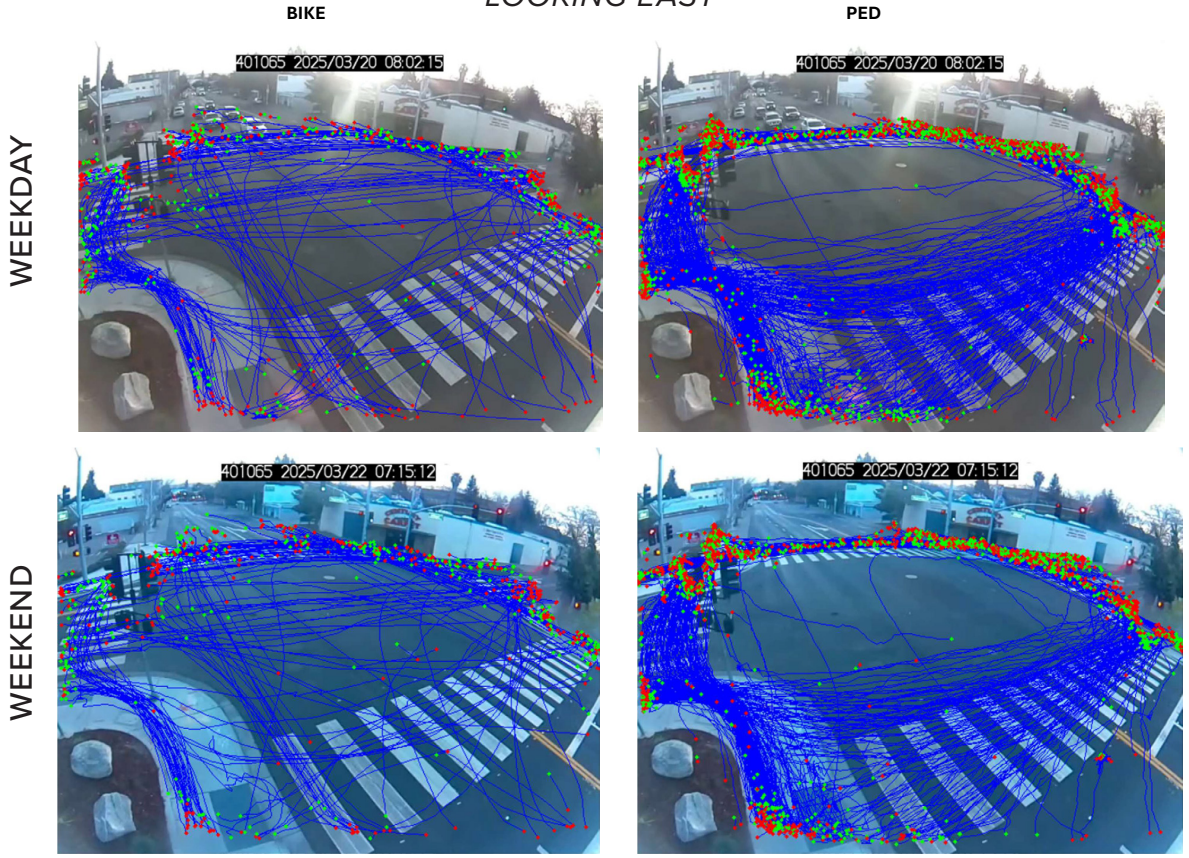
By First Vehicle Movement



Montgomery Ave & A St

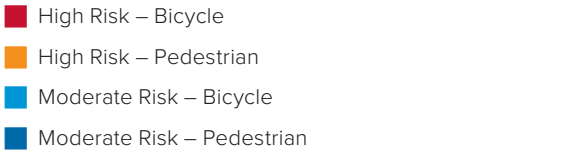
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING EAST



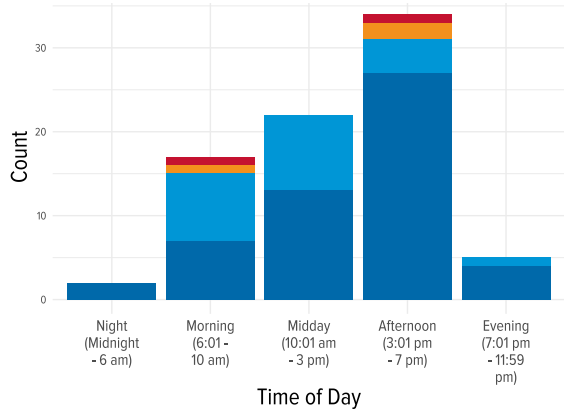
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	630	201	481	202
High Risk Conflicts with Vehicles	1	0	2	2
Total Conflicts with Vehicles	35	15	21	9
Conflicts per 100 Bikes/Pedestrians	5.56	7.46	4.37	4.46

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

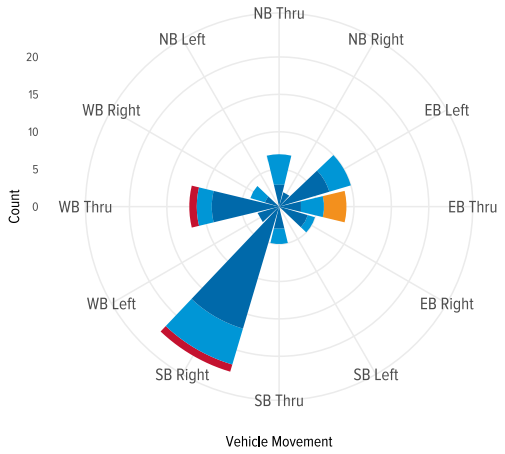


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

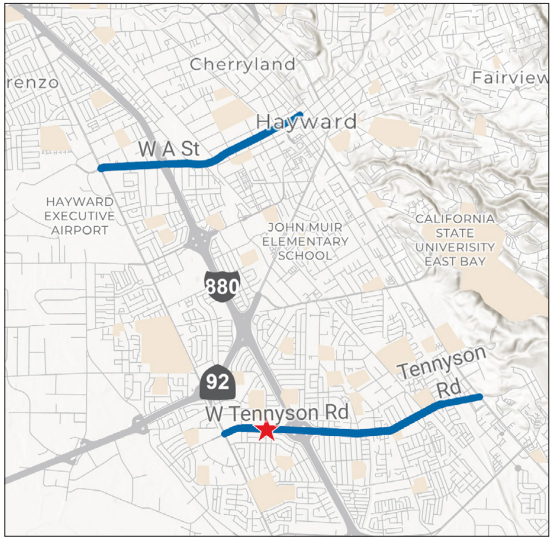


By First Vehicle Movement



Calaroga Ave & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025



Indicators	Weekday	Weekend
Total Vehicles	39,623	30,412
Total Conflicts	9	1
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0.23	0.03
Total Red Light Running Events	29	39
Red Light Runs per 1,000 Vehicles	0.73	1.28

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

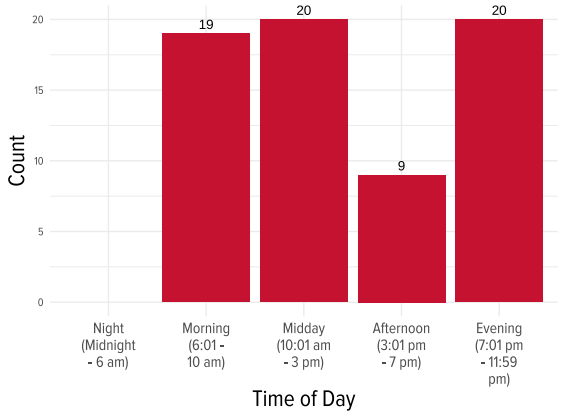
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

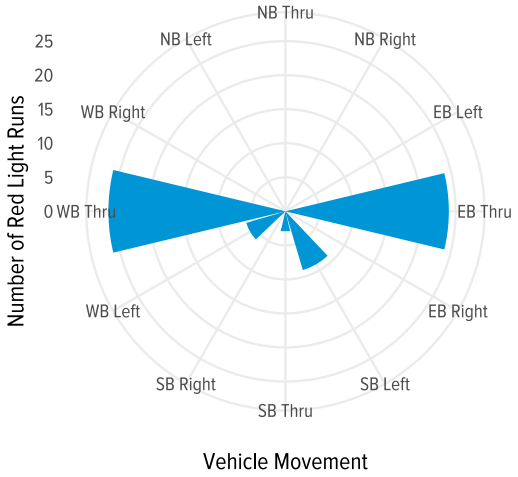
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

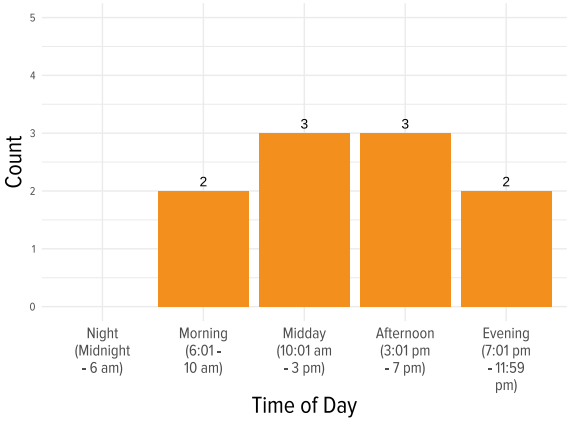


By Vehicle Movement

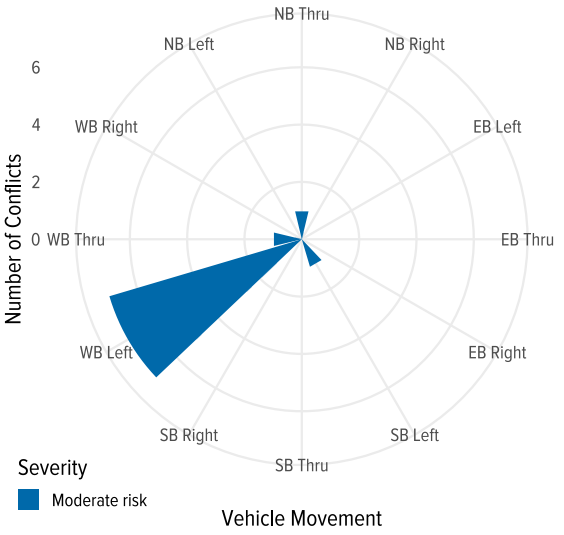


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



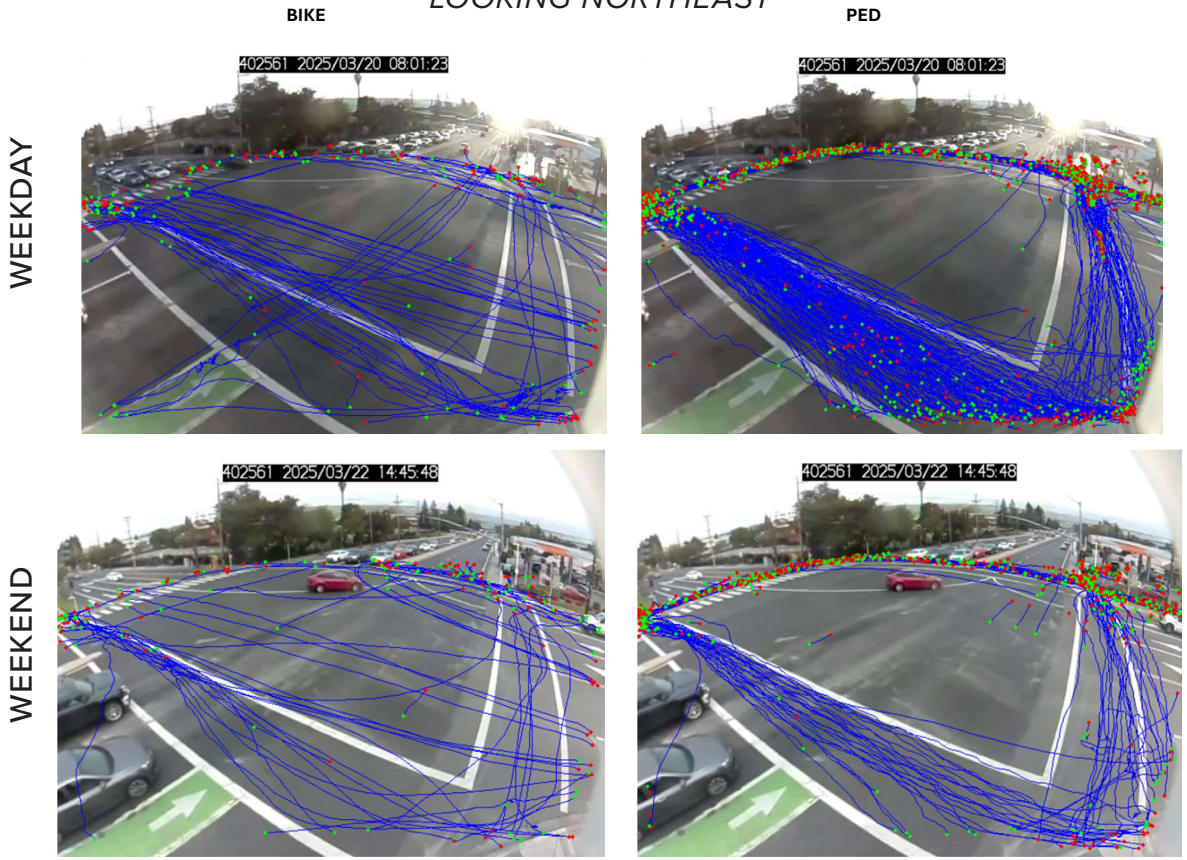
By First Vehicle Movement



Calaroga Ave & Tennyson Rd

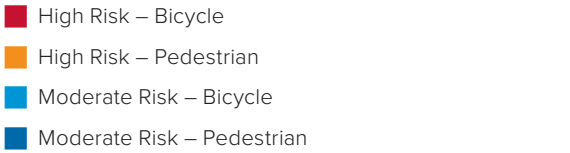
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING NORTHEAST



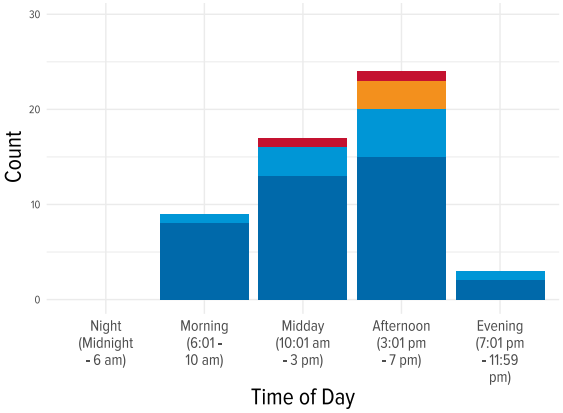
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	306	130	121	152
High Risk Conflicts with Vehicles	2	0	1	2
Total Conflicts with Vehicles	29	5	12	7
Conflicts per 100 Bikes/Pedestrians	9.48	3.85	9.92	4.61

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

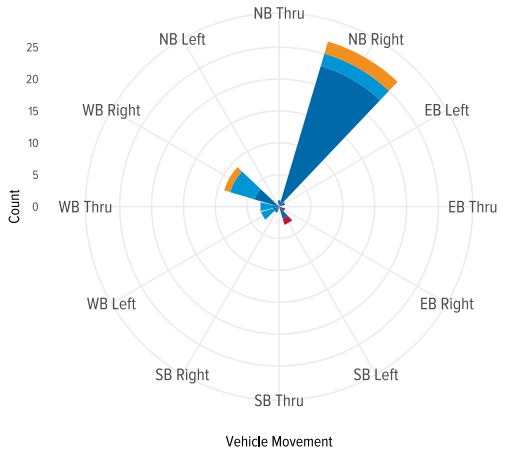


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

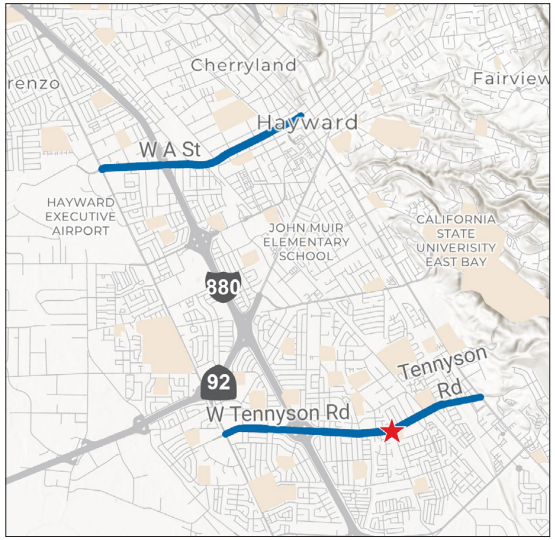


By First Vehicle Movement



Ruus Rd & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025



Indicators	Weekday	Weekend
Total Vehicles	32,001	30,088
Total Conflicts	3	4
High Risk Conflicts	0	1
Conflicts per 1,000 vehicles	0.09	0.13
Total Red Light Running Events	33	26
Red Light Runs per 1,000 Vehicles	1.03	0.86

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

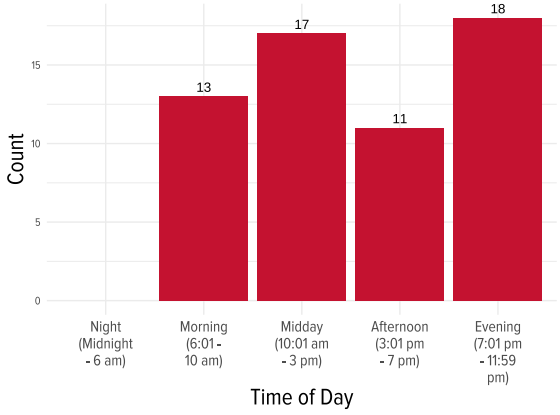
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

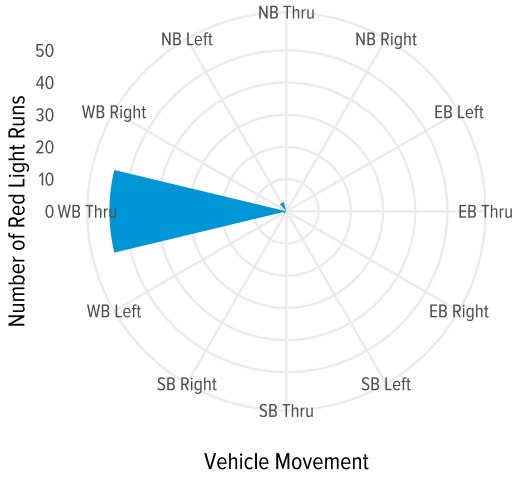
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

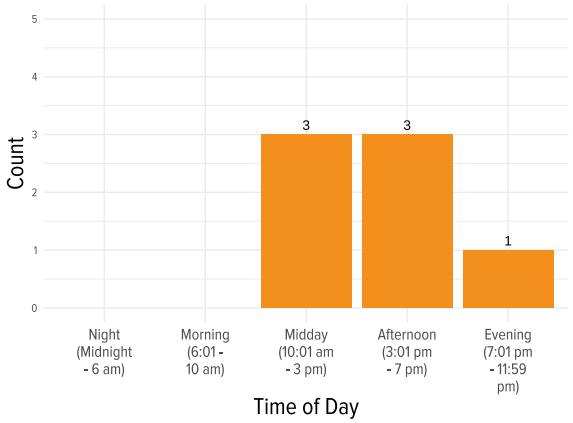


By Vehicle Movement

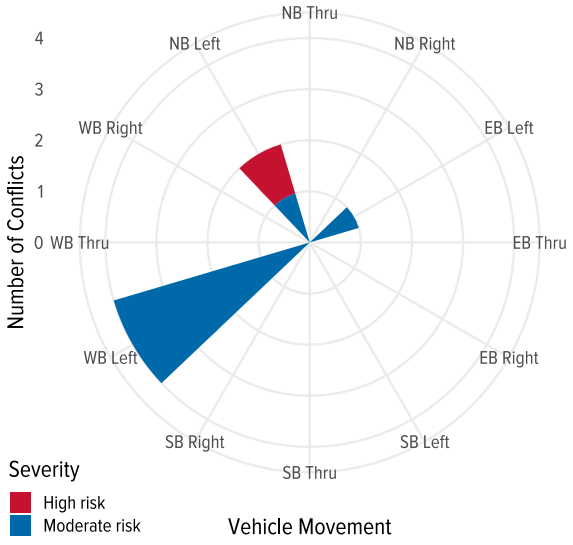


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



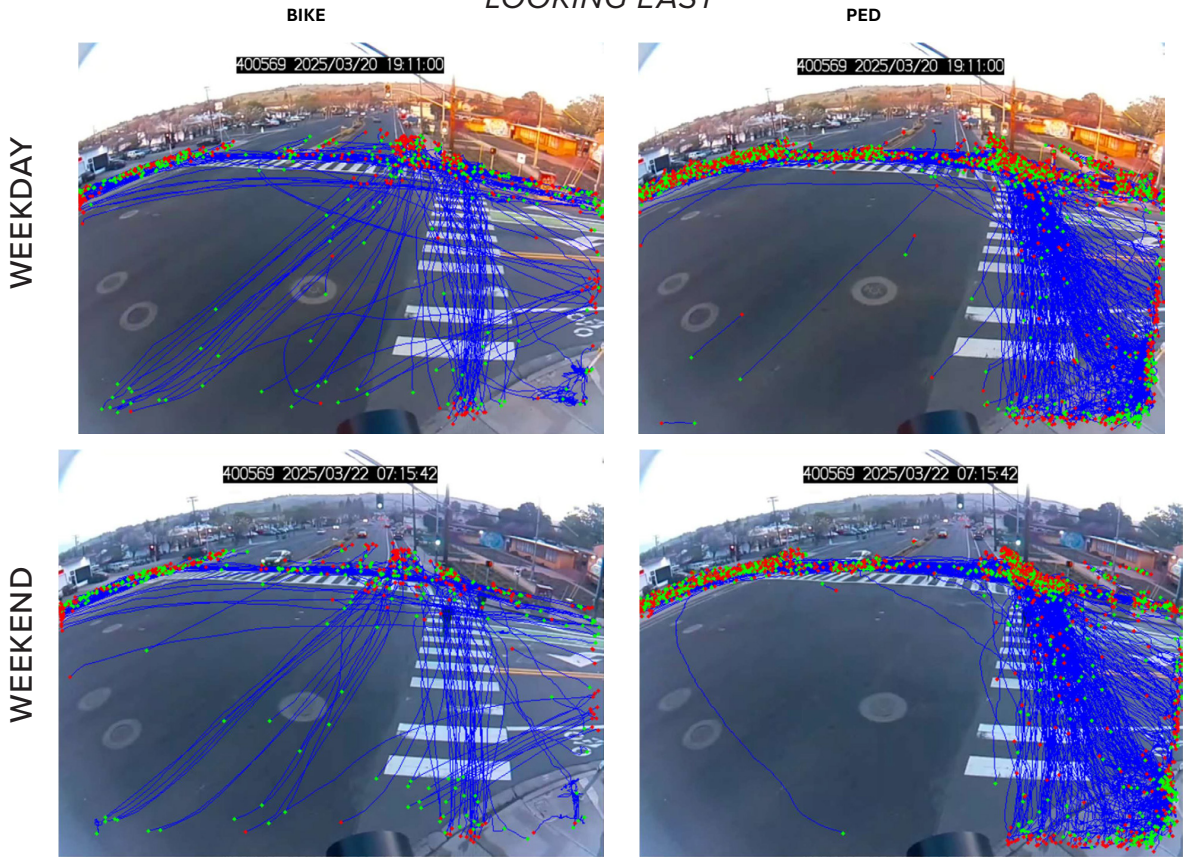
By First Vehicle Movement



Ruus Rd & Tennyson Rd

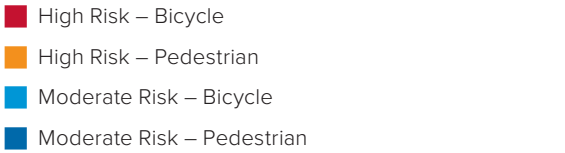
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING EAST



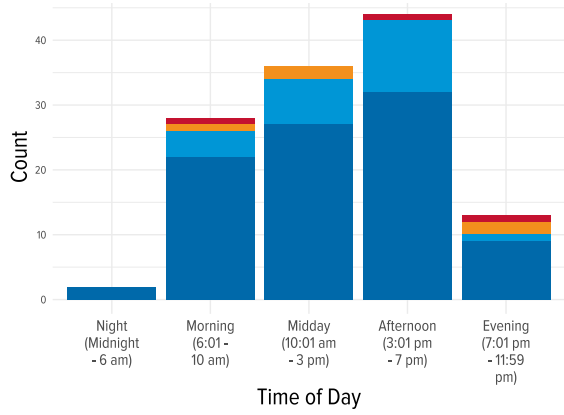
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	579	227	497	175
High Risk Conflicts with Vehicles	1	2	4	1
Total Conflicts with Vehicles	43	16	54	10
Conflicts per 100 Bikes/Pedestrians	7.43	7.05	10.87	5.71

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

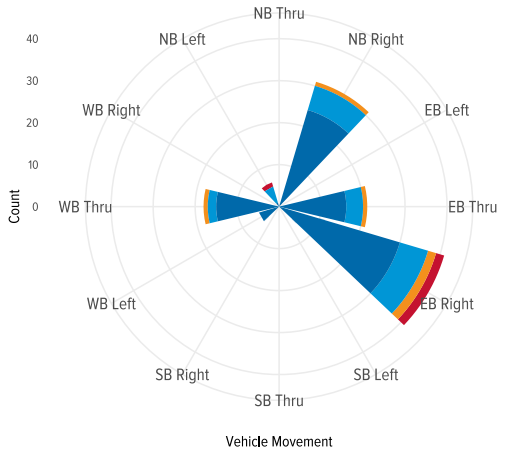


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

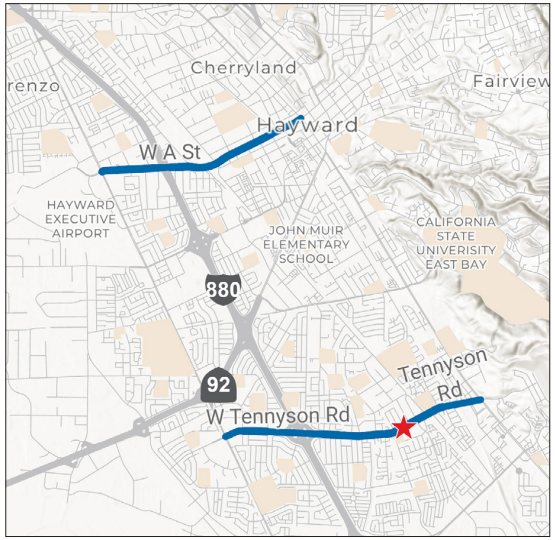


By First Vehicle Movement



Baldwin St & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025



Indicators	Weekday	Weekend
Total Vehicles	25,612	25,178
Total Conflicts	17	24
High Risk Conflicts	1	0
Conflicts per 1,000 vehicles	0.66	0.95
Total Red Light Running Events	NA	NA
Red Light Runs per 1,000 Vehicles	NA	NA

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

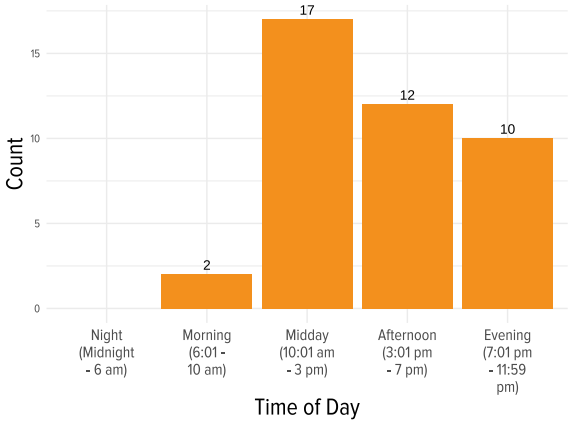
By Time of Day

By Vehicle Movement

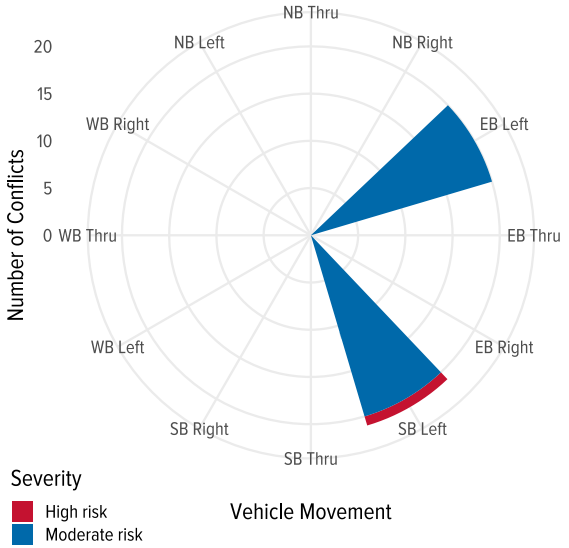
This location does not have a traffic signal so red light running data is not applicable.

VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



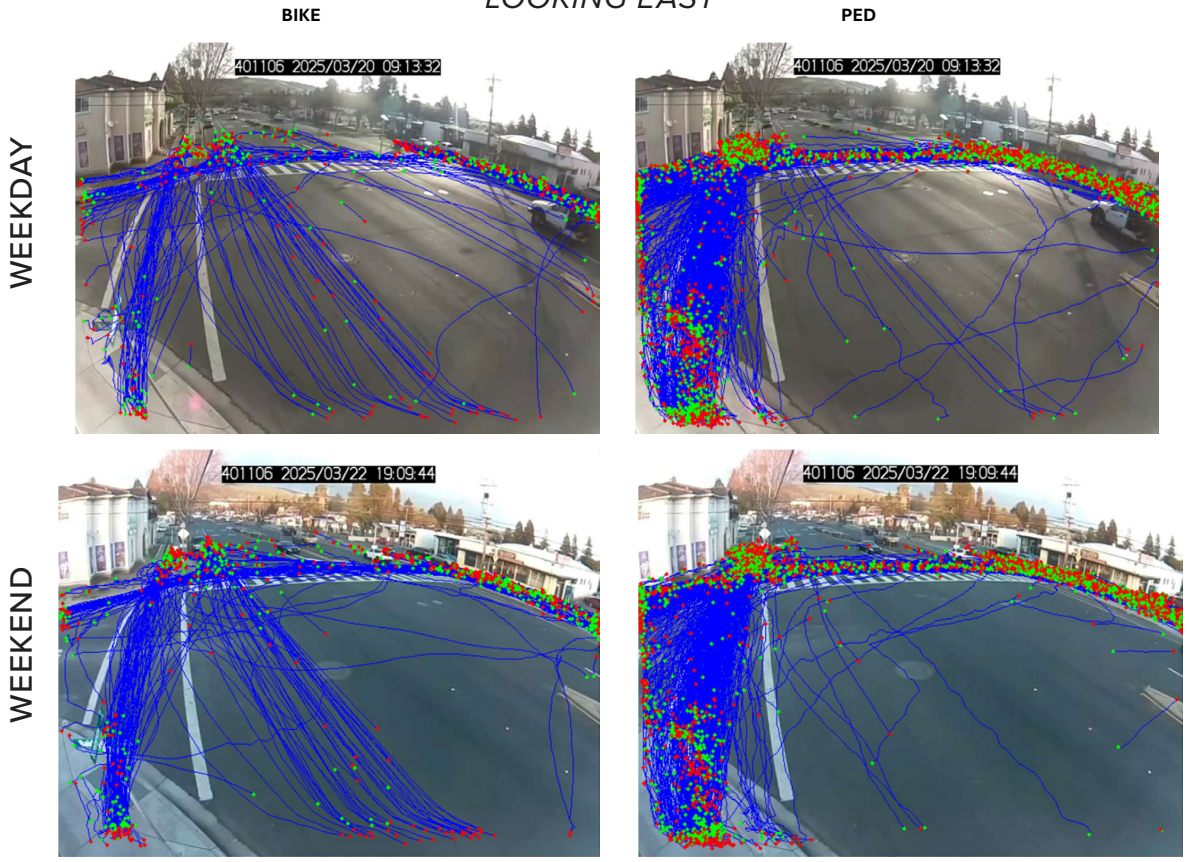
By First Vehicle Movement



Baldwin St & Tennyson Rd

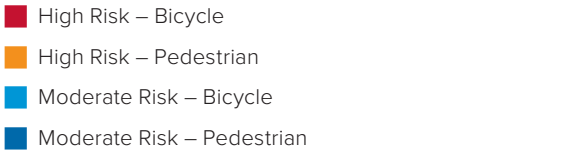
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING EAST



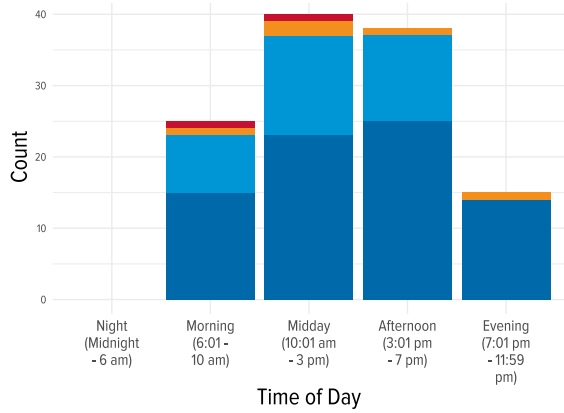
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	1,061	289	1,085	316
High Risk Conflicts with Vehicles	2	0	3	2
Total Conflicts with Vehicles	50	13	32	23
Conflicts per 100 Bikes/Pedestrians	4.71	4.50	2.95	7.28

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

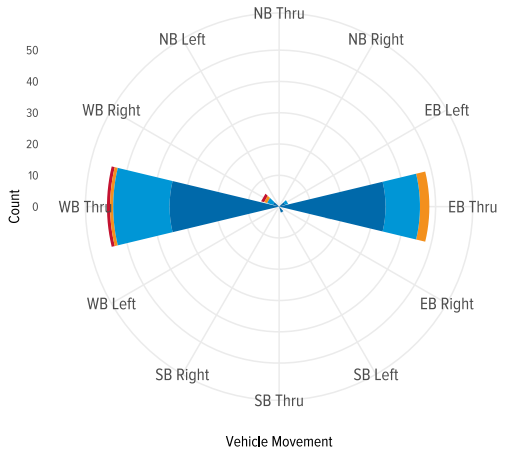


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement



Huntwood Ave & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025



Indicators	Weekday	Weekend
Total Vehicles	32,967	30,433
Total Conflicts	56	44
High Risk Conflicts	1	0
Conflicts per 1,000 vehicles	1.70	1.45
Total Red Light Running Events	31	37
Red Light Runs per 1,000 Vehicles	0.94	1.22

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

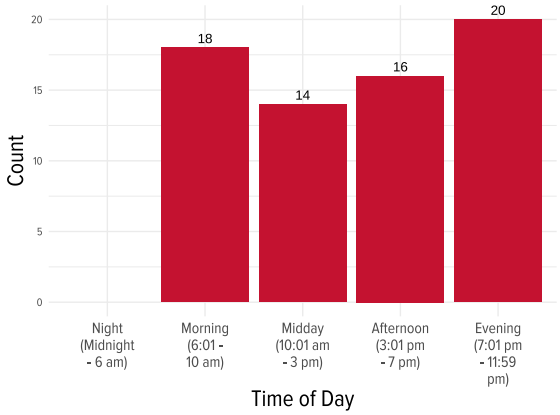
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

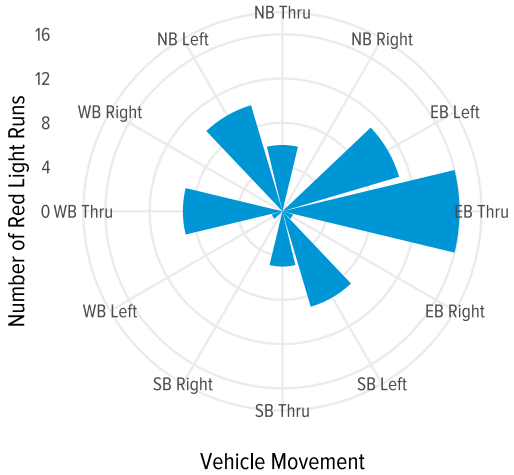
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

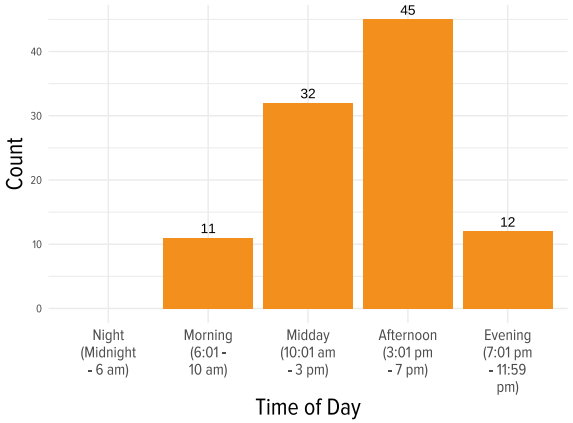


By Vehicle Movement

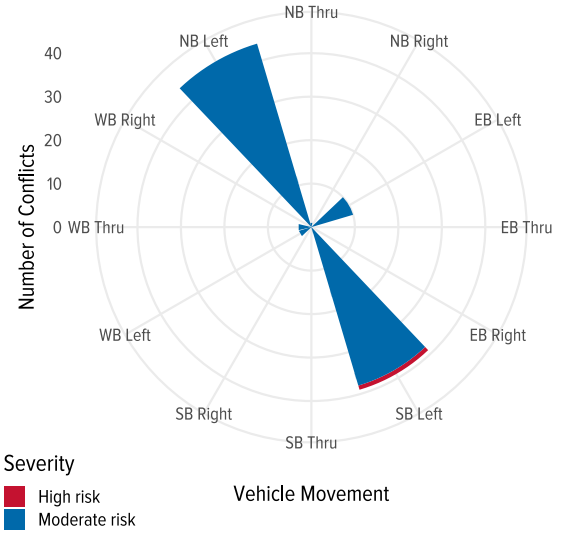


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



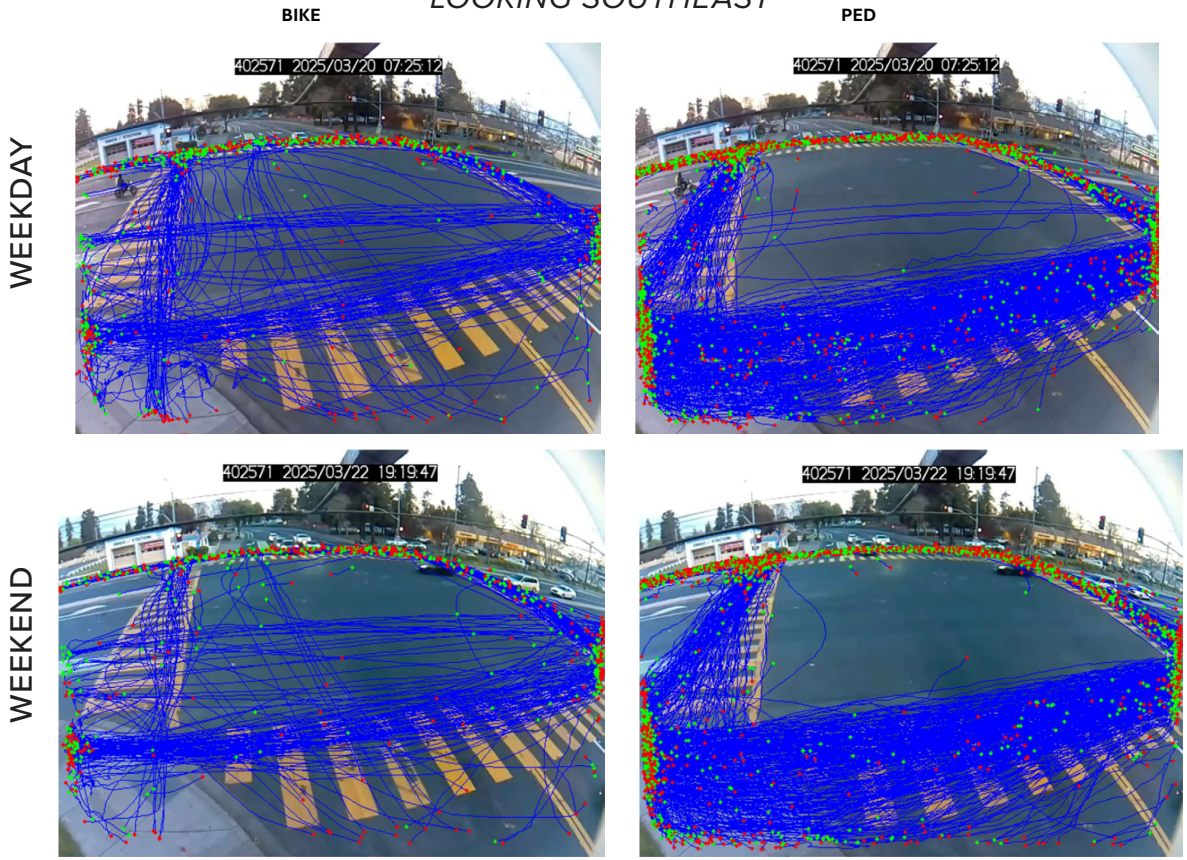
By First Vehicle Movement



Huntwood Ave & Tennyson Rd

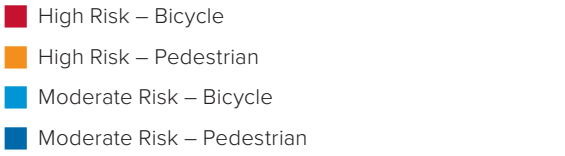
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING SOUTHEAST



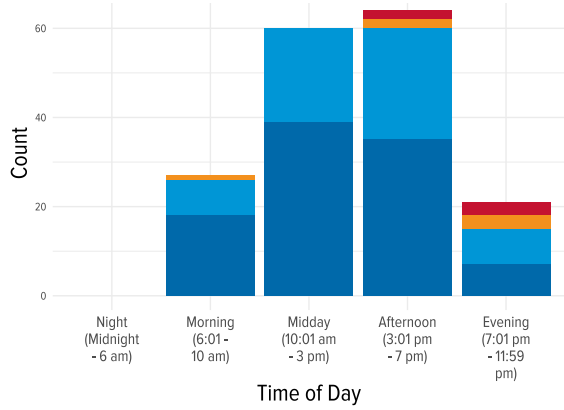
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	887	390	942	347
High Risk Conflicts with Vehicles	3	3	3	2
Total Conflicts with Vehicles	54	33	51	34
Conflicts per 100 Bikes/Pedestrians	6.09	8.46	5.41	9.80

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

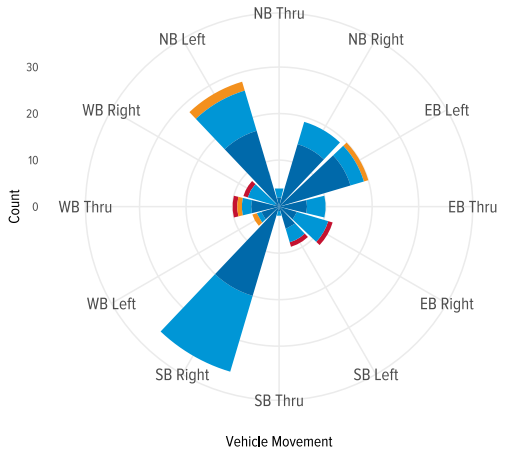


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

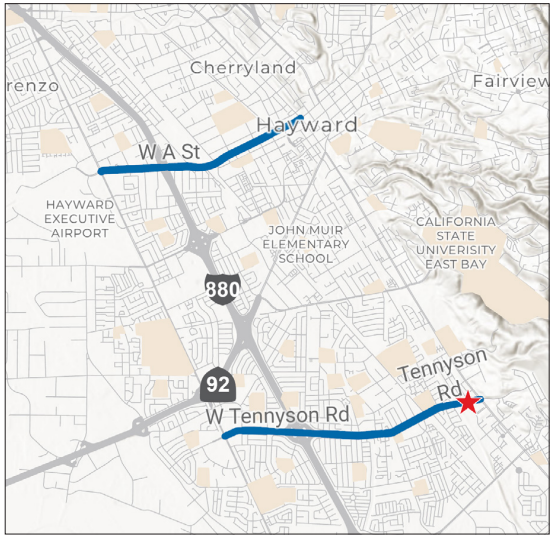


By First Vehicle Movement



12th St/Dixon St & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / APRIL 3 & 5, 2025



Indicators	Weekday	Weekend
Total Vehicles	21,899	20,767
Total Conflicts	0	3
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0	0.14
Total Red Light Running Events	20	59
Red Light Runs per 1,000 Vehicles	0.91	2.84

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

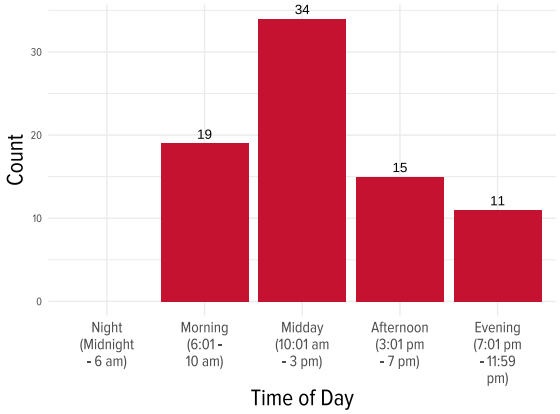
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

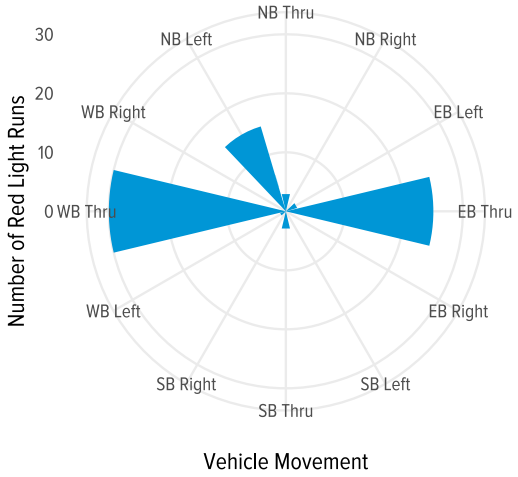
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

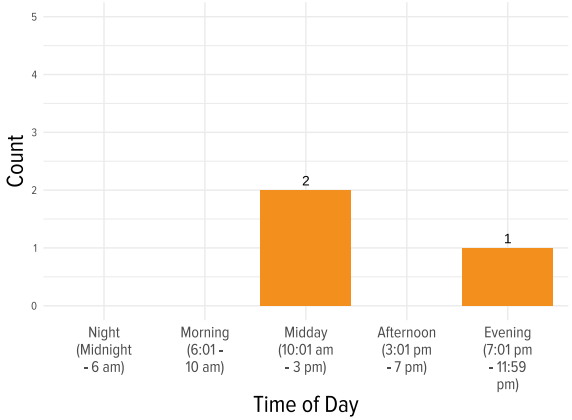


By Vehicle Movement

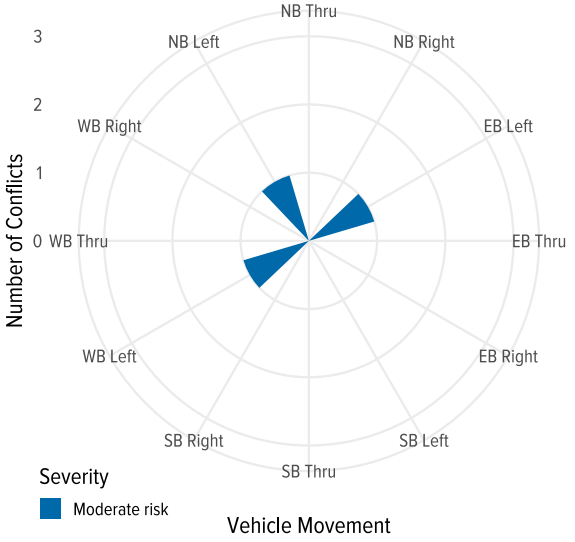


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



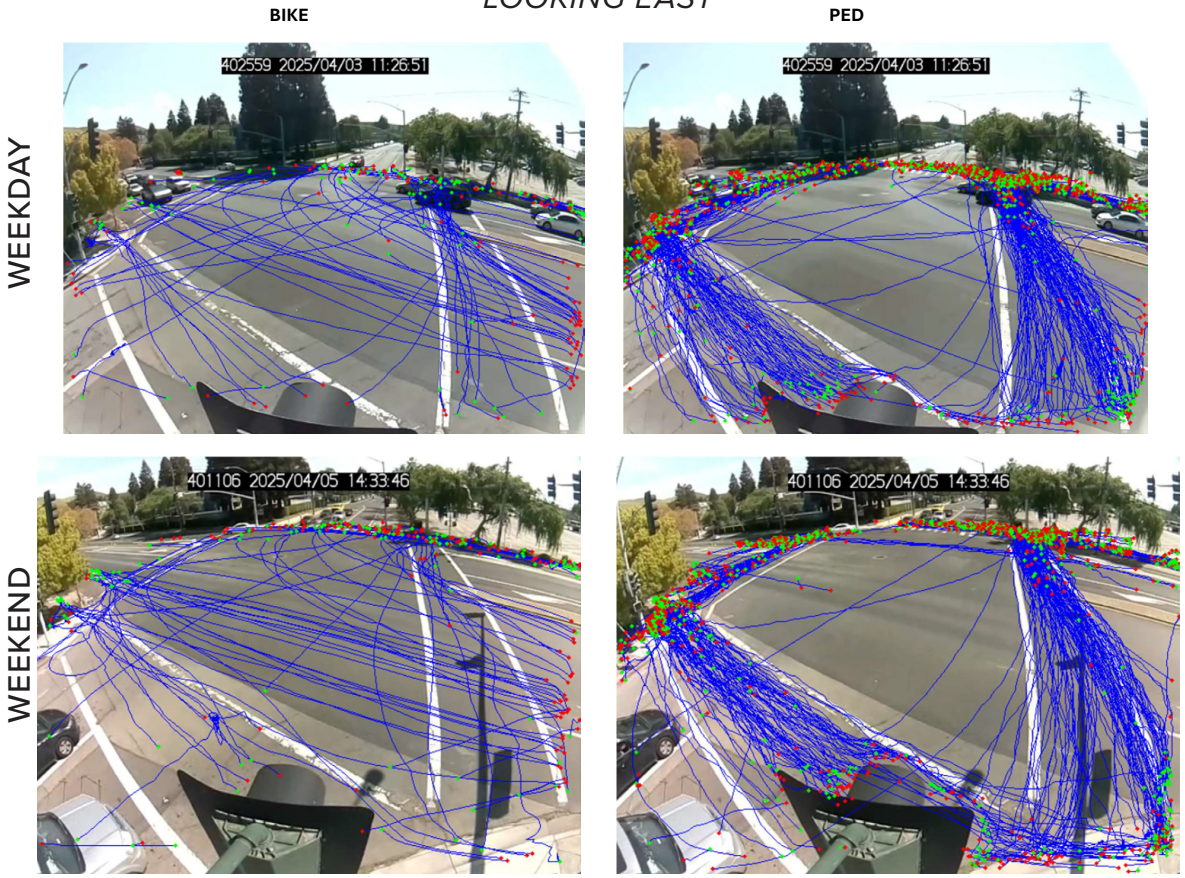
By First Vehicle Movement



12th St/Dixon St & Tennyson Rd

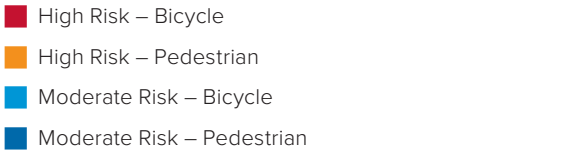
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / APRIL 3 & 5, 2025

LOOKING EAST



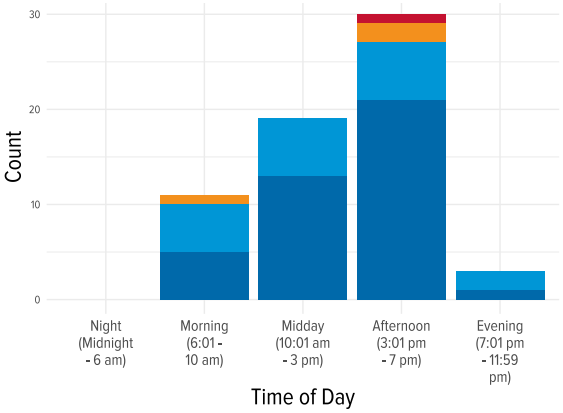
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	254	82	338	149
High Risk Conflicts with Vehicles	3	1	0	0
Total Conflicts with Vehicles	27	13	16	7
Conflicts per 100 Bikes/Pedestrians	10.63	15.85	4.73	4.70

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

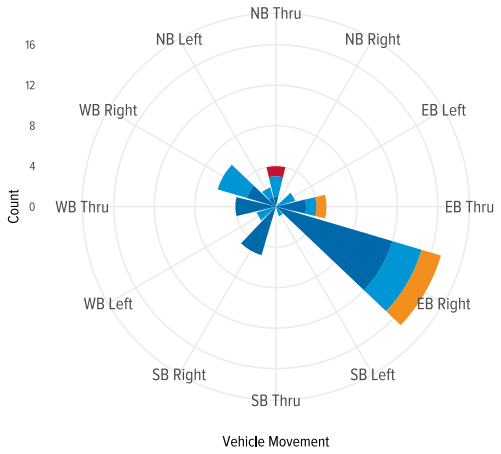


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement



To: Byron Tang, City of Hayward, CA

From: Christopher Kidd, Alta Planning + Design

Date: April 2, 2026

Re: Hayward HIN Safety Plan: Round 2 Outreach Summary

Introduction

Round two of the Safe Streets Hayward Plan involved a range of engagement activities from January 5, 2026 through March 20, 2026. Outreach was a joint effort between staff from Alta, Kimley-Horn, City of Hayward, and Eden Youth & Family Center (project staff).

Outreach during Round 2 focused on sharing concept design alternatives for A Street, B Street, and Tennyson Road, and soliciting from the public their preferences for which concept design alternative to advance to 35% design. During this period, the project staff attended ten (10) events, reached seven hundred seventy (770) participants, and received one thousand forty two (1,042) comments/interactions.

Outreach activities were structured to reduce barriers for Haywards's residents and visitors by:

- Bringing engagement to them at four pop-ups at existing community events or markets. Project staff also conducted a stakeholder meeting at an existing monthly meeting of local community based organizations.
- Project staff facilitated two in-person community workshops - each focused on one of the project corridors (A/B Street and Tennyson Road).
- Eden Youth conducted community canvassing during two events held in their community space. They also conducted business canvassing along the project corridors.

In-person outreach was supported by a project website, an online survey, and promotion via email, phone, text, and social media. Summaries of key outreach initiatives are provided in this memo. All project materials and communications were provided in English, Spanish, and Farsi. Spanish interpretation was present at all events.

Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Pop-up Events	4	537	282
Stakeholder Meeting	2	32	26
Community Workshops	2	44	76
Community Canvassing	2	157	157
Online and Paper Surveys	-	-	497
Emails	-	-	4
Total	**10**	**770**	**1,042**

Summary of Findings

The public was asked to rank three concepts for the following streets and segments. Each set of concepts presented a no-change scenario (Concept 1), improvements through travel lane narrowing (Concept 2), and a high-investment scenario that would involve either travel lane or parking removal (Concept 3).

A Street – Hesperian Blvd to Meekland Ave

Across surveys and in-person events, participants voted most for **Concept 2**. This concept would narrow travel lanes in order to implement separated bikeways. Comments for this section of A Street reflected strong concern for congestion impacts from removing travel lanes (Concept 3), but paired with strong support for measures to increase safety, reduce travel speeds, and curtail red-light running.

A Street – Meekland Ave to Watkins Street

Respondents for this section overall expressed preference for **Concept 3**, which would involve removal of parking on the south side of the street to implement separated bikeways. The online survey responses, however, had a slight preference for **Concept 2** over **Concept 3**, which would have retained street parking. Comments for this section of A Street focused on concerns about pedestrian safety and improving rates of crosswalk yielding by drivers. Concerns were raised about the impacts of parking removal on adjacent low-income residents or multi-generational housing.

A Street – Additional Input

Overall, residents considered the retention of travel lanes more important than retention of parking. Residents overwhelmingly preferred a project that maximized safety versus a project that could be built quickly.

B Street – MLK Dr to Montgomery St

Responses overall favored **Concept 3**, which would narrow the curb-to-curb roadway and construct a sidewalk-level Class IV separated bikeway on the south side of the street. In-person event responses most heavily favored Concept 3, while online and paper survey results showed near-equal support for **Concept 2** and **Concept 3**. Comments for this sections focused on a greater appetite for traffic calming, improved lighting, and prioritizing pedestrian safety & comfort.

B Street – Montgomery St to Watkins St

Responses for this section, which were only captured through the online survey, show an almost equal split between support for **Concept 2** (which would remove parking) and **Concept 3** (which would remove a travel lane). Comments noted that this segment is of lesser importance than other areas of the Safe Streets Hayward project.

B Street – Additional Input

Responses strongly favored the retention of travel lanes rather than parking for this corridor. Similarly, responses overwhelmingly preferred a solution that maximized safety over one that could be built quickly.

Tennyson Road – Hesperian Blvd to Mission Blvd

Responses across surveys and in-person events for Tennyson Road favored **Concept 3**, which would involve parking removal to implement separated bikeways. **Concept 2** scored close behind **Concept 3** in online and paper surveys. Comments focused on the safety concerns of driver speeds, red-light running, lack of lighting, unsafe freeway ramps, and failure of drivers to yield for pedestrians. A large number of comments expressed strong concerns about parking loss on Tennyson Road, with concern about harm to local businesses, street vendors, and low-income households with multiple vehicles.

Tennyson Road – Additional Input

While responses favored retaining travel lanes to retaining parking, there was less agreement compared to the other corridors. Responses for Tennyson also favored maximizing safety over building something quickly.

Round 2 Outreach Materials

The second round of outreach for the Hayward HIN Safety Plan included the following outreach and engagement materials. All materials were translated into Spanish and Farsi.

- A set of six poster boards, used during pop-up events (**Appendix A**). These boards included:
    - One board displaying the purpose of the project, a map of all high injury streets in Hayward, what we learned from round one analysis and outreach, and the project schedule.
    - One visual glossary board with descriptions and images of recommended improvements. Icons in the bottom left of each improvement photo correspond to icons on the improvement maps for reach corridor.
    - Four concept boards - two boards for segments of A Street, one board for B Street, and one board for Tennyson Road. Each board has proposed intersection improvements at the top of the board and 3 concept options below. Participants are prompted to add a sticky note if we forgot an improvement on the corridor and/or place a sticky dot on the preferred concept for each corridor.
- A flyer promoting the project and directing people to the project website (**Appendix A**). The flyer was handed out during pop-up events and canvassing.
- Three paper surveys – one for A Street, one for B Street and one for Tennyson Road. The survey had three components. First, participants are prompted to share if there are intersection improvements missing from the proposed safety improvement recommendations. Second, they are asked to rank and provide feedback on three concept designs. Lastly, participants are prompted to fill out an optional demographic survey.
- A project website with information about the project, draft recommendations, and the project schedule. The project website also hosts the online survey. The online survey mirrors the paper survey, except that A Street and B Street are split up into two different sections.

Due to space constraints for in-person materials, the project team and City consolidated input space for printed materials. The project team included all project segments in the online survey and combined project components in the paper survey and outreach boards.

Table 1: Round 2 input space by medium

	Paper survey	Online Survey	Outreach Boards
A Street (Hesperian Blvd to Meekland Ave)	Excluded	Included	Included
A Street (Meekland Ave to Watkins St)	Included	Included	Included
B Street (MLK to Montgomery)	Included	Included	Included
B Street (Montgomery to Watkins	Excluded	Included	Excluded
Tennyson Road	Included	Included	Included

Summary of Promotion

The City of Hayward, Alta, and Eden Youth & Family Center conducted promotion for the second round of public outreach. Promotion included:

- Two rounds of city posts to LinkedIn, Facebook and Instagram.
- Over 3,200 postcard mailers sent out to all households within 500 feet of each project corridor.
- Four email blasts sent to the City, Alta, and Eden Youth's contact lists.
- Six text blasts sent to participants who shared their contact information during the first phase of outreach for the project (over 100 recipients).
- Emails and phone calls to 10 key organizational stakeholders.
- Eden Youth conducted business canvassing, reaching eleven (11) businesses on A/B Streets and eleven (11) businesses along Tennyson Road.
- Canvassing and flyering at Burbank Elementary School during morning drop-off.
- Eden Youth conducted community canvassing during two events held at Eden Youth & Family Center.



Figure 1. Social Media Graphics

Summary of In-Person Engagement

Alta Planning + Design, city staff, Eden Youth, and Kimley-Horn staffed seven in-person engagement events during phase 2 of outreach. These pop-up events met the community where they were and gathered project feedback throughout the study area. **Table 2** summarizes the number of interactions and engagement at each event.

Table 2: Summary of In-Person Engagement

Event	Date	Staffed By	Interactions	Engagement[1]	Paper Surveys Administered
Hayward Rides	1/30	Alta, Eden Youth, & City staff	75	23	31
Hayward Farmer's Market	2/7	Alta, Eden Youth, & Kimley-Horn	190	128	48
Eden Hot Meals	2/14	Eden Youth	82	82	20
Hayward Farmer's Market	2/21	Alta, Eden Youth, & Kimley-Horn	152	32	39
Tennyson Road Workshop	3/2	Alta, Eden Youth, Kimley-Horn, & City Staff	15	35	4
A/B Street Workshop	3/10	Alta, Eden Youth, Kimley-Horn, & City Staff	29	41	25
Hayward 150th Birthday Celebration	3/11	Alta, Kimley-Horn, & City Staff	120	94	2
Eden Hot Meals	3/17	Eden Youth	75	75	16
Neighborhood Health & Empowerment Network Meeting	3/27	Alta & City Staff	10	11	-
EngGAGE Resident meeting	4/7	Alta & City Staff	22	15	
		Total	**770**	**537**	**185**

[1] Engagement includes either an outreach board dot vote or a verbal comment/question. Sticky notes are excluded from this count, as most accompanied a dot vote.

Pop-Up Events

Alta Planning + Design, city staff, Eden Youth, and Kimley-Horn staffed four pop-up engagement events at existing community events and markets. Translation/interpretation was provided in Spanish at all pop-up events, and Farsi interpretation was available when requested in advance. Staff engaged with people on an array of poster boards, where participants were invited to learn more about the project, timeline, as well as provide feedback on concept designs.



Figure 2: Project staff speaking with participants at the Hayward Rides event.

At pop-up events, participants were encouraged to provide direct feedback on four concept design outreach boards:

- **Dot vote** – Participants used sticky dots to vote for their preferred concept design.
- **Sticky notes –** Using sticky notes, participants wrote ideas for additional intersection improvements that are missing from the proposed safety improvement recommendations.

Hayward Rides

On Friday, January 30, 2026, from 3:00 p.m. to 6:00 p.m., as part of their bike giveaway program "Hayward Rides", the City of Hayward distributed free bikes to Hayward residents. During the bike giveaway, seventy five (75) individuals engaged with the Safe Streets Hayward Plan staff and placed twenty-three (23) dot votes. Participants did not place any ideas via sticky notes. During the event, Eden Youth administered thirty-one (31) paper surveys.


Figure 3: Project staff speaking with participants at the Hayward Farmer's Market

Hayward Farmer's Market

On Saturday, February 2, 2026, from 9 a.m. to 1 p.m., the City of Hayward held its weekly farmer's market. During the market, one hundred ninety (190) individuals engaged with the Safe Streets Hayward Plan staff and placed one hundred and twenty-eight (128) dot votes. Among the seven sticky note ideas placed, a key theme was ensuring sufficient vehicle traffic flow and visibility for drivers. During the market, Eden Youth administered forty eight (48) paper surveys.


Figure 4: Participant engaging with the outreach materials at the Hayward Farmer's Market

Hayward Farmer's Market

On Saturday, February 21, 2026, from 9 a.m. to 1 p.m., the City of Hayward held its weekly farmer's market. During the market, one hundred fifty two (152) individuals engaged with the Safe Streets Hayward Plan staff and placed thirty-two (32) dot votes. Among the six sticky note ideas placed, a key theme was prioritizing pedestrian safety improvements. During the Market, Eden Youth administered thirty nine (39) paper surveys.

Hayward 150th Birthday Celebration

On Wednesday, March 11, 2026, from 4:30 p.m. to 7 p.m., the City of Hayward marked the 150th anniversary of when Hayward was incorporated as a city. During the celebratory event, one hundred and twenty (120) individuals engaged with the Safe Streets Hayward Plan staff and placed ninety-four (94) dot votes. Among the two sticky notes placed, one was a question and one was a statement in support of concept three on B Street. During the Market, project staff administered two paper surveys.



Figure 5: Participant engaging with the outreach materials at the Hayward 150th Birthday Celebration

Stakeholder Meetings

Alta Planning + Design attended two stakeholder meetings during round 2 of outreach. During the stakeholder meeting, participants provided feedback via verbal questions or comments.

Neighborhood Health & Empowerment Network

On Friday, March 27, 2026, the city held its monthly Neighborhood Health & Empowerment Network meeting where Community Based Organizations convene, share resources and network with each other. During the meeting, Alta gave a presentation to ten (10) individuals who shared eleven (11) questions or comments about the concept designs. Among the feedback, key themes included:

- Desire for crossing improvements
- Interest in the number of bicyclists in Hayward and how collisions compare with other communities
- Interest in future outreach opportunities

EngAGE Resident Meeting

The organization EngAGE facilitates resident services for an affordable housing complex for seniors at 808 A Street. The project team attended a lunch-time resident meeting to provide an update on the project and solicit input on A Street concepts. Twenty two (22) residents attended, five of whom used powerchairs due to mobility disabilities. Themes from the discussion included:

- Drivers on A Street speeding, failing to yield at crosswalks, and running red lights
- Requests for quick-build improvements that could be implemented before the main project
- Requests for signal timing changes and signal phase changes at the intersection of Watkins St at A St. Drivers leaving the Lucky's at Watkins Street often fail to yield to senior pedestrians in the crosswalk while making left turns onto A Street. Almost every resident shared having a near-miss experience and one resident in a powerchair was hit by a turning driver in the crosswalk.
- Requests for more enforcement and measures to reduce traffic speeds.
- Note that more affordable housing is being built along A Street near Western St, so more safety improvements are needed in the eastern area of the corridor.

Community Workshops

The City of Hayward hosted two in-person workshops during phase 2 of outreach. These were stand-alone events created specifically for the project and hosted by community spaces proximate to the project corridors. Each workshop consisted of a 30-minute presentation followed by interactive posterboard activity. During the interactive posterboard activity, residents were encouraged to provide direct feedback with sticky notes and color dots on a map of the city regarding their preferred concept designs. Translation interpretation and children's activities were provided for each workshop.

Tennyson Road Community Workshop

On Monday, March 2, 2026, from 6 p.m. to 7:30 p.m., project staff held a Tennyson Road focused workshop at Eden Youth. Fifteen (15) members of the public attended, placing thirty-five (35) dot votes and fourteen (14) notes with ideas. Four paper surveys were also filled out during the workshop.

Below is a summary of the Q&A session, overall themes, and general comment on the poster boards.



Figure 6. Staff presenting to and speaking with residents during the Tennyson Road Community Workshop.

Overall Themes from Outreach Boards

- Concept 1 was most favorable for Tennyson Road. The community members liked the fact that there were protected intersection improvements recommended across the corridor.
- Concept 1 and 2 were most favorable for B St.
- Concept 1 was most favorable for A St. between Hesperian and Meekland.
- Concept 3 was most favorable for A St. between Meekland to Watkins. The recommendation for redlight cameras was preferred along this corridor.

General Comments on Outreach Boards and Paper Surveys

The community members overall wanted safer streets for crossing, while also ensuring that lanes were not reduced. Members are concerned with speeding vehicles, the lack of lighting, and need for more enforcement along these corridors. Community members expressed concerns about how long the project would take to implement, sometimes choosing Concept 2 over Concept 3 for fear that Concept 3 would be too expensive to ever get built.

With the recent fatality at Tennyson Road and Balwin, the community was concerned that it would happen again and wanted to know what improvements could be made quickly. The City of Hayward has installed quick-build measures at this intersection, and the public hopes additional pedestrian crossing improvements can be installed to make this intersection safer.

A/B Street Community Workshop

On Tuesday, March 10, 2026, from 4:30 p,m. to 6 p.m., project staff held an A/B Street focused workshop at the Hayward Central Library. Twenty nine (29) members of the public attended, placing forty one (41) dot votes and fourteen (14) notes with ideas. Twenty five (25) paper surveys were also filled out during the workshop.



Figure 7. Staff presenting to and speaking with residents during the A/B Street Community Workshop.

Below is a summary of the Q&A session, overall themes, and general comment on the poster boards.

Overall Themes from Outreach Boards

- Concept 3 was most favorable for A St. between Hesperian and Meekland.
- Concept 3 was most favorable for A St. between Meekland to Watkins.
- Concept 3 was most favorable for B St.
- Concept 3 was most favorable for Tennyson Road.

General Comments on Outreach Boards and Paper Surveys

The community members wanted safer streets, and traffic calming measures that would slow vehicles down. Feedback included wanting a protected left turn signal on Grand at A Street, wanting a traffic circle at Aloe and B street, liked the idea of traffic diverters at Myrtle on B Street for a bike boulevard, and support for protected bike lanes on B Street to get to BART.

Summary of Input

Participants provided input through the online survey, paper survey, or in-person activity board. For the online and paper survey, participants were asked to rank three concepts in order of preference. For the in-person activity board, participants were asked to use sticker dots to vote for their preferred concept and place sticky-notes.
For both paper surveys and online surveys, participants were asked to identify any missing corridor improvements, give comments on the concepts provided, rank preference for travel lane removal vs parking lane removal, rank preference for building a project quickly vs maximizing safety, and to provide optional demographic responses.

Table 3: Surveys taken by language

Language	Online Survey	Paper Survey	Total
English	284	77	**361**
Spanish	27	108	**135**
Farsi		1	**1**

Concept voting

Due to space constraints, some project segments were not included in paper surveys and in-person activity boards. The table below shows concept voting results, organized by corridor and input type. Cells grayed-out indicate input not collected through that medium. Because activity-boards used dot-voting, all votes are considered the first rank. Scores represent weighted scoring based on ranking provided (1st rank = 3 points, 2nd rank = 2 points, 3rd rank = 1 point). Cells shaded in green show the leading vote in each category.

Table 4: Concept Voting results by Corridor and Input Type

Street	Corridor	Concept	Total	Online	Paper	Boards
A Street	Hesperian Blvd to Meekland Ave	Concept 1	**170**	107		63
		Concept 2	**234**	132		102
		Concept 3	**184**	103		81
	Meekland Ave to Watkins St	Concept 1	**261**	98	109	54
		Concept 2	**311**	117	107	87
		Concept 3	**353**	103	121	129
B Street	MLK Dr to Montgomery St	Concept 1	**213**	84	78	51
		Concept 2	**251**	115	79	57
		Concept 3	**356**	114	89	153
	Montgomery St to Watkins St	Concept 1	**71**	71		
		Concept 2	**107**	107		
		Concept 3	**110**	110		
Tennyson Road	Hesperian Blvd to Mission Blvd	Concept 1	**271**	91	123	57
		Concept 2	**295**	96	148	51
		Concept 3	**442**	106	156	180

Parking vs Travel Lanes

Participants for online and paper surveys were asked to vote on a scale for their preference between removing parking to improve a corridor or to remove travel lanes to improve a corridor. The charts below show the distribution of votes for A Street, B Street, and Tennyson Road, divided between online surveys and paper surveys. Responses on the far left prioritize retaining parking while responses to the far right prioritize retaining travel lanes.

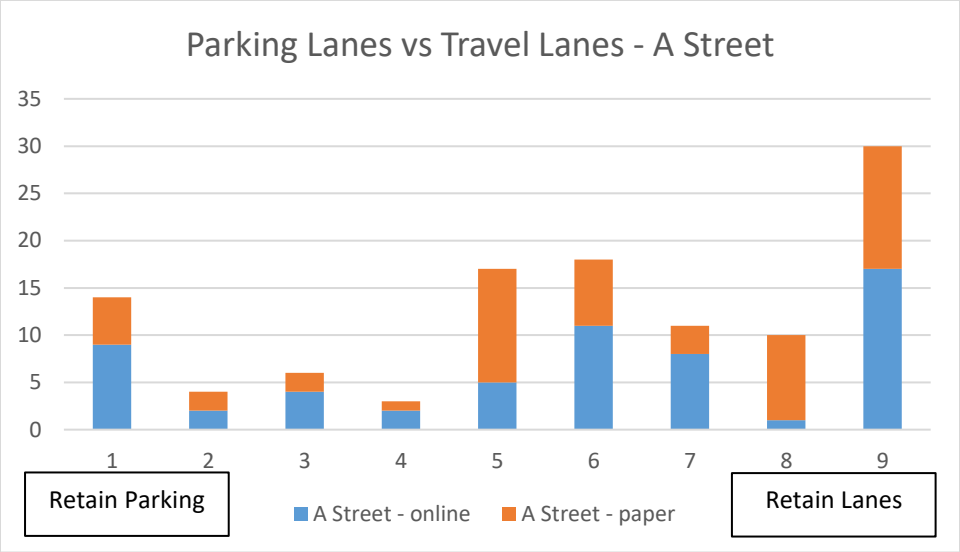


Figure 8: Parking vs Travel Lanes - A Street

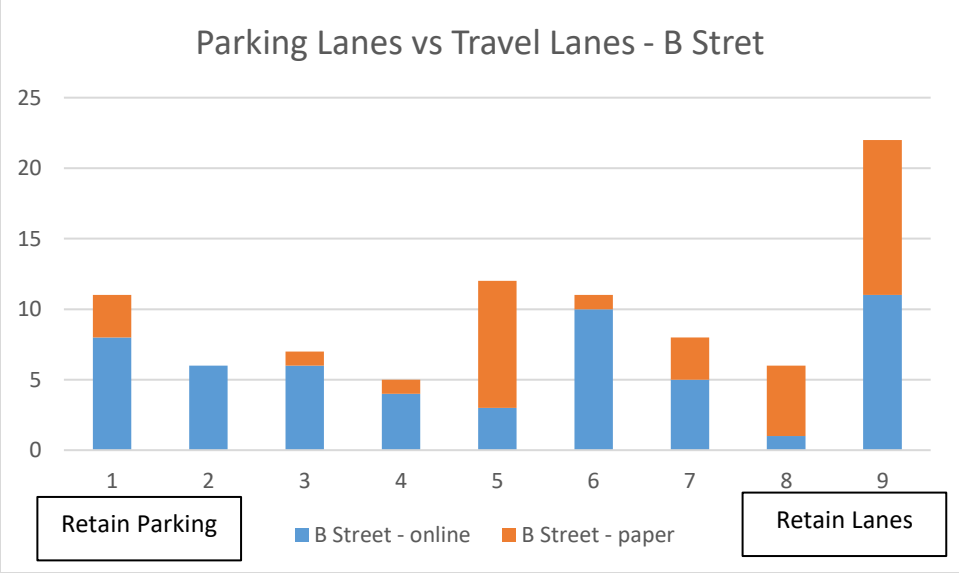


Figure 9: Parking vs Travel Lanes - B Street

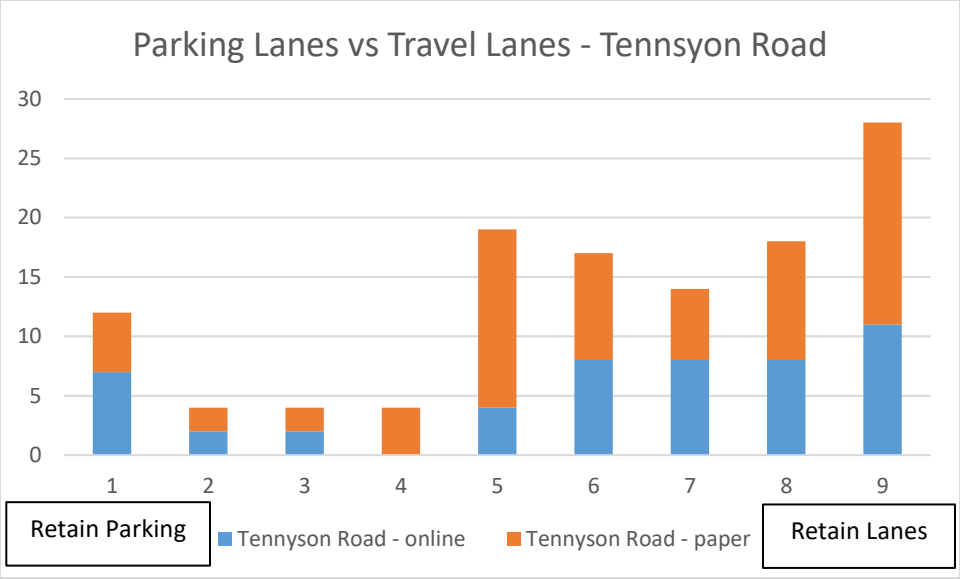


Figure 10: Parking vs Travel Lanes - Tennyson Road

Quick-Build vs Safety

Participants for online and paper surveys were asked to vote on a scale for their preference between building project improvements quickly versus taking longer to maximize safety improvements. The charts below show the distribution of votes for A Street, B Street, and Tennyson Road, divided between online surveys and paper surveys. Responses on the far left prioritize building a project quickly while responses to the far right prioritize maximizing safety.

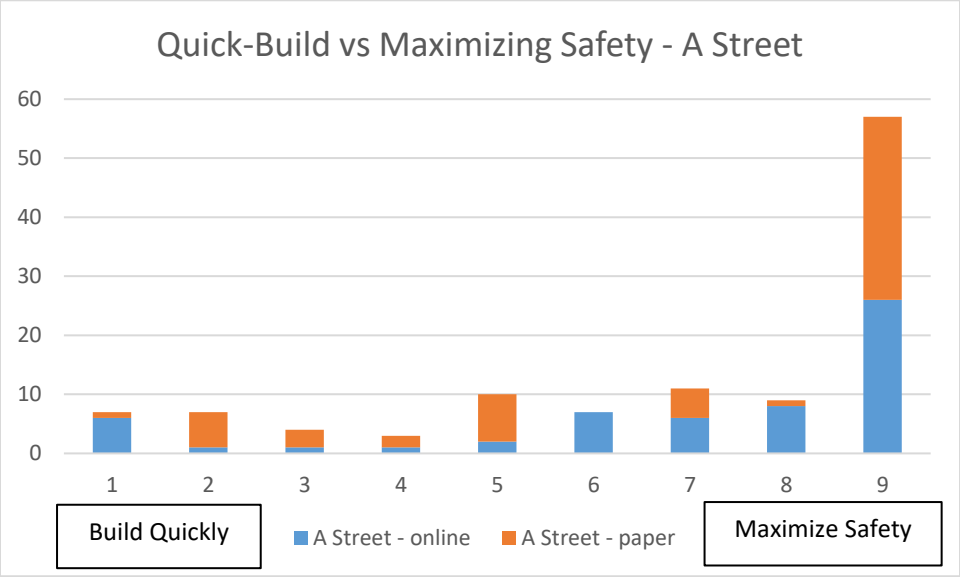


Figure 11: Quick-Build vs Maximizing Safety - A Street

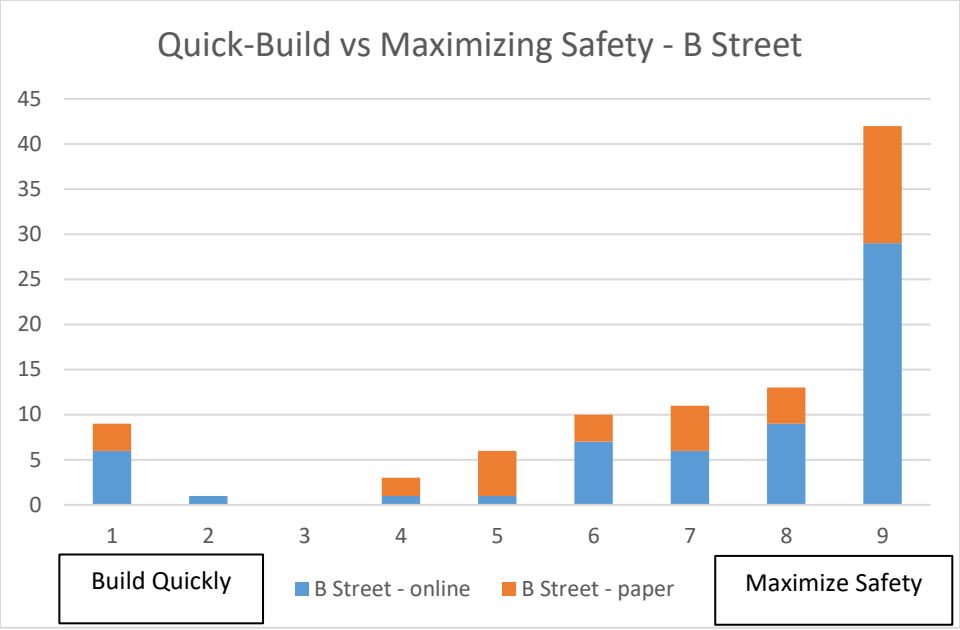


Figure 12: Quick-Build vs Maximizing Safety - B Street

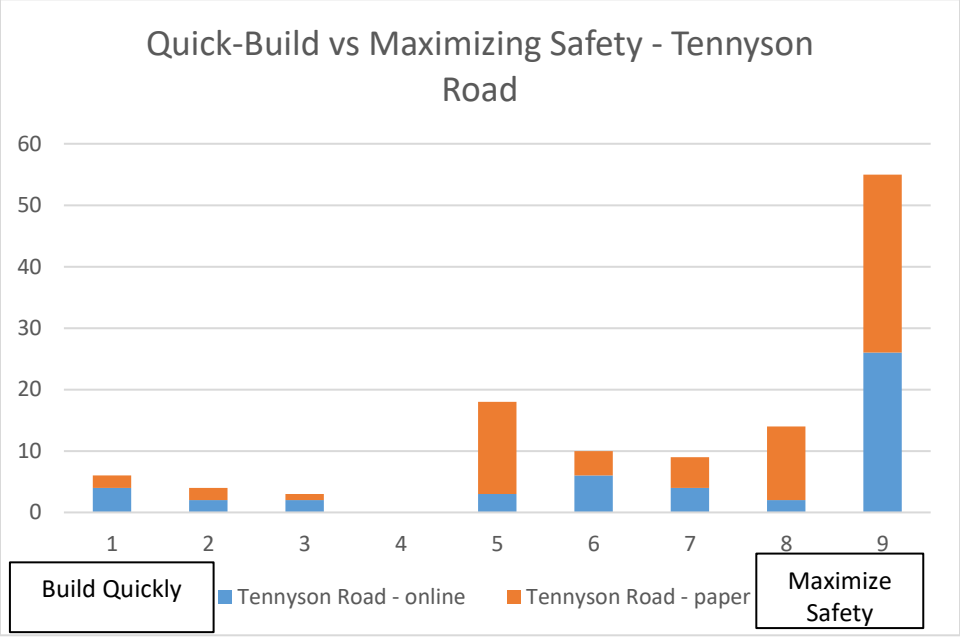


Figure 13: Quick-Build vs Maximizing Safety - Tennyson Road

Corridor Comments

Participants also provided comments in online surveys and through sticky-notes on activity boards. Areas of input were:

- Is there anything missing from intersection improvements along the corridor?
- What comments do you have about each concept provided?
- Are there any other comments you want to share?

The following table shows the volume of comments by corridor and by category:

Table 5: Round 2 comments by corridor

Corridor	Total	Missing project comment	Concept comment	General comment
A Street	**181**	59	91	31
B Street	**137**	48	61	28
Tennyson Road	**200**	65	71	64

A Street Comments

Hesperian Blvd to Meekland Avenue

Comments on this segment show a sharp tension between safety improvements and congestion concerns. Many respondents describe this stretch as already heavily congested and express strong opposition to lane reductions, frequently stating that reducing travel lanes would "invite disaster," worsen backups, and undermine A Street's role as a major crosstown connector. These respondents tend to favor Concept 1 or Concept 2, framing them as more realistic and less disruptive to traffic flow.

At the same time, there is a clear and persistent safety narrative, especially around:

- Dangerous intersections (notably A & Mission, A & Grand, and left turns from Grand into B Street),
- Senior pedestrian safety, including insufficient crossing time and red-light running,
- High vehicle speeds and aggressive driving behavior.

Many commenters call for speed cameras, red-light cameras, increased police presence, and better signal timing as either supplements to or substitutes for physical redesigns. Several commenters explicitly argue that enforcement-based solutions should be implemented first, before major capital changes.

Supporters of Concept 3 frame it as the only alternative that meaningfully prioritizes human life and long-term safety, highlighting protected facilities, trees, and climate benefits. However, even some Concept 3 supporters acknowledge that congestion impacts are a real political and functional concern on this segment.

Meekland Ave to Watkins St

This segment generates more safety-forward and pedestrian-focused commentary than the western portion of A Street. While congestion and parking loss are still mentioned, respondents also highlight the high number of residential and senior-serving uses and the unsuitability of the current street for bicyclist and pedestrian safety.

A dominant theme is severe pedestrian risk near Lucky's, Watkins St, and senior housing, with multiple comments referencing:

- People being struck in crosswalks,
- Drivers failing to yield or speeding through intersections,
- Insufficient crossing time for seniors and people using mobility devices.

Requests that respondents feel are missing or under-emphasized include:

- Mid-block crossings on long blocks,
- Raised or signalized crosswalks, not just RRFBs,
- Protected left-turn phases at Watkins St, Western Blvd/Grand St, and Hathaway Ave/Santa Clara St,
- Physical protection for bike facilities (barriers instead of paint).

There is strong support for Concept 3 on this segment, often justified by the need to slow traffic, protect seniors, and improve neighborhood livability. Supporters frequently describe Concept 1 as insufficient and Concept 2 as better but still limited by painted or partially protected facilities.

Opposition tends to focus on parking loss, especially for lower-income residents and multi-generational households. Some respondents argue that removing on-street parking without providing alternatives would disproportionately harm vulnerable residents and small businesses.

B Street Comments

MLK Dr to Montgomery St

Comments reinforce B Street as a neighborhood street and not a major vehicle corridor, with respondents generally more positive towards traffic calming than on A Street.

Key safety themes include:

- Speeding concerns, especially near schools,
- Poor visibility and lighting, particularly near Filbert St and Walnut St,
- Dooring risks between parked cars and bicyclists,
- Left turn conflicts, especially at Grand St/B St and Montgomery St/B St.

There is strong support for Concept 3, often described as the only option that truly protects cyclists and pedestrians. Some commenters characterize bike lanes between moving traffic and parked cars as "fatally dangerous," rejecting Concepts 1 and 2 on that basis alone.

At the same time, a smaller but vocal group argues that:

- B Street already functions acceptably as is,
- Excessive speed humps or bulb-outs could inconvenience drivers or school traffic,
- Traffic circles are preferable to speed bumps or additional signals.

Montgomery Street to Watkins Street

Feedback on this shorter segment is more mixed and lower-priority in tone. Several respondents note that this section is only one block, and that many people biking already bypass it or ride on the sidewalk.

Supporters emphasize:

- The need to slow traffic entering downtown,
- The importance of protected bike facilities, especially near City Hall,
- Visibility and safety at intersections.

Opposition is more common here than on the southern segment of B Street. When preferences are stated, Concept 3 again emerges as the most supported, primarily for its separation and clarity, while Concept 2 is often framed as an acceptable compromise.

Tennyson Road

Hesperian Blvd to Mission Blvd

Across Tennyson Road comments, the dominant theme is perceived danger combined with deep disagreement about the solution. There was broad agreement among comments about safety concerns, which included:

- High vehicle speeds, red-light running, and drivers failing to yield at crosswalks with RRFBs
- Poor nighttime lighting,
- Unsafe freeway ramp crossings
- Overly-wide intersections (notably Calaroga Ave, Patrick Ave, Tampa Ave, and Ruus Rd),

Many commenters describe Tennyson as "scary" for walking and biking, with several referencing recent pedestrian injuries or fatalities.

A defining feature of Tennyson feedback is the split between infrastructure solutions and enforcement-first approaches:

- Many respondents advocate strongly for speed cameras, red-light cameras, police presence, and strict enforcement, sometimes explicitly opposing physical changes.
- Others argue that infrastructure is necessary because enforcement alone has failed, and that protected facilities are required to change driver behavior.

Parking loss is a central and emotionally charged issue. Respondents frequently mention:

- Multi-generational households with multiple vehicles,
- Safety concerns about walking farther at night in a corridor perceived as unsafe,
- Potential harm to local businesses and street vendors.

These concerns drive support for Concept 2, which was several times described as the "best balance" between safety and community impacts. Concept 3 is supported by those prioritizing maximum safety and long-term transformation but also saw the strongest resistance due to parking removal. Concept 1 is favored by respondents focused on congestion, transit operations, and minimizing disruption.

Demographic survey

At the end of the survey, respondents were prompted to complete an optional demographic survey. Each question was optional, and thus the total number of responses varies by question. In some questions respondents selected that they "prefer not to respond" or did not answer the question at all.

Below are key themes from the demographic survey results:

- In total, 276 survey respondents completed the optional demographic survey, with 36% from online surveys and 64% from in-paper surveys.
- The two most common zip codes among survey respondents were from the immediate project area. The 94544 and 94541 zip codes represented 80% of all surveys completed.
- For online surveys, the largest ethnic groups represented were Asian (28%), Latinx (28%), and White (23%). For paper surveys, Latinx were the overwhelming majority (73%), with Asian and White represented at 10% and 6%, respectively. Black respondents represented between 3-4.5% of surveys.
- Survey responses online were balanced between men and women, but 59% of paper surveys were completed by women.
- A majority (51%) of paper survey responses had annual household income under $75,000, while a majority (50%) of online survey responders reported an annual household income of over $100,000.
- Online survey responses skewed younger (59% between the ages of 25-44), while paper surveys had the largest responses by people over the age of 65 (14%).
- Among survey respondents, 64% report speaking English at home and 52% report speaking Spanish at home. 11 other languages were represented in survey responses.

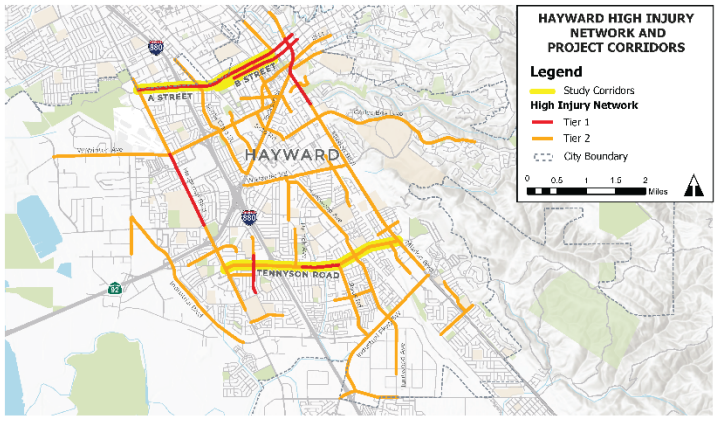
Appendix A: Outreach Materials

Safe Streets Hayward | **Planificación de calles seguras Hayward** | **برنامه ریزی خیابان های ایمن Hayward** | **H HAYWARD**

The City of Hayward is bringing safety improvements to streets with the most serious injury and fatal collisions. We want to share what we've heard from you and what we've learned. **We need your voice to develop community-supported designs.**

La ciudad de Hayward está mejorando la seguridad en las calles con mayor índice de lesiones graves y colisiones mortales. Queremos compartir lo que hemos escuchado de ti y lo que hemos aprendido. ***Necesitamos tu opinión para desarrollar diseños que cuenten con el apoyo de la comunidad.***

شهر هیوارد در حال ارتقای ایمنی خیابانهای با جدی ترین آسیب ها و تصادفات مرگبار است. ما می خواهیم آنچه را که از شما شنیده ایم و آنچه آموخته ایم به اشتراک بگذاریم. **ما برای توسعه طرح های پشتیبانی شده توسط جامعه به صدای شما نیاز داریم.**



What we learned | Lo que aprendimos | آنچه یاد گرفتیم

385 crashes on A/B Streets and Tennyson Road since 2019
385 *choques en las calles A/B y Tennyson Road desde 2019*
۵۸۳ تصادف در خیابان های B/A و جاده تنیسون از سال ۲۰۱۹ تاکنون

31 severe injuries or fatalities since 2019
31 *lesiones graves o fallecidos desde 2019*
۱۳ تصادف شدید یا مرگبار از سال ۲۰۱۹ تاکنون

54% 46%
46% of severe injury or fatal crashes involved someone walking or biking
46% *de los choques con lesiones graves o fatales involucraron a personas que caminaban o iban en bicicleta.*
۶۴٪ از تصادفات منجر به جرح شدید یا مرگ، مربوط به افرادی است که پیاده یا دوچرخه‌سوار بوده‌اند.

What we heard | Lo que escuchamos | آنچه شنیدیم

Slow Cars Down | Reducir la velocidad de los automóviles | آهسته شدن اتومبیل ها

Safer Crosswalks | Cruces peatonales más seguros | گذرگاه های امن تر

Better Bike Lanes | Mejores carriles para bicicletas | مسیرهای دوچرخه بهتر

More Lighting | Más iluminación | روشنایی بیشتر

23
Community Events | Eventos comunitarios | رویدادهای جامعه

2,049
People Reached | Personas alcanzadas | تعداد افرادی که به آن ها دسترسی پیدا شده است

1,000+
Public Comments | Comentarios públicos | نظرات عمومی

Project Schedule | *Calendario del proyecto* | هژورپ یدنبنامز همانرب

Project Start | ***Inicio del proyecto*** | **شروع پروژه**
Feb | *Feb* | فوریه

Round 1 Outreach | ***Fase 1 de divulgación*** | **فاز ۱ اطلاع‌رسانی**
May | *May* | مه - Jun | *Jun* | ژوئن

Round 2 Outreach | ***Fase 2 de divulgación*** | **فاز ۲ اطلاع‌رسانی**
Feb | *Feb* | فوریه - Mar | *Mar* | مارس

Round 3 Outreach | ***Fase 3 de divulgación*** | **اطلاع‌رسانی فاز ۳**
Jun | *Jun* | ژوئن - Jul | *Jul* | ژوئیه

City Council Approval | ***Aprobación del Ayuntamiento*** | **رهش یارویش هب‌وصم**
Nov | *Nov* | نوامبر

Figure 14. Project Overview Outreach Board



Figure 15. A Street and B Street Outreach Board

Safe Streets Hayward
Planificación de calles seguras Hayward
برنامه ریزی خیابان های ایمن Hayward

HAYWARD

A Street Safety Improvements
Mejoras de Seguridad
بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for A Street. See photo examples on the Visual Glossary board.

A continuación se muestran todas las mejoras de intersección y corredor propuestas para la calle A. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در ادامه تمام بهبودهای تقاطع ها و گذرگاههای پیشنهادی برای خیابان A ارائه شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید.

Hesperian Blvd to Meekland Ave

- Protected Intersection
- Bulb-Out
- Red Light Camera
- Rapid-Rectangular Flashing Beacon (RRFB)
- Close Left Turning Movement
- Improvements that are part of another project



Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.

¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.

آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبنده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

***Instrucciones**: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.*

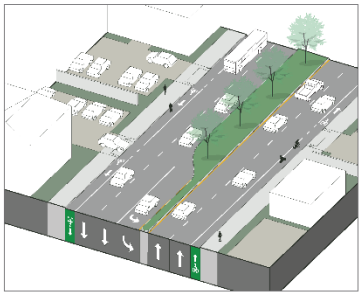
دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبنده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Mantiene la carretera tal como está, pero realiza mejoras en las intersecciones y los pasos peatonales.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$

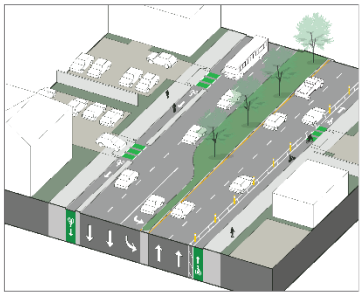
Vote for Concept 1! | Vota | رأی‌گیری

Concept 2

Narrows travel lanes to make continuous safety improvements on the corridor.

Reduce el ancho de los carriles de circulación para implementar mejoras continuas de seguridad en el corredor.

خطوط سفر را برای بهبود مستمر ایمنی در راهرو باریک می کند.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$

Vote for Concept 2! | Vota | رأی‌گیری

Concept 3

Reduces travel lanes for maximum safety & comfort improvements.

Reduce los carriles de circulación para lograr mejoras máximas en seguridad y comodidad.

خطوط سفر را برای حداکثر بهبود ایمنی و راحتی کاهش می دهد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$$

Vote for Concept 3! | Vota | رأی‌گیری

Figure 16. Activity Outreach Board (A St – one of two boards)

Safe Streets Hayward
Planificación de calles seguras Hayward
برنامه ریزی خیابان های ایمن Hayward

HAYWARD

A Street Safety Improvements

Mejoras de Seguridad بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for A Street. See photo examples on the Visual Glossary board.

A continuación se muestran todas las mejoras de intersección y corredor propuestas para la calle A. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در ادامه تمام بهبودهای تقاطع ها و گذرگاههای پیشنهادی برای خیابان A ارائه شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید

Meekland Ave to Watkins St

- Bulb-Out
- Red Light Camera
- Rapid-Rectangular Flashing Beacon (RRFB)
- Close Left Turning Movement



Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.
¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.
آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبنده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

***Instrucciones**: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.*

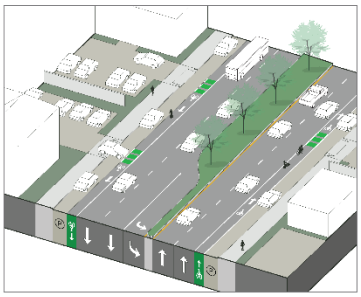
دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبنده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Mantiene la carretera tal como está, pero realiza mejoras en las intersecciones y los pasos peatonales.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$

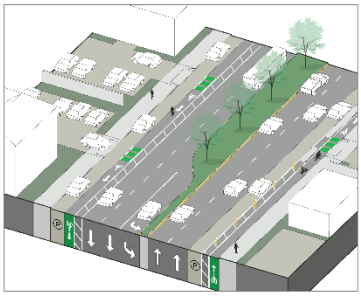
Vote for Concept 1! | Vota | رأی‌گیری

Concept 2

Narrows travel lanes with limited parking removal to make continuous safety improvements on the corridor.

Carriles más estrechos y eliminación limitada de estacionamiento para mejoras continuas de seguridad en el corredor.

عرض خطوط سفر را با حذف محدود پارکینگ برای بهبود ایمنی مداوم در امتداد مسیر کاهش میدهد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$

Vote for Concept 2! | Vota | رأی‌گیری

Concept 3

Removes parking on the south side of the street for maximum safety & comfort improvements.

Elimina el estacionamiento en el lado sur de la calle para lograr mejoras máximas en seguridad y comodidad.

پارکینگ در سمت جنوبی خیابان را برای بهبود حداکثر ایمنی و راحتی حذف می کند.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$$

Vote for Concept 3! | Vota | رأی‌گیری

Figure 17. Activity Outreach Board (A St – two of two boards)

Safe Streets Hayward
Planificación de calles seguras Hayward
برنامه ریزی خیابان های ایمن Hayward

HAYWARD

B Street Safety Improvements

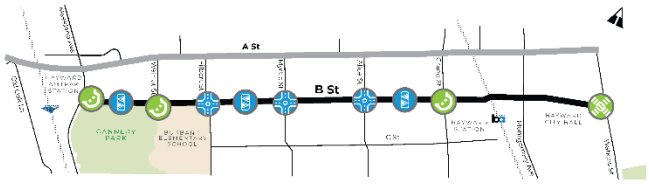
Mejoras de Seguridad
بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for B Street. See photo examples on the Visual Glossary board

A continuación se muestran todas las mejoras de intersección y corredor propuestas para la calle B. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در ادامه تمام بهبودهای تقاطع ها و گذرگاههای پیشنهادی برای خیابان B ارائه شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید

- Pedestrian Scramble
- Bulb-Out
- Speed Hump
- Traffic Circle



Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.
¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.
آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبنده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

***Instrucciones**: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.*

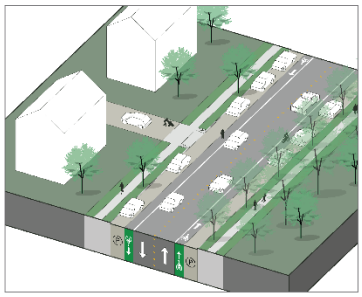
دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبنده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Mantiene la carretera tal y como está, pero mejora las intersecciones y los pasos de peatones.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$

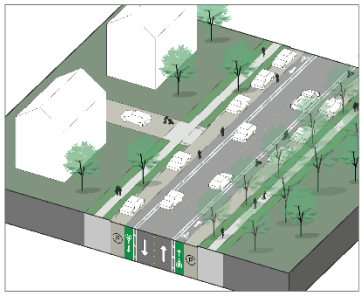
Vote for Concept 1! | Vota | رأی‌گیری

Concept 2

Narrows travel lanes to make continuous safety improvements on the corridor.

Se estrechan los carriles de circulación para realizar mejoras continuas de seguridad en el corredor.

خطوط سفر را برای بهبود مستمر ایمنی در راهرو باریک می کند.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$

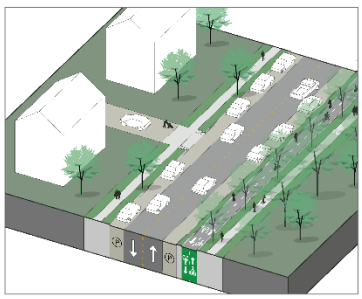
Vote for Concept 2! | Vota | رأی‌گیری

Concept 3

Narrows roadway for maximum safety & comfort improvements.

Estrecha la calzada para mejorar al máximo la seguridad y la comodidad.

جاده را برای بهبود حداکثر ایمنی و راحتی باریک می کند.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$$

Vote for Concept 3! | Vota | رأی‌گیری

Figure 18. Activity Outreach Board (B Street)

Safe Streets Hayward
Planificación de calles seguras Hayward
برنامه ریزی خیابان های ایمن Hayward

HAYWARD

Tennyson Rd Safety Improvements
Mejoras de Seguridad
بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for Tennyson Road. See photo examples on the Visual Glossary board.

A continuación se muestran todas las mejoras de intersección y corredor propuestas para Tennyson Road. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در زیر تمام بهبود تقاطع و راهرو پیشنهادی برای جاده تنیسون آورده شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید

- Diamond Interchange
- Protected Intersection
- Bulb-Out
- Red Light Camera
- Pedestrian Hybrid Beacon (PHB
- Close Left Turning Movement
- Improvements that are part of another project
- East Bay Greenway



Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.
¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.
آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبنده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

***Instrucciones**: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.*

دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبنده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Se mantiene la vía tal como está, pero se realizan mejoras en las intersecciones y los pasos peatonales.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$

Vote for Concept 1! | Vota | رأی‌گیری

Concept 2

Narrows travel lanes to make continuous safety improvements on the corridor.

Reduce el ancho de los carriles de circulación para implementar mejoras continuas de seguridad en el corredor.

خطوط سفر را برای بهبود مستمر ایمنی در راهرو باریک می کند.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$

Vote for Concept 2! | Vota | رأی‌گیری

Concept 3

Narrows roadway for maximum safety & comfort improvements.

Se estrecha la vía para mejorar al máximo la seguridad y la comodidad.

جاده را برای بهبود حداکثر ایمنی و راحتی باریک می کند.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$$

Vote for Concept 3! | Vota | رأی‌گیری

Figure 19. Activity Outreach Board (Tennyson Rd)

Hayward High Injury Network Phase 1 Study Evaluation Report

DRAFT

HAYWARD
Vision Zero

April 2026





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1 Introduction

The Hayward High Injury Network Phase 1 Study ("Study") investigates safety improvements on three corridors: A Street, B Street, and Tennyson Road. These three streets were previously identified in the City of Hayward's ("City") 2023 Local Road Safety Plan (LRSP) as high priorities within the High Injury Network (HIN). The Study identifies and evaluates community-supported safety improvements on the three corridors and prepares conceptual plans and cost estimates that can be used to secure funding and advance detailed design at later project stages. This Study is the first of two phases by the City to improve safety conditions on its HIN.

1.1 Report Purpose

This report analyzes the potential effects on parking, traffic, and safety for proposed improvement alternatives on A Street, B Street, and Tennyson Road. The project team conducted a study of existing conditions, public outreach, and formal safety performance studies called Road Safety Audits to develop planned project alternatives and safety countermeasures. This report documents likely impacts on traffic flow, parking utilization, and safety in order to inform the selection of a preferred alternative and safety countermeasures.

The project team is sharing key findings from this report with the public through various outreach activities. After consultation with the public, a preferred alternative will be selected and preliminary engineering advanced, at which time analysis results will be updated.

1.2 Study Area

The Study Area encompasses three corridors:

- A Street from Hesperian Boulevard to Watkins Street/Lucky's Driveway
- B Street from Martin Luther King Drive to Watkins Street/Lucky's Driveway
- Tennyson Road from Hesperian Boulevard to Mission Boulevard

A Street and Tennyson Road serve as major east-west thoroughfares. All three corridors are adjacent to commercial and residential uses. A Street and B Street connect into downtown Hayward, which is undergoing similar HIN planning in a separate study. **Figure 1-1** illustrates the A Street and B Street Study Area, and **Figure 1-2** illustrates the Tennyson Road Study Area.

Figure 1-1: A and B Street Study Area Map

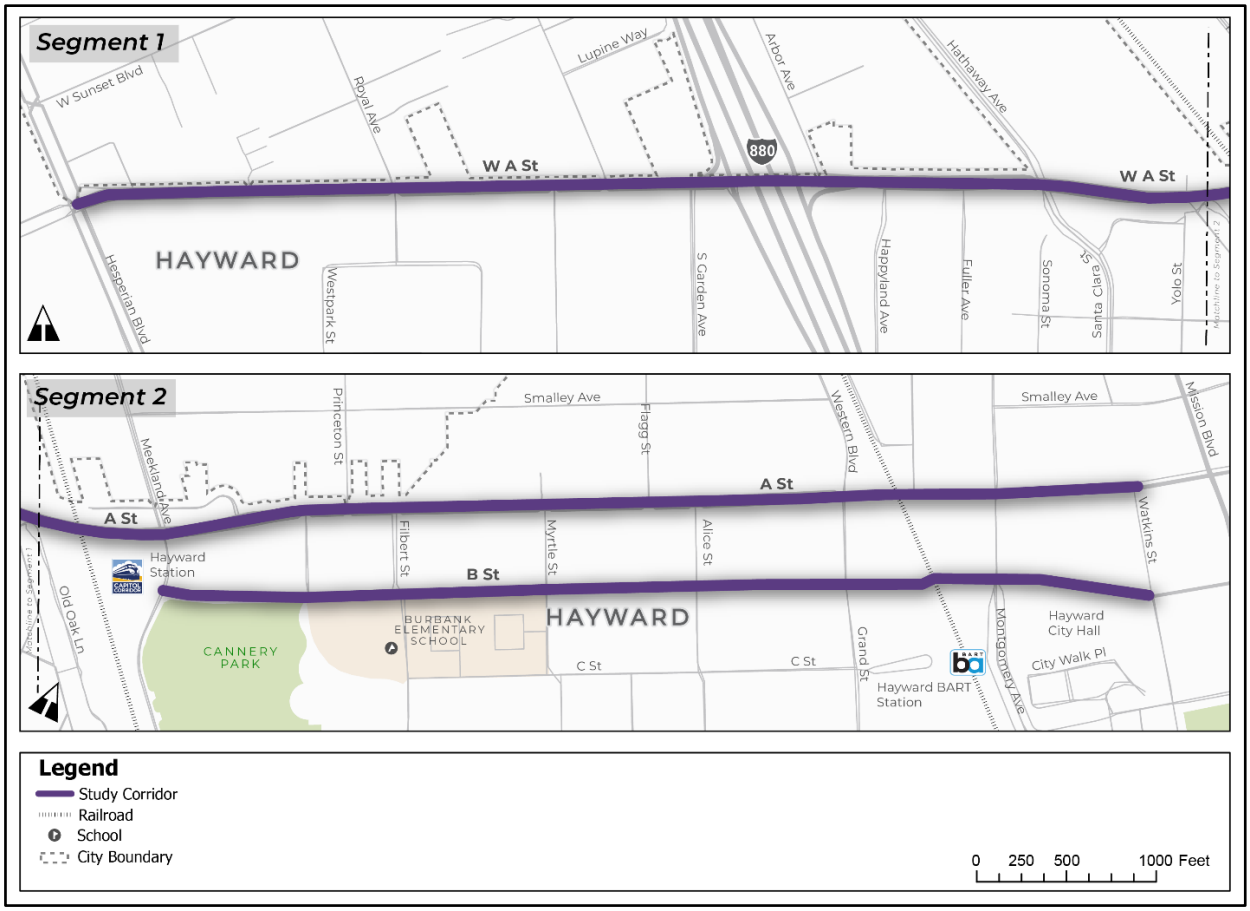
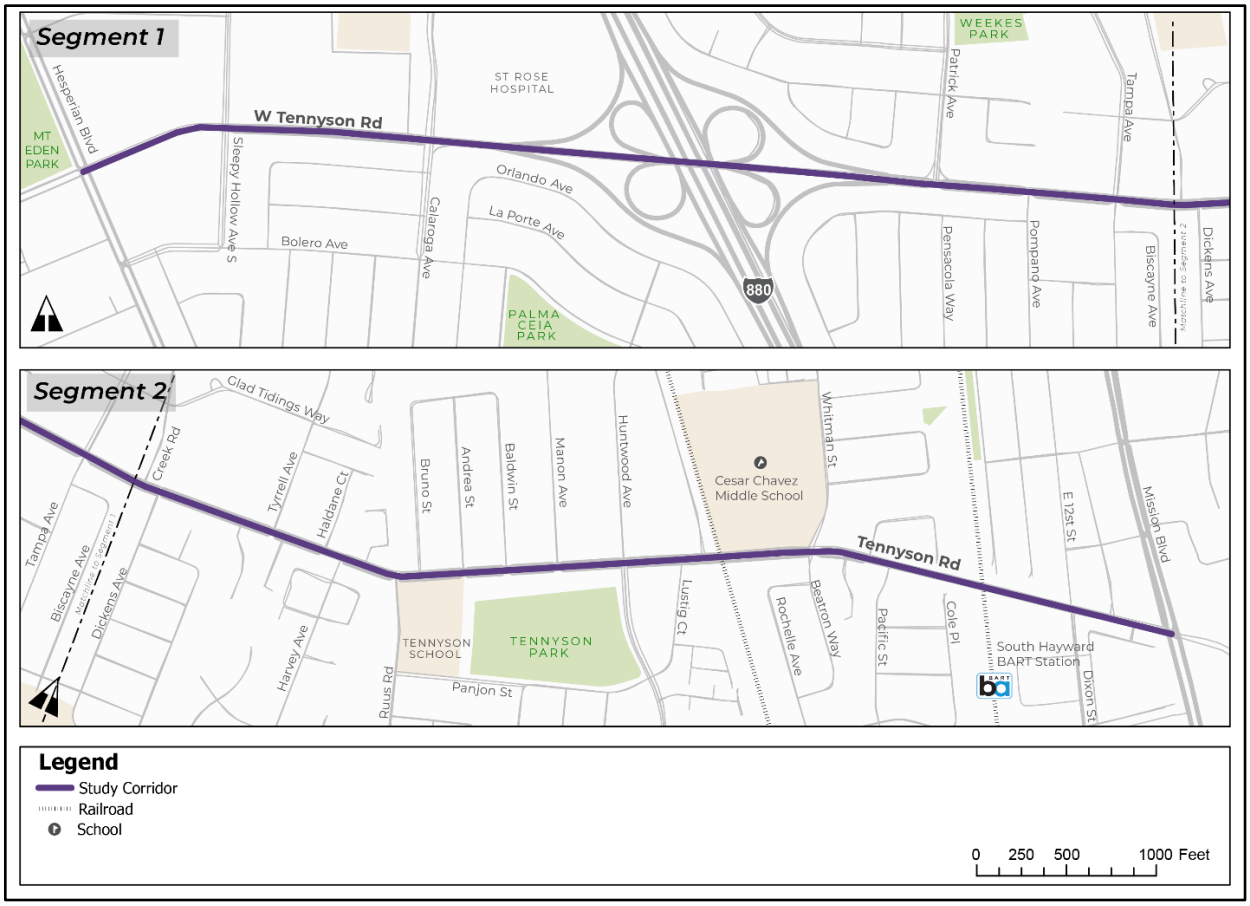


Figure 1-2: Tennyson Road Study Area Map



2 Analysis Methodology

The data collection and analysis methodology are detailed below.

2.1 Speed Analysis

The City provided historical speed data for five locations within the Study Area:

- A Street between Myrtle Street and Flagg Street (2023)
- B Street between Filbert Street and Myrtle Street (2018)
- Tennyson Road between Sleepy Hollow Avenue and Calaroga Avenue (2024)
- Tennyson Road between Tampa Avenue and Tyrrell Avenue (2024)
- Tennyson Road between Whitman Street and Dixon Street (2024)

Metrics include average speed, the 85th percentile speed, the top speed, and the percentage of drivers found to be driving 10 miles per hour or more over the speed limit. Raw speed data is available in **Appendix A**.

2.2 Traffic Analysis

Highway Capacity Manual (HCM) methodologies were performed in Synchro 12 software to compare the Level of Service (LOS) and queue length between the existing conditions and proposed project conditions for each corridor. Existing and project conditions are described in more detail in each corridor's respective sections of this report.

2.2.1 Existing Conditions

Traffic counts were collected on each study corridor for morning and afternoon peak periods: 7 AM to 9 AM and 4 PM to 6 PM. Data were collected on weekdays in March, April, September, and October of 2025. Raw traffic count data can be found in **Appendix B**. Traffic analysis determined the existing LOS for each Study intersection. Per the City's Transportation Impact Analysis Guidelines, projects should maintain a minimum vehicle LOS E at signalized intersections except when existing LOS is F and cannot feasibly be improved. No specific LOS metrics apply for unsignalized intersections, but average delay should not increase by more than five seconds for unsignalized intersections already at LOS F.

2.2.2 Project Conditions

The project proposes operational and geometric changes for each corridor. Potential changes to signal operations, traffic control, and roadway geometry are evaluated in Synchro.

2.3 Parking Analysis

2.3.1 Existing Conditions

The project team performed field observations to determine parking occupancy along each project street and adjacent side streets within 500 feet. Parking counts were collected on three weekdays (Tuesday through Thursday) and Saturday, in September and October of 2025. Data was collected hourly from 11 AM to 2PM, 5 PM to 8PM, and 2 AM to 3 AM. Raw parking count data can be found in **Appendix C**.

Parking inventories, or the number of available parking spaces on a street, were counted from stall markings or estimated where unmarked, assuming 20' for the average car length. The project team also

noted restrictions including parking prohibitions, spaces reserved for people with disabilities, short-term parking (less than or equal to 30 minutes), and permit parking.

To identify the peak daytime and nighttime parking hours for weekdays, parking occupancy was averaged across the three weekdays for each hour, and the hour with the highest average occupancy was chosen as the peak hour. Peak hours were determined for both daytime (11 AM to 2 PM, 5 PM to 8 PM) and nighttime periods (2 AM to 3 AM). The same process was used to determine weekend peak hour occupancy for the Saturday data. This analysis was performed separately for A/B Streets and Tennyson Road.

2.3.2 Project Conditions

For each corridor, project alternatives may include parking lane removal, parking-protected bike lanes, or spot removal of parking spaces to improve sight distance or modify bus stops. Cars parked in these spaces under existing conditions might be relocated to available parking spaces elsewhere on the corridor or on side streets. Estimates for parking diversion are detailed in the respective corridor analysis sections. For this analysis, “Nearby side streets” are assumed to be those within 500 feet of the impacted parking segment. Where cars may not find parking within 500 feet due to limited availability are noted on the parking diversion maps.

Many locations have off-street surface parking lots or residential driveways where cars may be parked if on-street spaces are removed. These alternatives are noted but not included in the quantitative analysis.

2.4 Safety Analysis

A safety analysis was conducted to assess the anticipated effects of the proposed safety countermeasures on each corridor. Using the Caltrans Local Road Safety Manual, the reduction of crashes was estimated by using the crash reduction factors (CRFs). To visualize which CRFs are relevant, the recommended safety countermeasures were overlaid with the collision analysis maps presented in the existing conditions analysis. This safety analysis was conducted for both intersection spot improvements and the corridor-wide project alternatives. Tables identifying the project alternative safety analysis, as well as safety analysis graphics can be found in the respective corridor analysis sections.

2.5 Signal Warrant Analysis

Traffic signal warrants were completed at three existing unsignalized locations per Chapter 4C of the California Manual on Uniform Traffic Control Devices (MUTCD) to assess whether the installation of a traffic signal is warranted. If one or more warrants are met, a traffic signal is justified and subject to further study. The MUTCD identifies nine different warrants, each of which were evaluated for this project:

- **Warrant #1 (Eight-Hour Vehicular Volume)** includes two conditions, if either condition is met, the warrant is satisfied:
    - **Condition A** is intended for locations where a large volume of intersecting traffic is the principal reason for a traffic control signal.
    - **Condition B** is intended for locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that a minor intersecting street suffers excessive delay or conflict when entering or crossing the major street.

- **Warrant #2 (Four-Hour Vehicular Volume)** is intended for locations where the volume of intersecting traffic is the principal reason for a traffic signal. This warrant is satisfied if each of any 4 hours of any average day meets the volume conditions.
- **Warrant #3 (Peak Hour)** is intended for locations where minor-street traffic experiences undue delay when entering or crossing the major street.
- **Warrant #4 (Pedestrian Volume)** is intended for locations where pedestrians experience excessive delay when crossing a major street due to traffic volumes on the major street.
- **Warrant #5 (School Crossing)** is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.
- **Warrant #6 (Coordinated Signal System)** is intended for locations where a traffic signal is necessary to maintain progressive movement in a wider coordinated signal system.
- **Warrant #7 (Crash Experience)** is intended for locations where the severity and frequency of crashes are the principal reasons for a traffic signal.
- **Warrant #8 (Roadway Network)** is intended for locations where a traffic signal would encourage concentration and organization of traffic flow on a roadway network.
- **Warrant #9 (Intersection Near a Grade Crossing)** is intended for locations where none of the other eight traffic signal warrants are met, but the intersection's proximity to a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason for a traffic signal.

3 A & B Street Analysis

3.1 Existing Conditions

3.1.1 Speed Analysis

A Street has a posted speed limit of 30 miles per hour west of Grand Street/Western Boulevard and a posted speed limit of 25 miles per hour east of Grand Street/Western Boulevard. B Street has a speed limit of 25 miles per hour corridor-wide. Existing auto speeds are shown below in **Table 3-1.**

Table 3-1: A and B Street Speed Analysis Results

Street	Location	Speed Limit	Average Speed	85th Percentile Speed	Top Speed	Percentage Speeding over 10 mph
A Street	Between Myrtle Street and Flagg Street	30 mph	36 mph	42 mph	70-75 mph	25%
B Street	Between Filbert Street and Myrtle Street	25 mph	27 mph	33 mph	45-49 mph	4%

The 85th percentile speed is a metric commonly used for the purposes of speed management, representing the speed that 15 percent of drivers exceed. For A Street the 85th percentile speed was 12 miles per hour over the speed limit. Twenty-five percent of drivers were found to be speeding between Myrtle and Flagg Street by over 10 miles per hour. The fastest speed recorded over the speed survey was 70-75 miles per hour. For B Street the 85th percentile speed was eight miles per hour over the speed limit, and four percent of drivers were found to be driving 10 miles per hour over the posted speed limit.

3.1.2 Traffic Analysis

Each of the 10 study intersections operate at the City's LOS standard of E or better during AM and PM peak hours. The signalized intersection with the highest existing delay is Santa Clara Street/Hathaway Avenue which operates at a LOS D in both time periods.

The side-street stop-controlled intersection with the most delay is A Street and Happyland Avenue/McDonald's Driveway, which operates at LOS D, specifically for the left-turn movement from Happyland Avenue to A Street during the AM peak hour. All other movements at this intersection operate at LOS C or better during the AM and PM peak hours. Intersection level results are shown in **Table 3-2**. Detailed Synchro analysis sheets for A and B Street are included in **Appendix D**.

Table 3-2: A and B Street Existing Traffic LOS

SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	A St and Hesperian Blvd	S	36.0	D	35.5	D
2	A St and Royal Ave	S	15.1	B	13.5	B
3	A St and Victory Dr	S	8.7	A	11.0	B
4	A St and S Garden Ave	SSSC	11.0	B	10.0	A
5	A St and Happyland Ave/McDonald's Dwy	SSSC	29.8	D	18	C
6	A St and Santa Clara St/Hathaway Ave	S	44.6	D	50.3	D
7	A St and Princeton St	S	15.7	B	10.7	B
8	A St and Filbert St	S	13.7	B	11.2	B
9	A St and Grand St/Western Blvd	S	31.3	C	43.7	D
10	A St and Montgomery Ave	S	18.4	B	16.8	B
11	B St and Grand St	S	20.9	C	16.4	B
12	B St and Montgomery Ave	SSSC	11.0	B	10.0	A
13	B St and Watkins St	S	15.8	B	16.0	B

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; SSSC = Side Street Stop Controlled

3.1.3 Parking Analysis

On A Street and B Street, the weekday daytime peak hour was 12 PM to 1 PM, and the weekend daytime peak hour was 11 AM to 12 PM. The weekday daytime peak hour had the highest parking occupancy of all hours with an occupancy of 79% on A Street and B Street, leaving 21% of available parking spaces unused. The nighttime peak hour for both the weekday and the weekend was 2 AM to 3 AM. Overall, parking utilization was higher during the daytime than the nighttime. **Table 3-3** summarizes parking utilization for all peak hours for A Street, B Street, and adjacent side streets.

Table 3-3: A Street and B Street Existing Parking Utilization Summary

On-Street Parking Location	Parking Inventory	Weekday Daytime Peak Hour Parking Occupancy (12PM-1PM)	Weekday Nighttime Peak Hour Parking Occupancy (2AM-3AM)	Weekend Daytime Peak Hour Parking Occupancy (11AM-12PM)	Weekend Nighttime Peak Hour Parking Occupancy (2AM-3AM)
A Street	89	72%	39%	64%	27%
B Street*	21	100%	48%	100%	33%
A Street and B Street Side Streets	184	75%	56%	60%	51%
Total	263	76%	50%	64%	43%

*B Street parking data was collected between Montgomery Avenue and Watkins Street. No data was collected for B Street west of Montgomery Avenue as minimal parking impact is expected in that area.

Figure 3-1 shows the existing parking inventory on A Street and B Street and adjacent side streets. On A Street, parking stalls are concentrated between Walnut Street and Grand Street/Western Boulevard, and Montgomery Ave and Watkins Street. There is no existing on-street parking on A Street west of Meekland Avenue. On-street parking exists on B Street west of Montgomery Avenue, but the project alternatives have minimal parking impact, so data were not collected. **Figure 3-2** shows the existing weekday parking occupancy in the A Street and B Street Study Area.

Figure 3-1: A Street and B Street Existing Parking Inventory

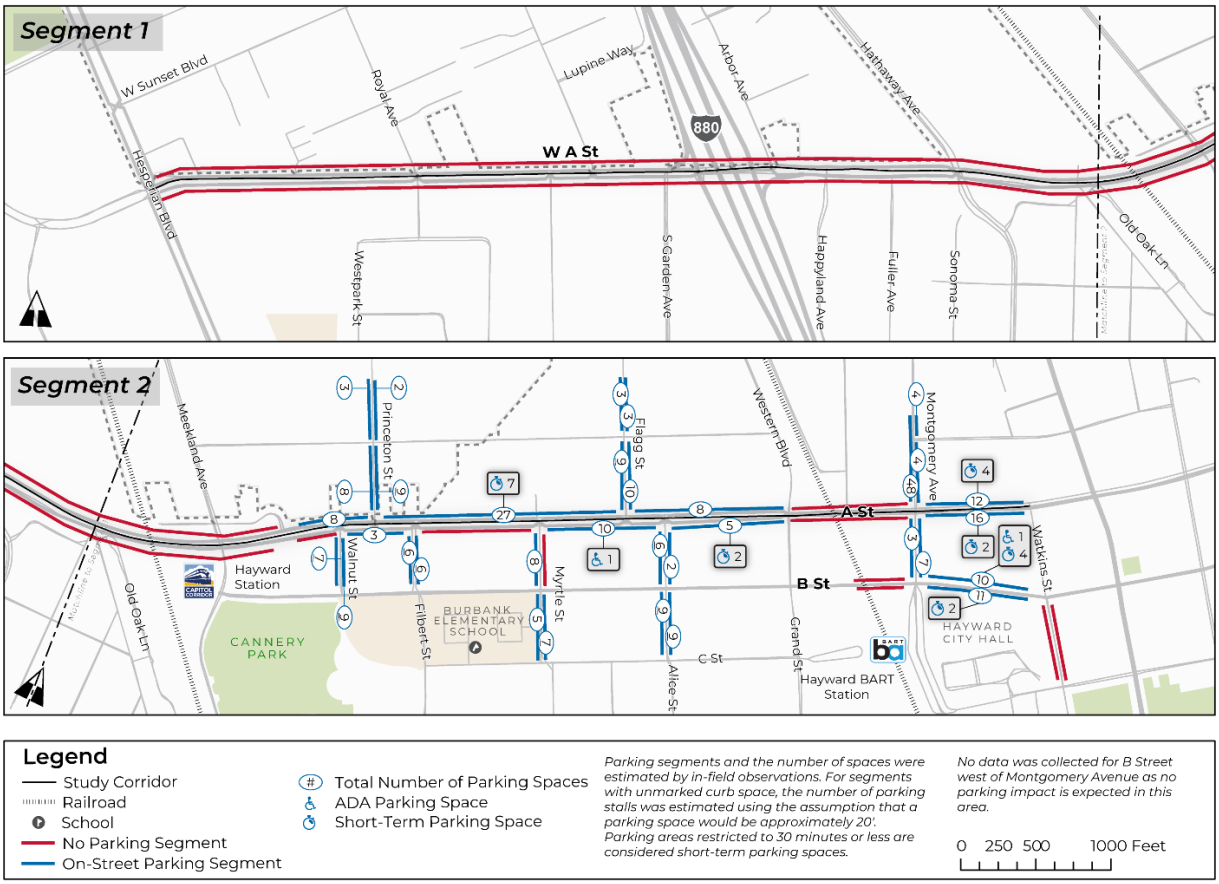
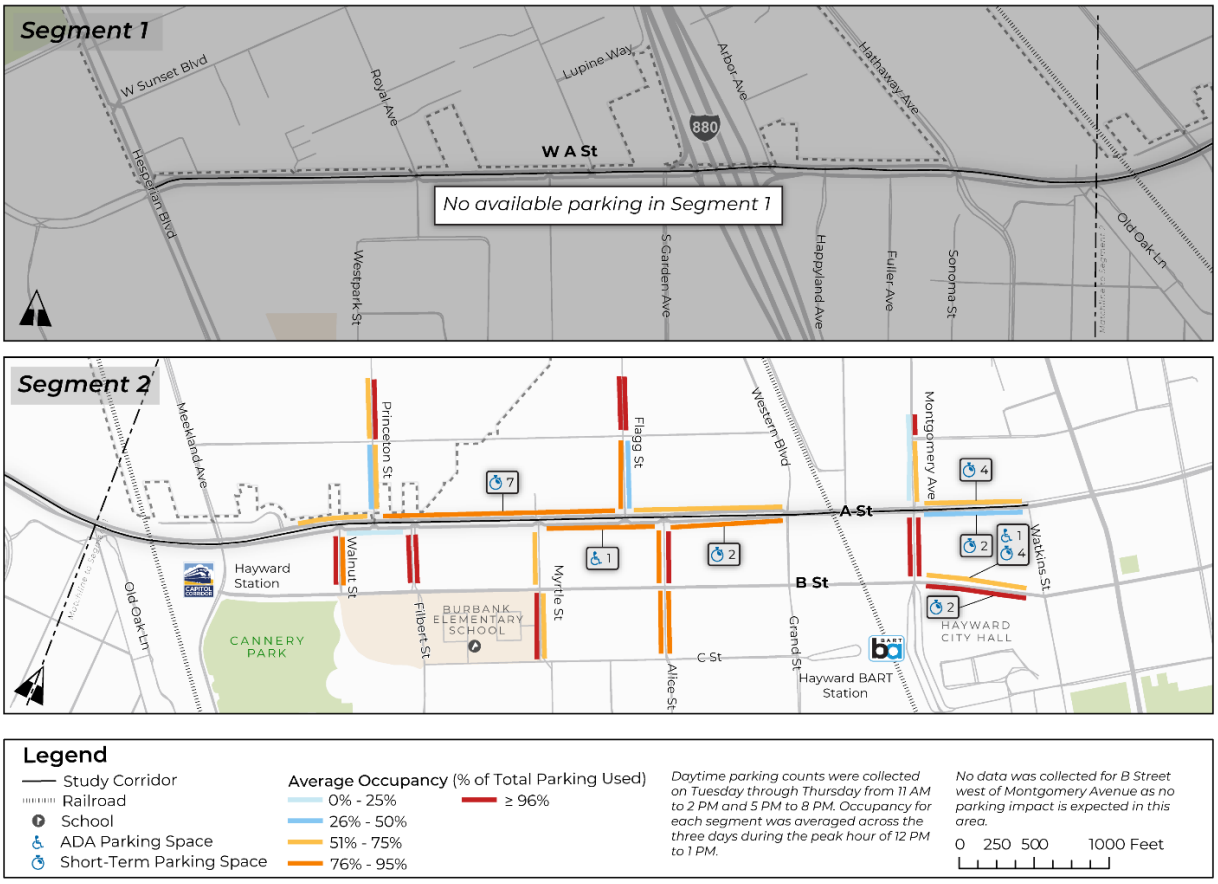


Figure 3-2: A Street and B Street Existing Weekday Daytime Peak Parking Utilization



During the weekday daytime peak hour, there are only two segments on Study Area streets with parking utilization that is considered at capacity (above 95% utilization): A Street between Alice Street and Grand Street (south side) and B Street between Montgomery Avenue and Watkins Street (south side). All other Study Area segments have available capacity during the weekday daytime peak hour. See **Appendix E** for all parking figures for A and B Street.

3.1.4 Signal Warrant Analysis

The two intersections with uncontrolled pedestrian crossings across A Street were analyzed for signal warrants. If the signal warrants are met, a traffic signal may be indicated to enhance the crossing for pedestrians.

Table 3-4 summarizes the signal warrant analysis results for the intersection of A Street and Myrtle Street. As shown in the table, no warrants were satisfied, meaning that a traffic signal is not justified for this location. Full signal warrant worksheets are included in **Appendix F**.

Table 3-4: A Street and Myrtle Street Traffic Signal Warrant Summary

Signal Warrant		Carmel Valley Road and Valley Greens Drive
Warrant #1 (8-hour Vehicular Volume)	Condition A	Not Satisfied
	Condition B	Not Satisfied
Warrant #2 (4-hour Vehicular Volume)		Not Satisfied
Warrant #3 (Peak Hour)		Not Satisfied
Warrant #4 (Pedestrian Volume)		Not Satisfied
Warrant #5 (School Crossing)		Not Satisfied
Warrant #6 (Coordinate Signal System)		Not Satisfied
Warrant #7 (Crash Experience)		Not Satisfied
Warrant #8 (Roadway Network)		Not Satisfied
Warrant #9 (Intersection Near a Grade Crossing)		Not Satisfied

Table 3-5 summarizes the signal warrant analysis results for the intersection of A Street and Flagg Street. As shown in the table, no warrants were satisfied, meaning that a traffic signal is not justified for this location.

Table 3-5: A Street and Flagg Street Traffic Signal Warrant Summary

Signal Warrant		Carmel Valley Road and Valley Greens Drive
Warrant #1 (8-hour Vehicular Volume)	Condition A	Not Satisfied
	Condition B	Not Satisfied
Warrant #2 (4-hour Vehicular Volume)		Not Satisfied
Warrant #3 (Peak Hour)		Not Satisfied
Warrant #4 (Pedestrian Volume)		Not Satisfied
Warrant #5 (School Crossing)		Not Satisfied
Warrant #6 (Coordinate Signal System)		Not Satisfied
Warrant #7 (Crash Experience)		Not Satisfied
Warrant #8 (Roadway Network)		Not Satisfied
Warrant #9 (Intersection Near a Grade Crossing)		Not Satisfied

3.2 Project Alternatives

After completing the existing conditions analysis, the first round of outreach, and the road safety audits, project alternatives and safety countermeasures were identified for each of the three project corridors. Potential alternatives are characterized as “Base Corridor Enhancements Alternative”, "Connected Corridor Alternative”, or "Reimagined Corridor Alternative.” Detailed concepts illustrating proposed cross sections and safety countermeasure locations on A Street and B Street can be found in **Appendix G**.

The East Bay Greenway Multimodal Project is a long-term effort to provide a continuous high-quality walking and bicycling route between Lake Merritt and South Hayward. The project proposes a two-way cycle track on the south side of B Street between Montgomery Street and Grand Street. This aligns with the Reimagined Corridor Alternative.

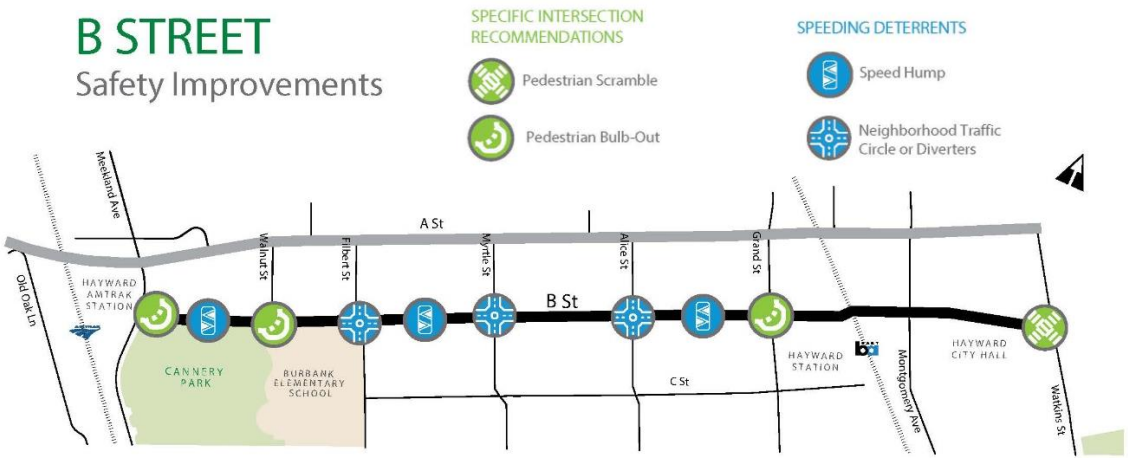
3.2.1 Base Corridor Enhancements Alternative

In this alternative, the existing roadway configuration is maintained with improvements consisting of spot improvements only, such as pedestrian bulb-outs, protected traffic signal phasing, and rectangular rapid flashing beacons (RRFBs). An overview of the spot improvement locations for A Street can be seen in **Figure 3-3** and for B Street in **Figure 3-4**. Other corridor wide recommendations such as pedestrian scale lighting, high-visibility crosswalks, and advance stop bars are not included in these graphics.

Figure 3-3: A Street Spot Improvement Locations



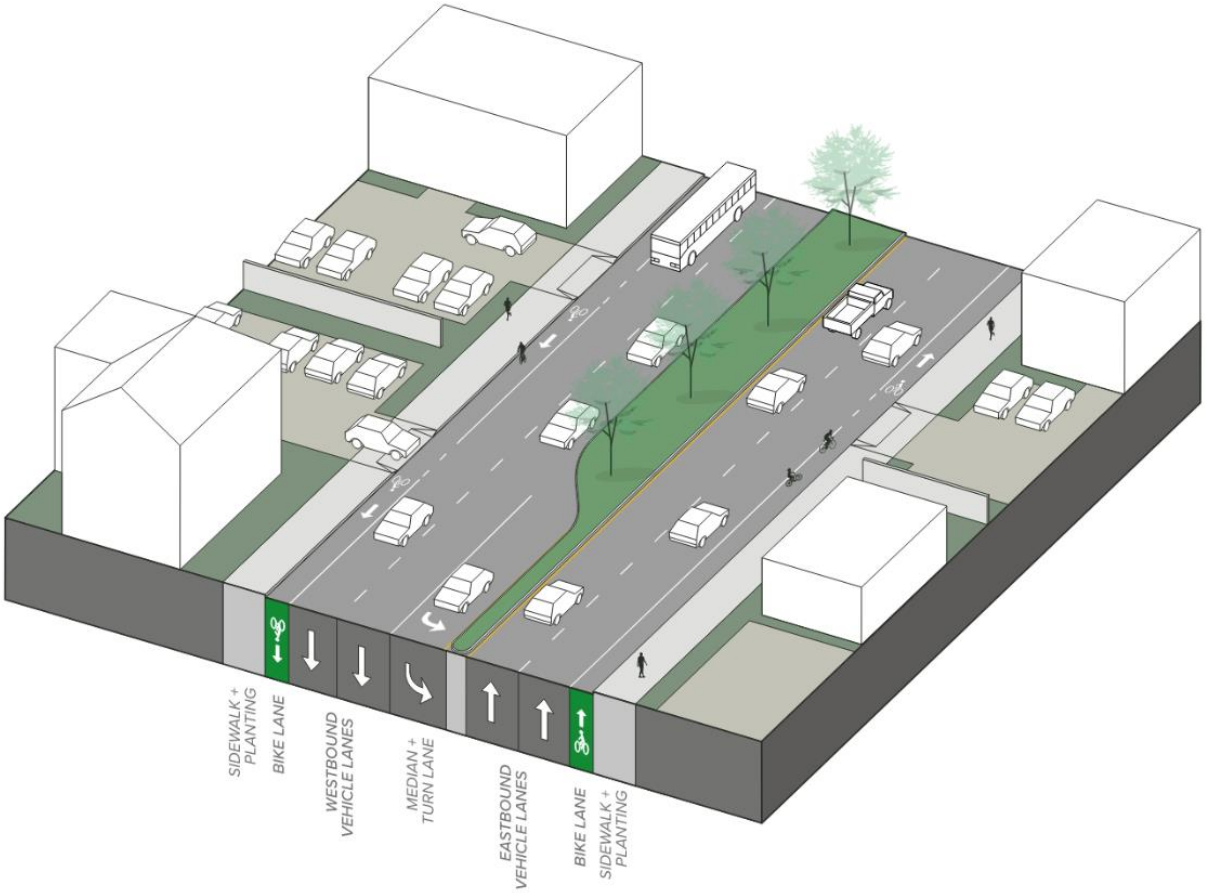
Figure 3-4: B Street Spot Improvement Locations



3.2.1.1.1 A Street West of Meekland Avenue

West of Meekland Avenue, A Street primarily has two travel lanes in both directions and a center median that opens into a turning lane at intersection approaches. There are also Class II bike lanes. A typical cross section for this segment is shown in **Figure 3-5**.

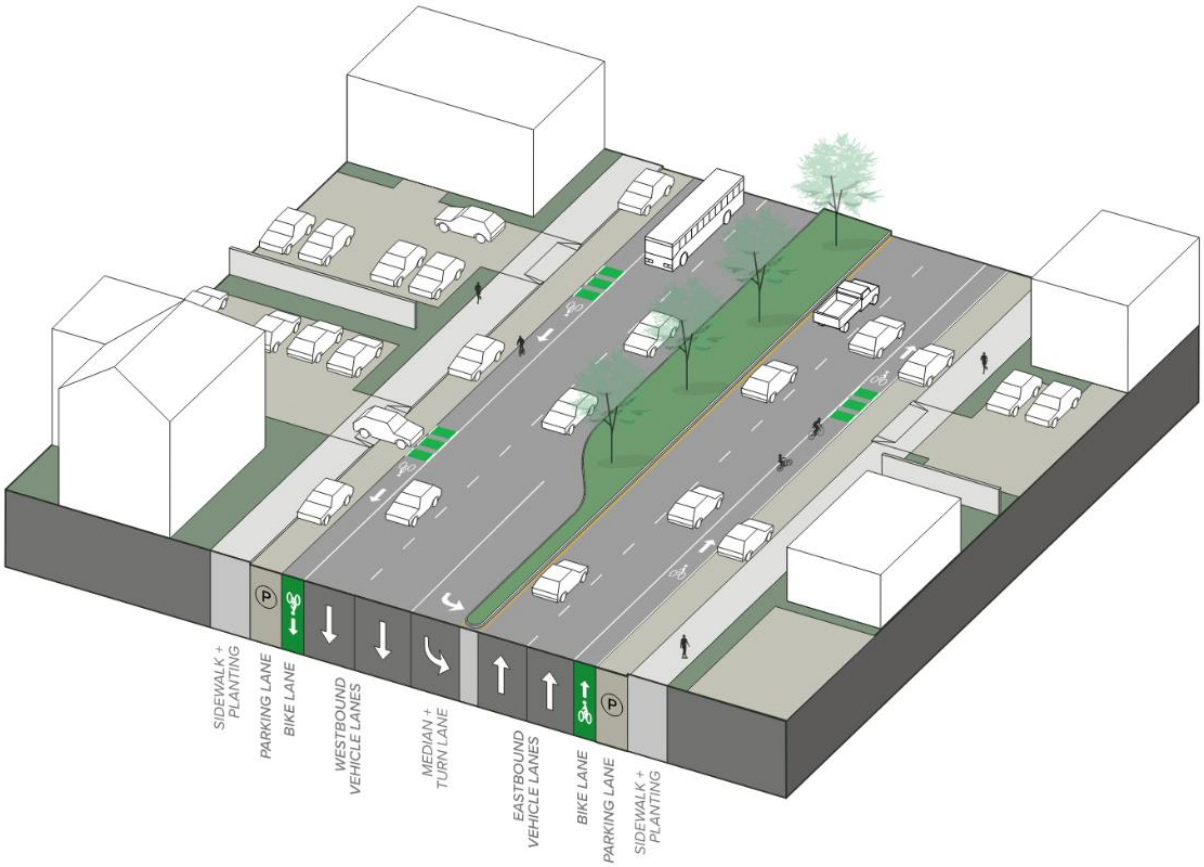
Figure 3-5: A Street West of Meekland Avenue Existing Conditions/Base Corridor Enhancements Alternative Cross-Section



3.2.1.1.2 A Street East of Meekland Avenue

East of Meekland Avenue, A Street typically has two travel lanes in both directions, a center median that opens to a turning lane at intersection approaches, and on-street parking. A Street has Class II bike lanes between Meekland Avenue and Montgomery Avenue, and no bike facilities east of Montgomery Avenue. A typical cross-section for this segment of A Street is shown in **Figure 3-6**.

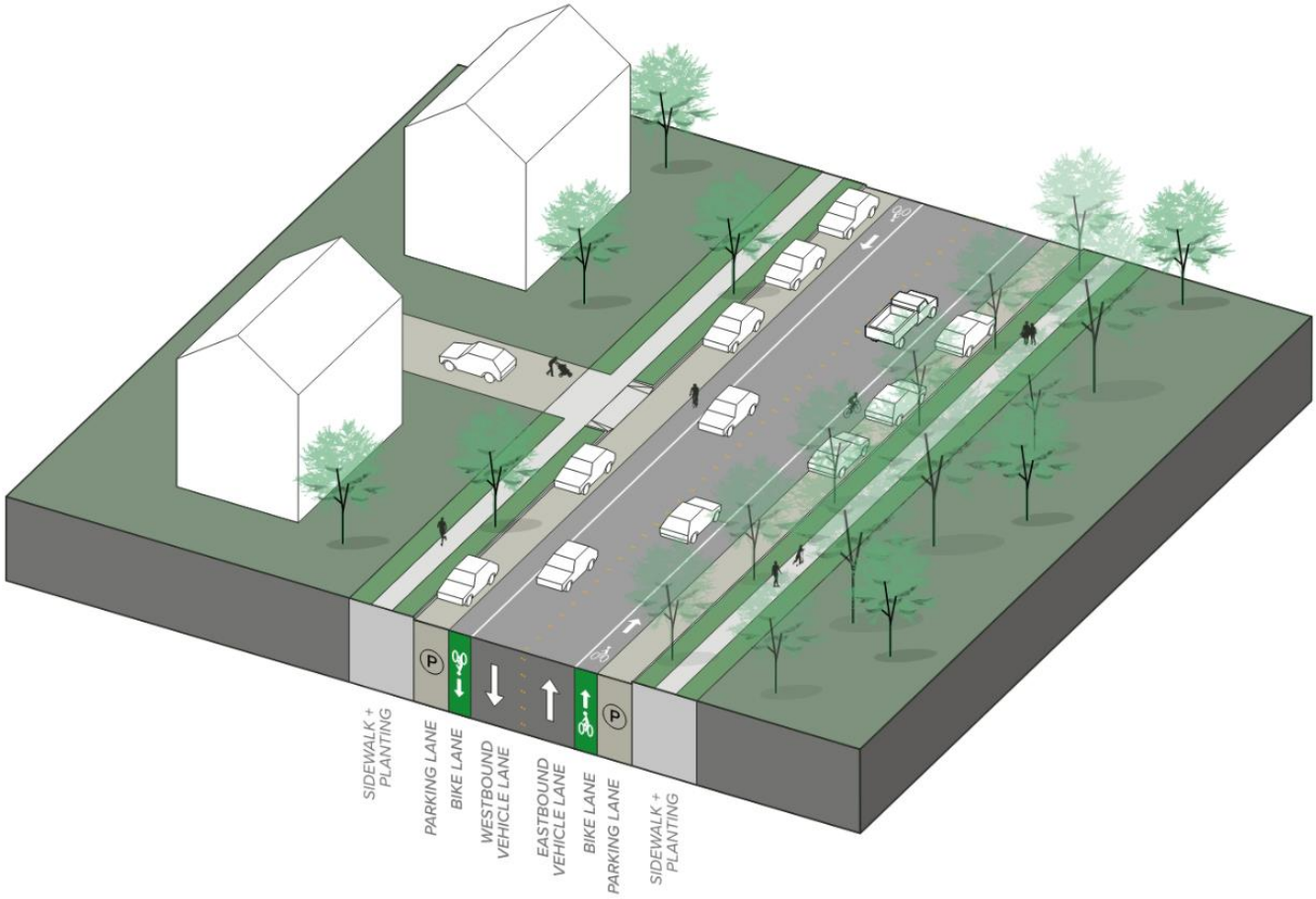
Figure 3-6: A Street East of Meekland Avenue Existing Conditions/Base Corridor Enhancements Alternative Cross-Section



3.2.1.1.3 B Street West of Montgomery Avenue

B Street west of Montgomery Avenue typically has one travel lane in either direction, Class II bike lanes west of Grand Street/Western Boulevard, and parking lanes on both sides of the corridor. A typical cross-section of this segment is shown in **Figure 3-7**.

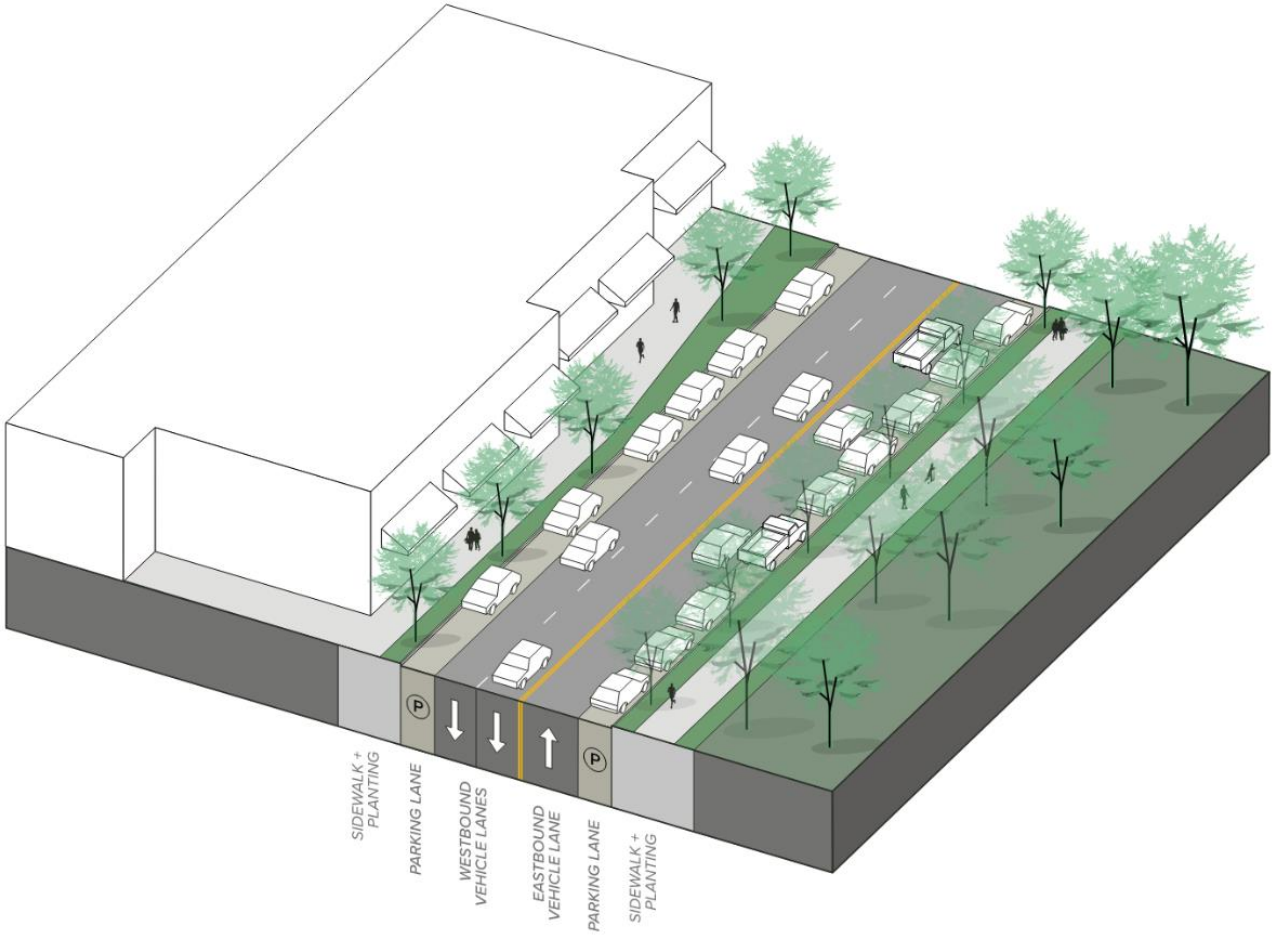
Figure 3-7: B Street West of Montgomery Avenue Existing Conditions/Base Corridor Enhancements Alternative Cross-Section



3.2.1.1.4 B Street East of Montgomery Avenue

East of Montgomery Avenue, B Street has one travel lane in the eastbound direction, two travel lanes in the westbound direction, and parking lanes on both sides. No bike facilities are present for this segment of B Street. A typical section for B Street east of Montgomery Avenue is shown in **Figure 3-8**.

Figure 3-8: B Street East of Montgomery Avenue Existing Conditions/Base Corridor Enhancements Alternative Cross-Section



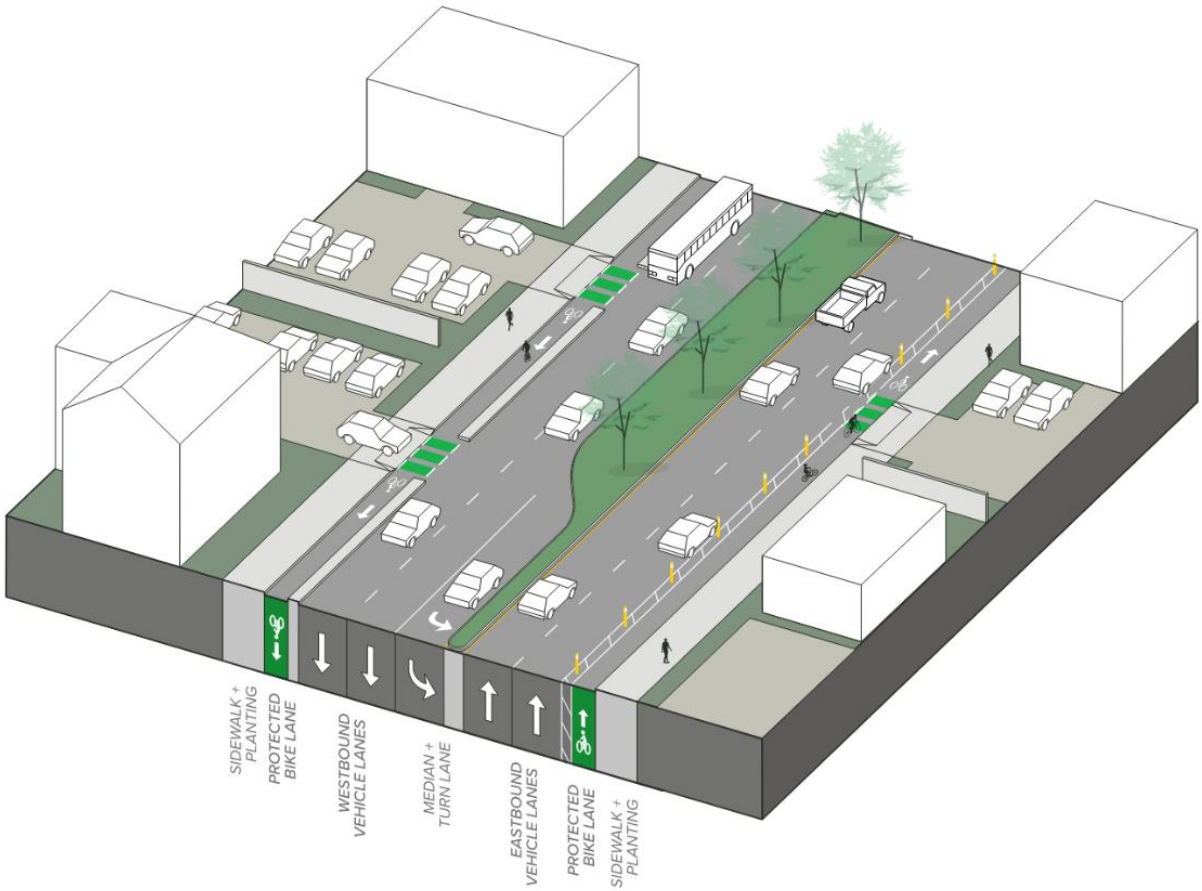
3.2.2 Connected Corridor Alternative

In this alternative, travel lanes would be narrowed, and parking lane or travel lane removal would be recommended in key areas. These recommendations allow for continuous bike facilities on A Street and B Street. Existing Class II bike lanes are upgraded to Class IIB buffered bike lanes, Class IV separated bike lanes, or Class IV parking-protected bike lanes. In segments without existing bike lanes, new Class II bike lanes are provided. Spot improvements noted in the Base Corridor Enhancements Alternative are included for this alternative as well, with an additional option to assess neighborhood traffic circles or diverters on B Street.

3.2.2.1.1 A Street West of Meekland Avenue

West of Meekland Avenue, travel lanes would be narrowed to upgrade Class II bike lanes to Class IV separated bike lanes. Bike facility separation can consist of flex posts, concrete curbs, or another form of vertical separation. **Figure 3-9** shows a typical section for A Street west of Meekland Avenue, with flex posts shown on the south side of the street and concrete curbs on the north side of the street.

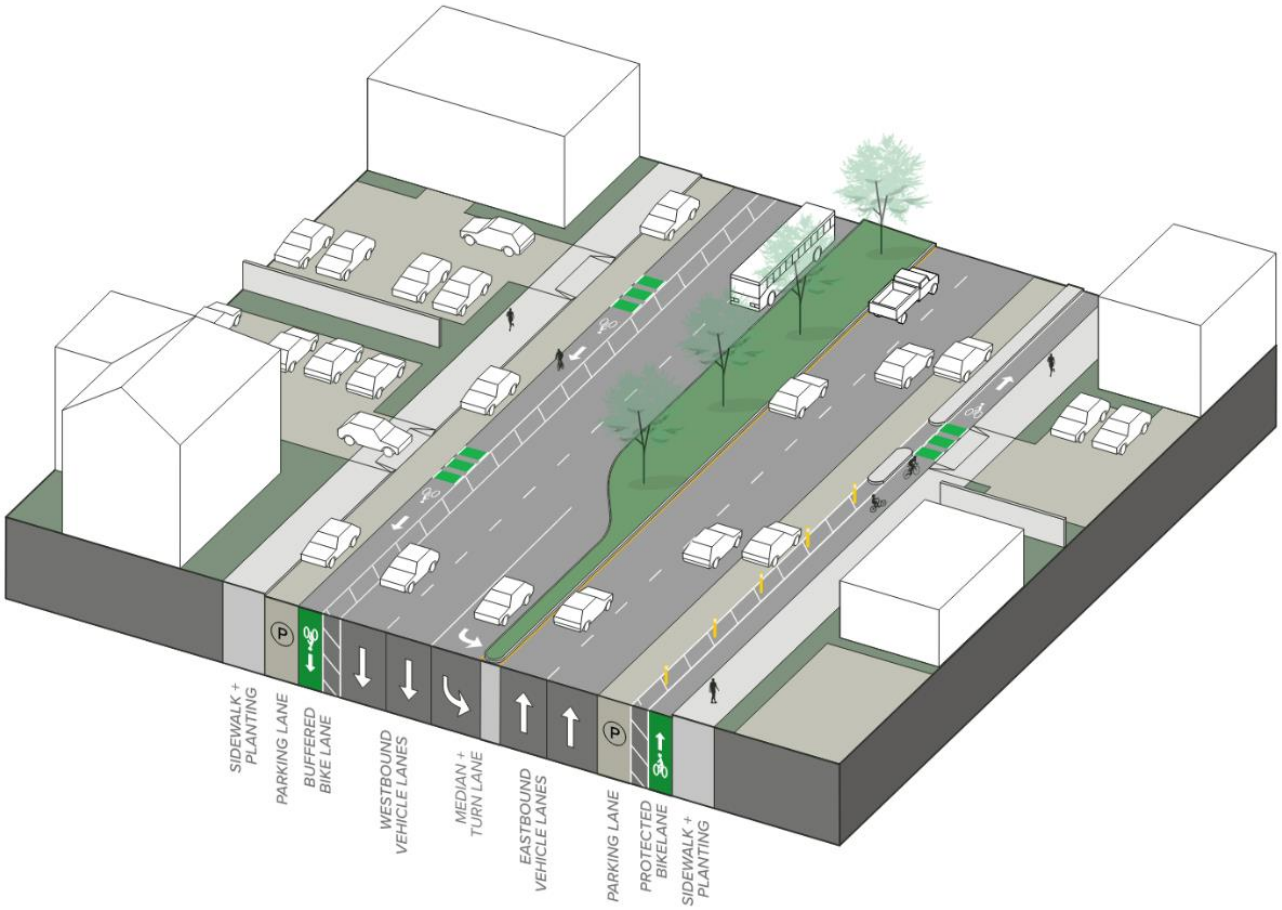
Figure 3-9: A Street West of Meekland Avenue Connected Corridor Alternative Cross-Section



3.2.2.1.2 A Street East of Meekland Avenue

Between Meekland Avenue and Montgomery Avenue, travel lanes would be narrowed to upgrade the eastbound Class II bike lane to a Class IV parking-protected bike lane and the westbound Class II bike lane will be upgraded to a Class IIB buffered bike lane. East of Montgomery Avenue, travel lanes are narrowed and parking is removed from the south side of the corridor to provide new Class II bike lanes on both sides of the corridor. A typical section for A Street east of Meekland Avenue is shown in **Figure 3-10**.

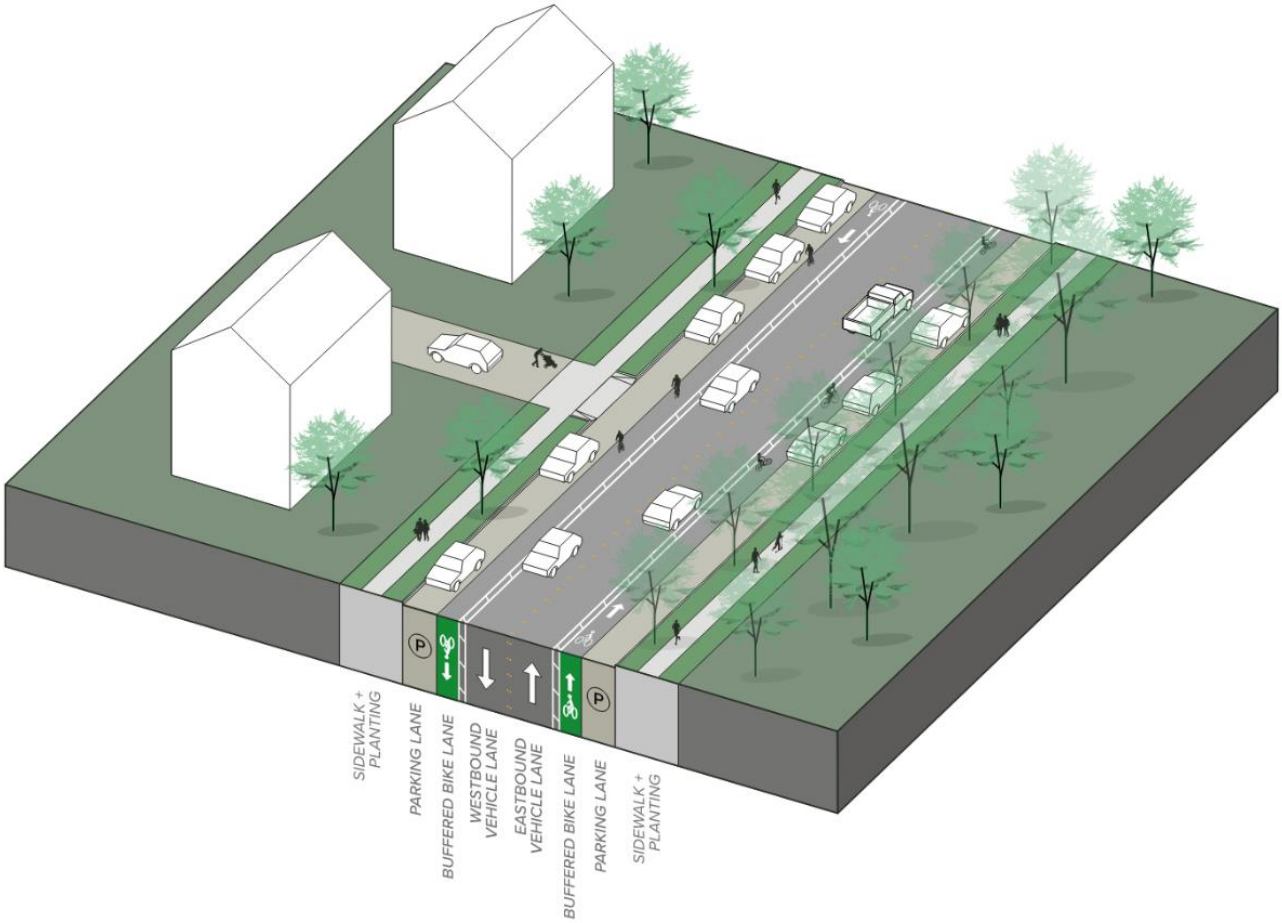
Figure 3-10: A Street East of Meekland Avenue Connected Corridor Alternative Cross-Section



3.2.2.1.3 B Street West of Montgomery Avenue

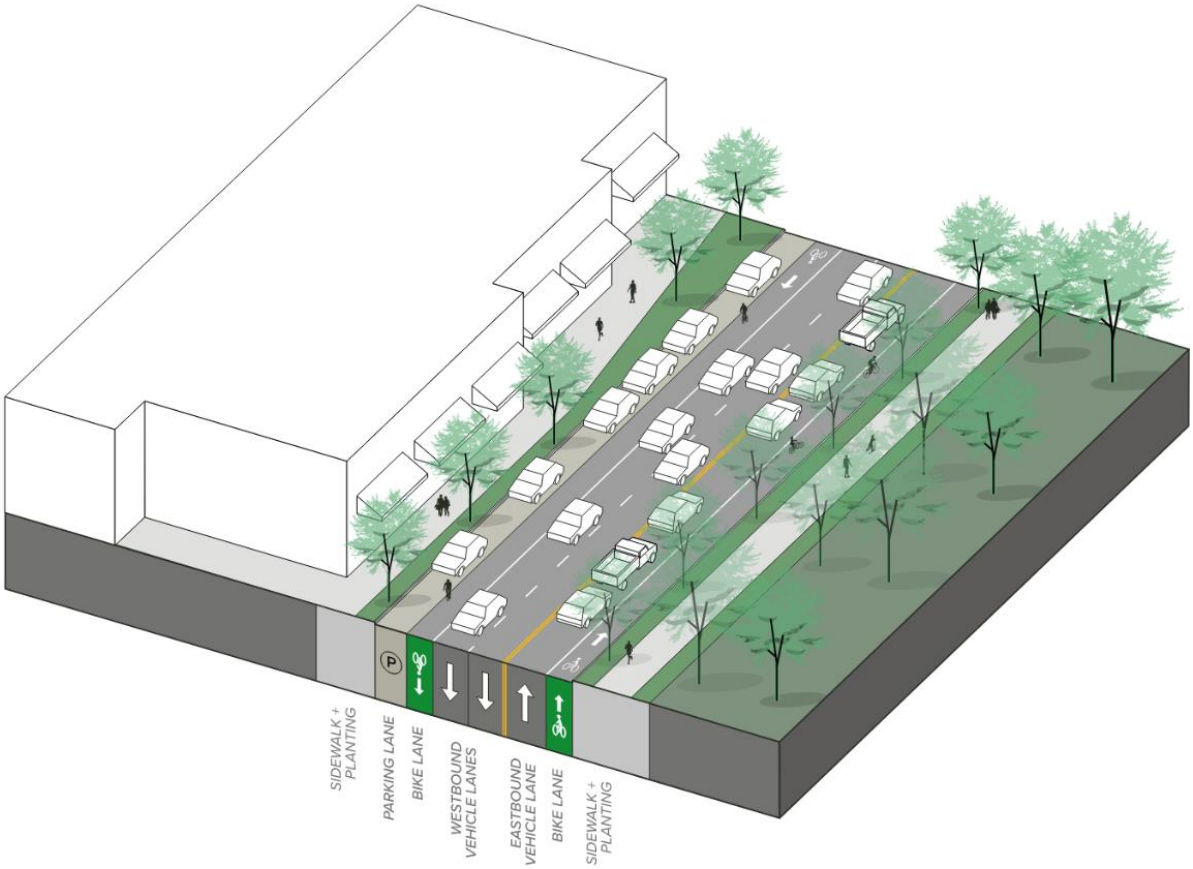
On B Street west of Montgomery Avenue, travel lanes would be narrowed to upgrade the Class II bike lanes to Class IIB buffered bike lanes in both directions. Where there are no existing bike lanes between Grand Street and Montgomery Avenue, travel lanes would be narrowed to provide Class II bike lanes and a two way left turn lane. A typical section for B Street west of Montgomery Avenue is shown in **Figure 3-11**.

Figure 3-11: B Street West of Montgomery Avenue Connected Corridor Alternative Cross-Section



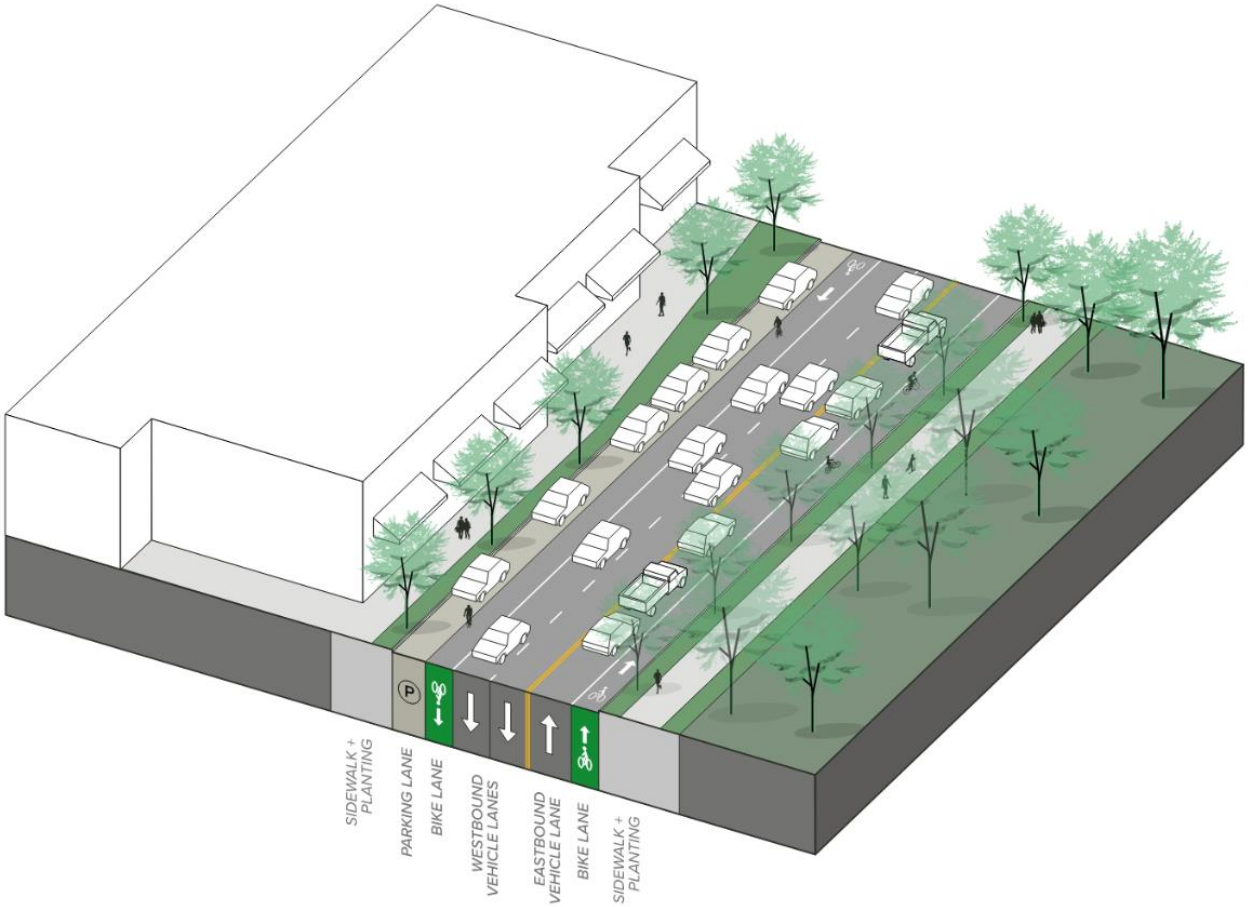
3.2.2.1.4 B Street East of Montgomery Avenue

East of Montgomery Avenue, the Connected Corridor Alternative, shown in **Figure 3-12**: B Street East of Montgomery Avenue Connected Corridor Alternative Cross-Section



, would remove the parking lane on the south side of the corridor to provide Class II bike lanes on both sides of the corridor.

Figure 3-12: B Street East of Montgomery Avenue Connected Corridor Alternative Cross-Section



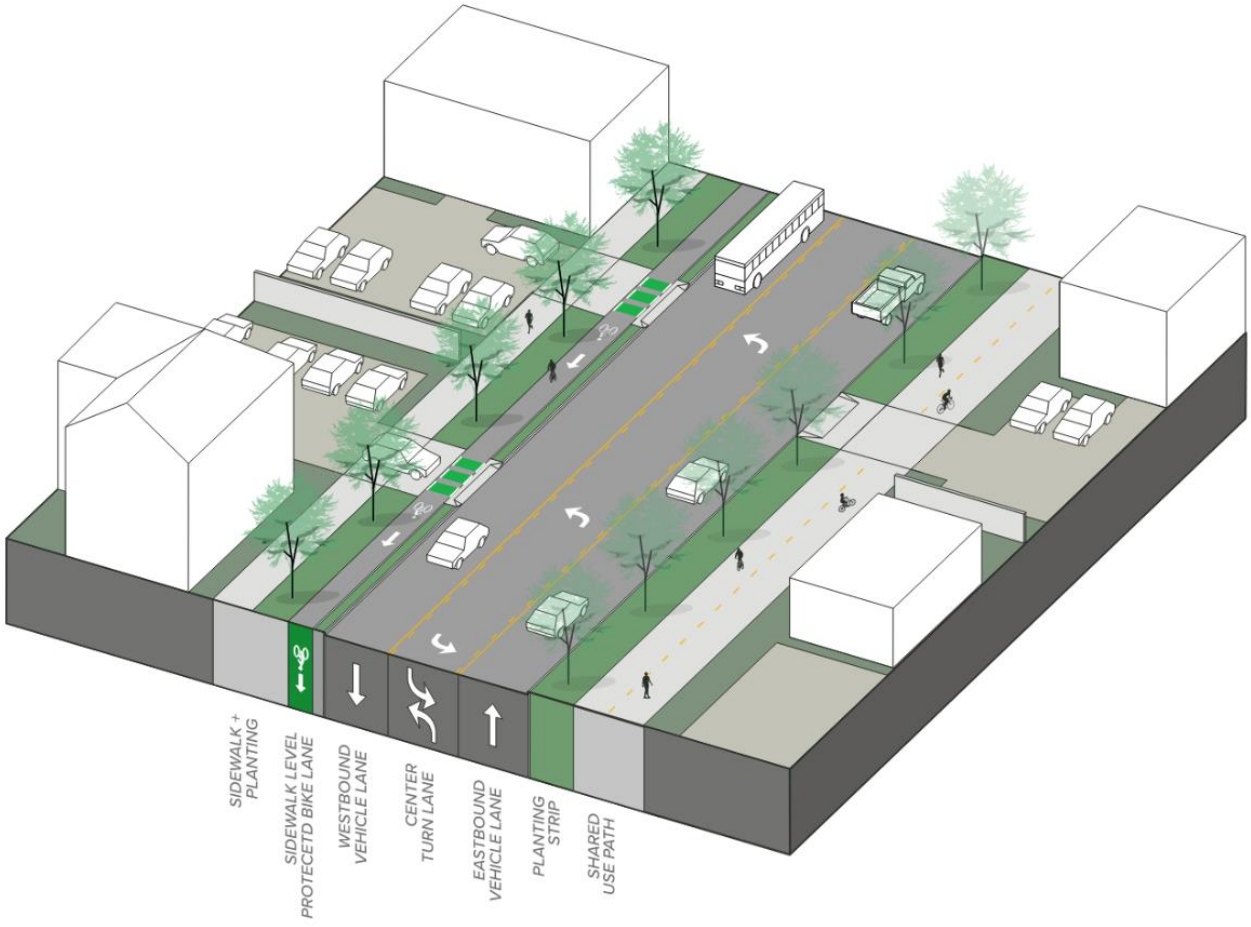
3.2.3 Reimagined Corridor Alternative

In this alternative, larger geometric changes are recommended, including a road diet and/or large segments of parking removal. For A Street, the Reimagined Corridor Alternative includes two options, either providing sidewalk level Class IV separated bike lanes or Class I shared use paths on both sides of the street. These alternatives would separate people biking from vehicles both horizontally and vertically, greatly increasing safety for all road users. However, this alternative may reduce traffic or parking capacity and carries a higher construction cost. This alternative also includes all spot improvements noted in the Base Corridor Enhancements Alternative and allows for protected intersections where feasible.

3.2.3.1.1 A Street West of Meekland Avenue

For A Street west of Meekland Avenue, a road diet would remove a travel lane in both directions and provide a center two-way left turn lane. Existing Class II bike lanes would be upgraded to either sidewalk level Class IV separated bike lanes or Class I shared-use paths in both directions. The Class IV facilities are shown on the north side of **Figure 3-13**, and the Class I shared up paths are shown on the south side of the street for visual purposes only.

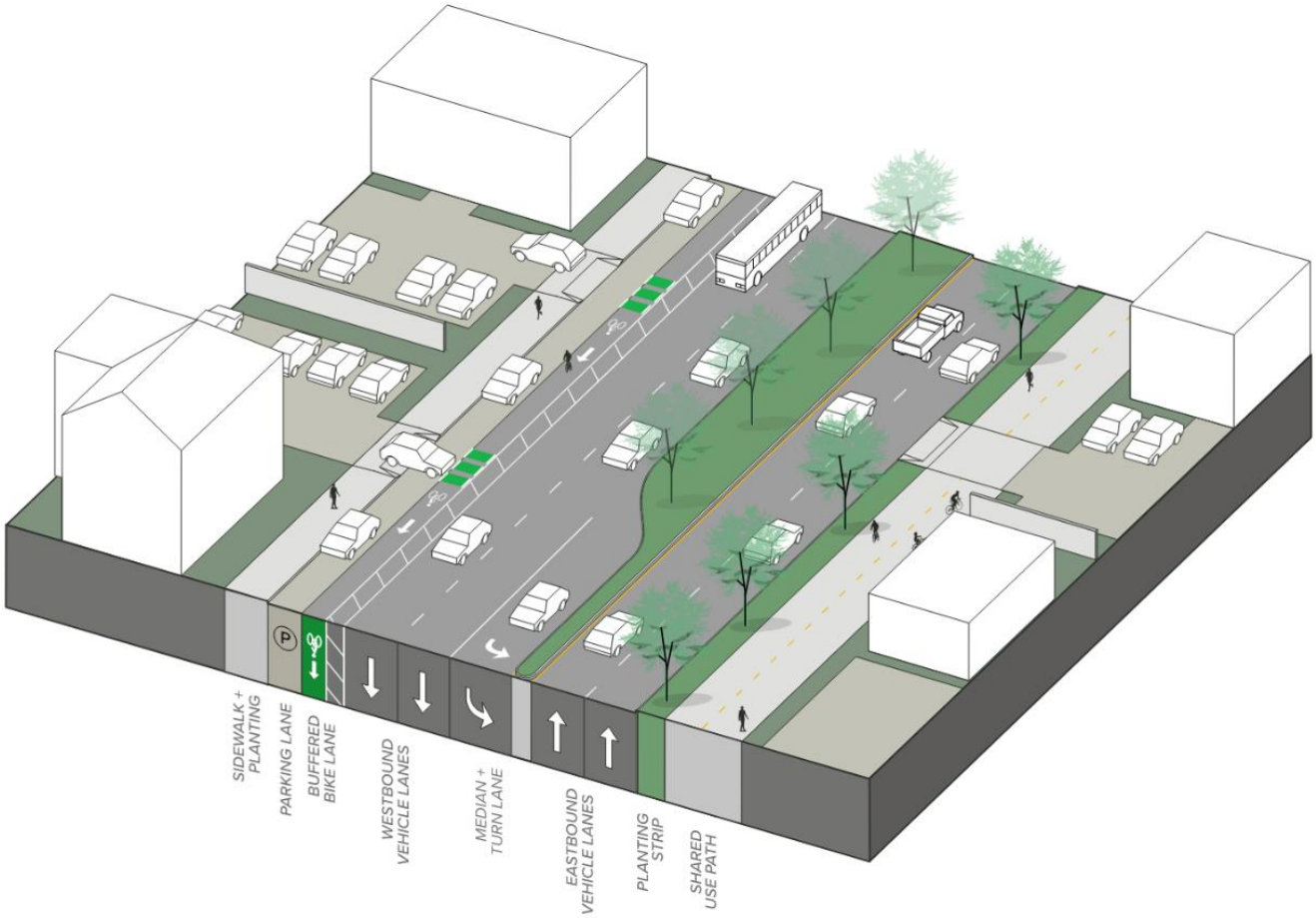
Figure 3-13: A Street West of Meekland Avenue Reimagined Corridor Alternative Cross-Section



3.2.3.1.2 A Street East of Meekland Avenue

East of Meekland Avenue, this alternative would remove parking on the south side of the corridor and narrow travel lanes to provide either a sidewalk level Class IV separated bike lane or a bidirectional Class I shared use path on the south side of the street. In the westbound direction the existing Class II bike lanes would be upgraded to either a Class IIB buffered bike lane or a Class I shared use path. Where Class II facilities don't currently exist east of Montgomery Avenue, a sidewalk level Class IV separated bike lane or a Class I shared use path would be provided on both sides of the street. For illustration purposes, **Figure 3-14** shows the Class IIB facility on the north side of the street, the Class I facility on the south side of the street.

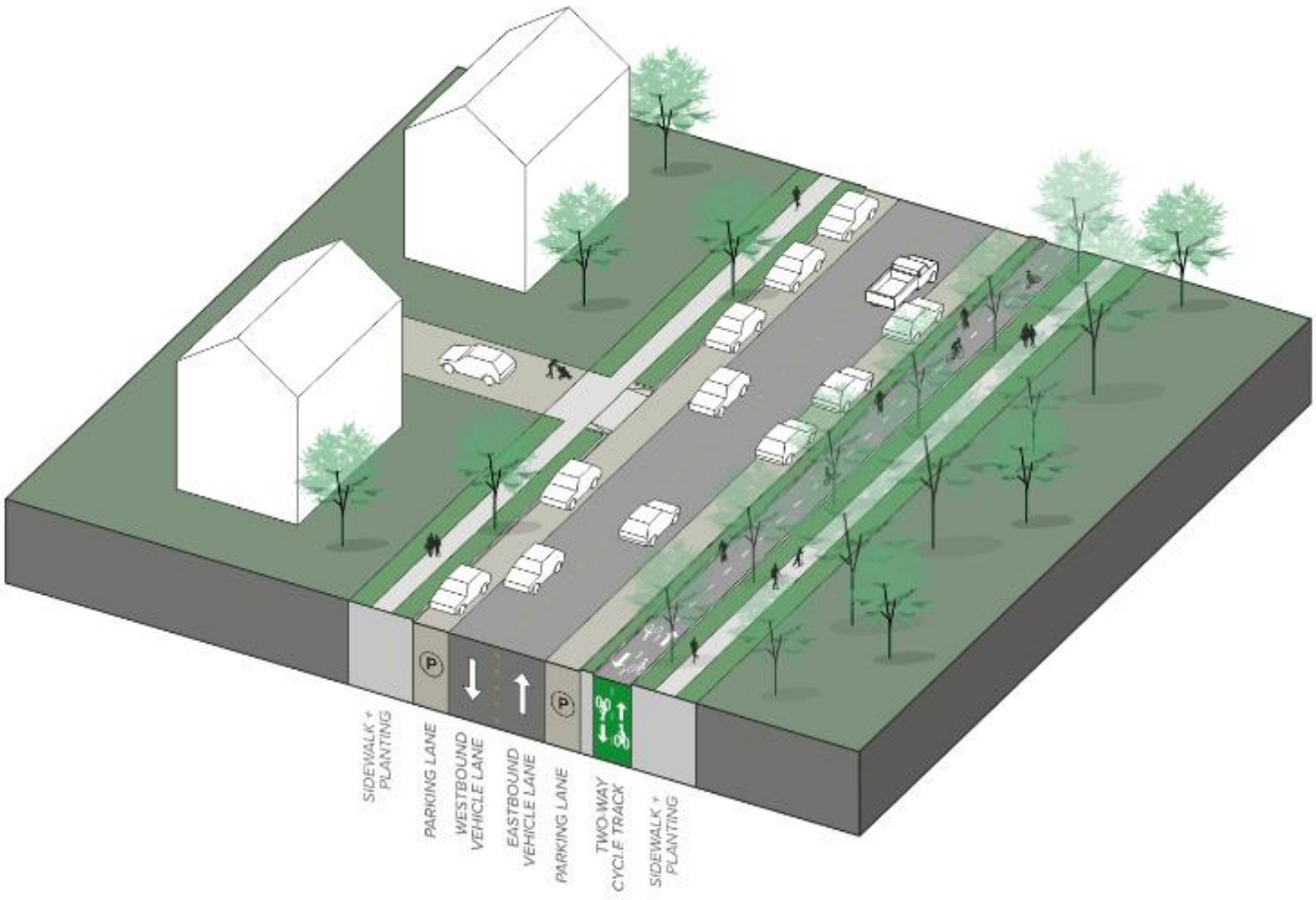
Figure 3-14: A Street East of Meekland Avenue Reimagined Corridor Alternative Cross-Section



3.2.3.1.3 B Street between Martin Luther King Drive and Myrtle Street

This alternative would narrow travel lanes to implement a two-way Class IV cycle track on the south side of the corridor, as shown in **Figure 3-15**. This cycle track would run from Martin Luther King Drive to Myrtle Street and transition to either B Street Connected Corridor Alternative east of Myrtle Street.

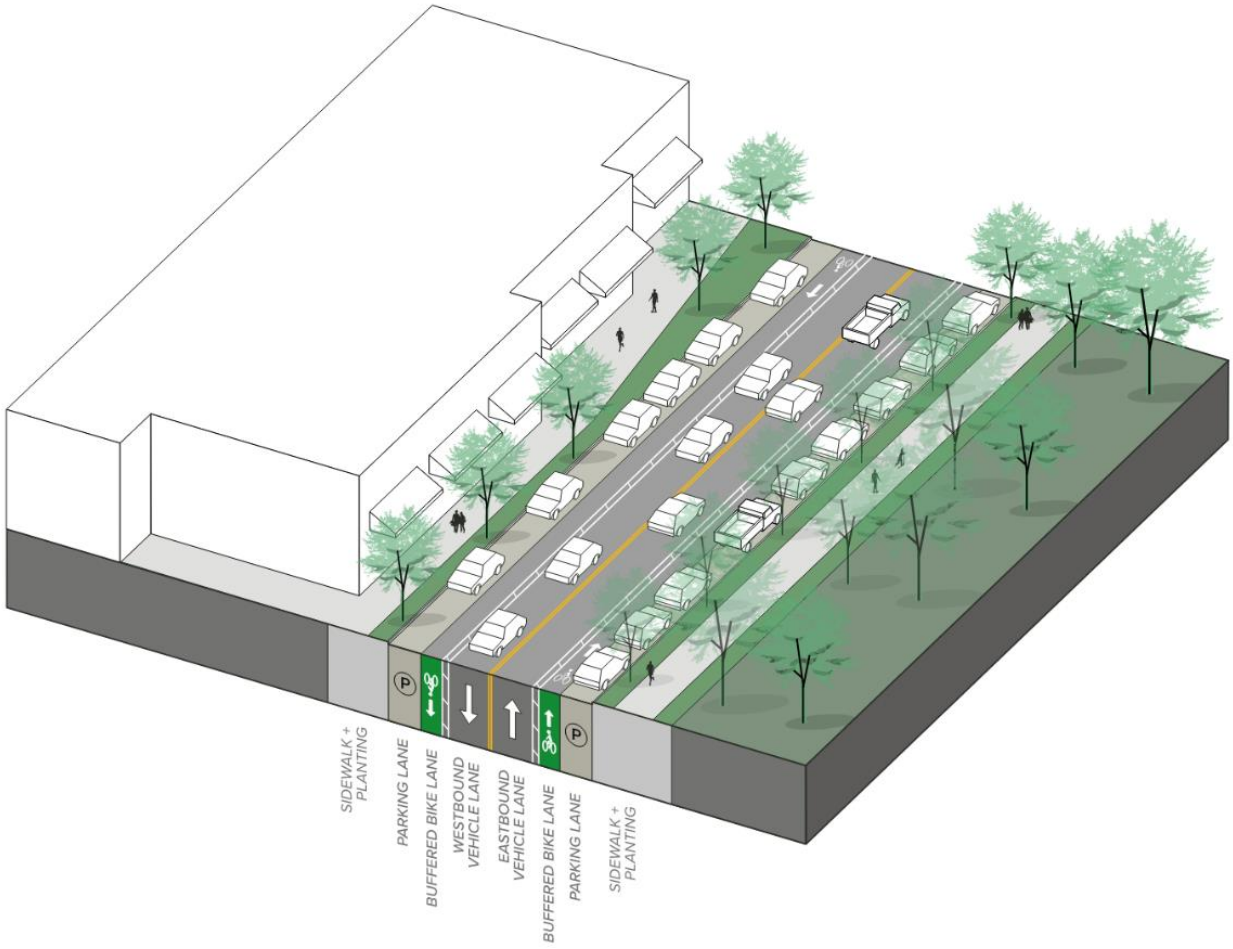
Figure 3-15: B Street West of Montgomery Avenue Reimagined Corridor Cross-Section



3.2.3.1.4 B Street East of Montgomery Avenue

East of Montgomery Avenue, the Reiminaged Corridor Alternative, shown in , would remove the westbound travel lane to provide Class II buffered bike lane on both sides of the corridor.

Figure 3-16: B Street East of Montgomery Avenue Reminagined Corridor Alternative Cross-Section



3.3 Analysis Findings

3.3.1 Traffic

One traffic model was built to reflect both the Base Corridor Enhancements and Connected Corridor Alternatives, as the two alternatives have no operational or lane assignment differences. The Reimagined Corridor Alternative was modeled separately and includes a road diet and protected intersection improvements.

Traffic analysis finds that all 10 signalized intersections operate at a LOS E or better for both A and B Streets for each alternative, remaining within the City's LOS standard. Additionally, in all project alternatives, the three side-street stop-controlled intersections operate at a LOS D or better. Traffic analysis results for the AM peak hour are shown in **Figure 3-17** and for the PM peak hour in **Figure 3-18**. The Synchro worksheets for the A and B Street traffic analysis results can be found in **Appendix D**.

Figure 3-17: A Street and B Street Project Alternatives Traffic Analysis Summary (AM Peak Hour)

SUMMARY OF INTERSECTION OPERATION
PROJECT ALTERNATIVES (AM)

Int. #	Intersection	Traffic Control	Base Corridor Enhancements		Connected Corridor		Reimagined Corridor	
			Delay	LOS	Delay	LOS	Delay	LOS
1	A St and Hesperian Blvd	S	36.0	D	36.0	D	33.8	C
2	A St and Royal Ave	S	15.1	B	25.8	C	29.4	C
3	A St and Victory Dr	S	8.7	A	12.5	B	13.4	B
4	A St and S Garden Ave	SSSC	11.0	B	11.4	B	28.6	D
5	A St and Happyland Ave/McDonald's Dwy	SSSC	29.8	D	11.0	B	13.0	B
6	A St and Santa Clara St/Hathaway Ave	S	44.6	D	52.0	D	48.3	D
7	A St and Princeton St	S	15.7	B	16.9	B	19.0	B
8	A St and Filbert St	S	13.7	B	17.3	B	16.1	B
9	A St and Grand St/Western Blvd	S	31.3	C	42.0	D	43.8	D
10	A St and Montgomery Ave	S	18.4	B	26.9	C	36.8	D
11	B St and Grand St	S	20.9	C	20.6	C	20.6	C
12	B St and Montgomery Ave	SSSC	11.0	B	11.3	B	11.9	B
13	B St and Watkins St	S	15.8	B	34.9	C	34.9	C

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service

- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; SSSC = Side Street Stop Controlled

Figure 3-18: A Street and B Street Project Alternatives Traffic Analysis Summary (PM Peak Hour)

SUMMARY OF INTERSECTION OPERATION
PROJECT ALTERNATIVES (PM)

Int. #	Intersection	Traffic Control	Base Corridor Enhancements		Connected Corridor		Reimagined Corridor	
			Delay	LOS	Delay	LOS	Delay	LOS
1	A St and Hesperian Blvd	S	35.5	D	36.4	D	34.7	C
2	A St and Royal Ave	S	13.5	B	20.3	C	28.8	C
3	A St and Victory Dr	S	11.0	B	18.8	B	23.4	C
4	A St and S Garden Ave	SSSC	10.0	A	10.5	B	30.3	D
5	A St and Happyland Ave/McDonald's Dwy	SSSC	18.0	C	10.8	B	12.5	B
6	A St and Santa Clara St/Hathaway Ave	S	50.3	D	66.3	E	54.9	D
7	A St and Princeton St	S	10.7	B	15.6	B	10.8	B
8	A St and Filbert St	S	11.2	B	8.3	A	11.0	B
9	A St and Grand St/Western Blvd	S	43.7	D	53.6	D	68.7	E
10	A St and Montgomery Ave	S	16.8	B	29.8	C	29.4	C
11	B St and Grand St	S	16.4	B	16.2	B	16.2	B
12	B St and Montgomery Ave	SSSC	10.0	A	10.2	B	10.6	B
13	B St and Watkins St	S	16.0	B	36.5	D	36.5	D

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service

- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; SSSC = Side Street Stop Controlled

In the Base Corridor Enhancements and Connected Corridor Alternatives, there is a nominal increase in delay at most signalized intersections due to the inclusion of intersection spot improvements such as leading pedestrian intervals (LPI), additional turning movement control, and other operational changes. For these alternatives, one intersection would drop from an LOS D to LOS E: the intersection of A Street and Santa Clara Street/Hathaway Avenue during the PM peak hour. At this intersection, the proposal to signalize the yield-controlled slip lanes increases delay from 50 seconds under existing conditions to 66 seconds in the project alternatives.

In the Reimagined Corridor Alternative, there is increased delay at most signalized intersections, associated with the road diet implemented between Hesperian Boulevard and Santa Clara Street/Hathaway Avenue, and between Grand Street/Western Boulevard and Watkins Street, as well as additional intersection improvements such as protected intersections. For this alternative, one intersection would drop from LOS D to LOS E: A Street and Grand Street/Western Boulevard during the PM peak hour. With this alternative, the northbound and southbound movements would be split-phased to allow for each approach to have protected left-turn movements. This change increases delay from 44 seconds to 69 seconds. Also the LOS at A Street and Santa Clara Street/Hathaway Avenue would improve from LOS E in the Base Corridor Enhancements and Connected Corridor Alternatives to LOS D in the Reimagined

Corridor Alternative. Though the alternative would remove a travel lane in each direction west of the intersection, the additional roadway space facilitates the addition of a dual eastbound left turn lane, mirroring the westbound approach, allowing for increased capacity for that high volume movement.

The LOS at A Street and Happyland Avenue improves from LOS D to LOS B in the AM peak hour in all project alternatives. This improved LOS is associated with the restriction of the left-turn movements out of Happyland Avenue.

3.3.2 Parking

A parking diversion analysis was performed for each alternative where parking removal is proposed. While this analysis focuses on parking removal to facilitate corridor-wide alternatives, additional parking removal is likely needed to implement the spot improvements and comply with current laws and safety best practices, such as Assembly Bill 413, which requires daylighting in front of crosswalks. Parking change quantities will be refined after conceptual design.

3.3.2.1.1 Existing Conditions/Base Corridor Enhancements Alternative

Parking impact is expected to be limited to spot locations for daylighting, bus stop modifications, and other safety improvements. No larger-scale parking modifications are anticipated.

3.3.2.1.2 Connected Corridor Alternative – Parking Removal on Both A Street and B Street

In this alternative, parking-protected bike lanes would be implemented on the south side of A Street between Meekland Avenue and Grand Street, and parking would be removed on the south side of A Street between Montgomery Ave and Watkins Street, totaling 29 spaces. While the parking-protected bike lanes would preserve some parking in that segment, the number of available spaces will decrease due to increased sight distance setbacks near driveways with parking-protected bike lanes. Within the 29 removed parking spaces, the current demand is 10 cars during the weekday peak daytime period. For each peak period, all 10 cars could be relocated to available side-street parking, however, up to eight cars may need to be relocated to parking spaces across the street. This alternative also included parking removal on the south side of B Street between Montgomery Avenue and Watkins Street, representing the loss of an additional 11 spaces. Within that area of removal, 21 vehicles currently park during the weekday daytime peak hour and would need to relocate. Due to nearby on-street parking being at capacity, and a lack of nearby side street parking, the 11 relocated vehicles on B Street would not have readily available parking nearby or on side streets. Excluding these 11 cars, the weekday daytime peak hour parking occupancy would increase to 93% on A Street, B Street remains at 100%, and adjacent side streets have an occupancy of 95%. Additionally, eight cars would need to park across the street from their existing parking space. **Figure 3-19** shows the parking inventory for this alternative, and **Figure 3-20** shows the parking occupancy with relocated vehicles. A small number of additional parking spaces may be removed for daylighting, bus stop modifications, and other safety improvements.

Figure 3-19: A Street and B Street Connected Corridor Alternative – Parking Inventory

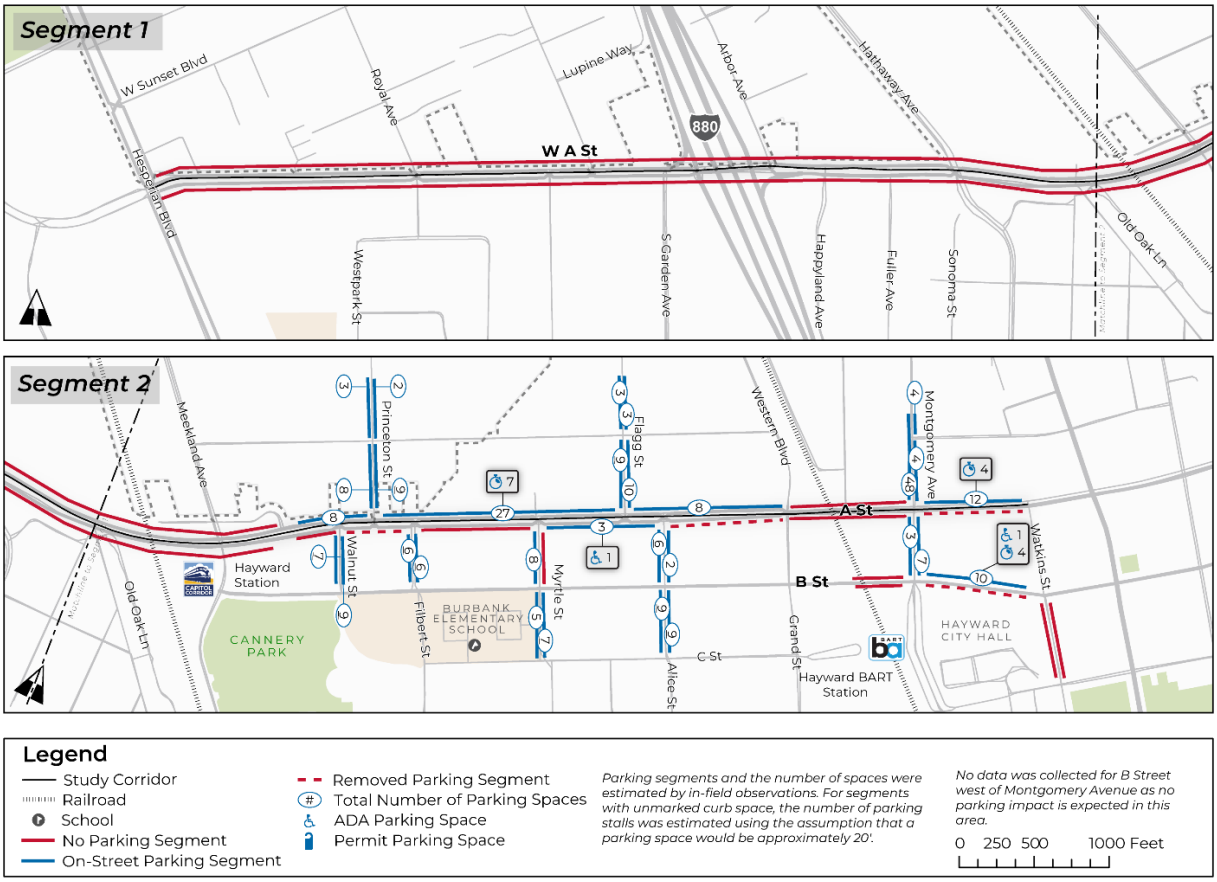
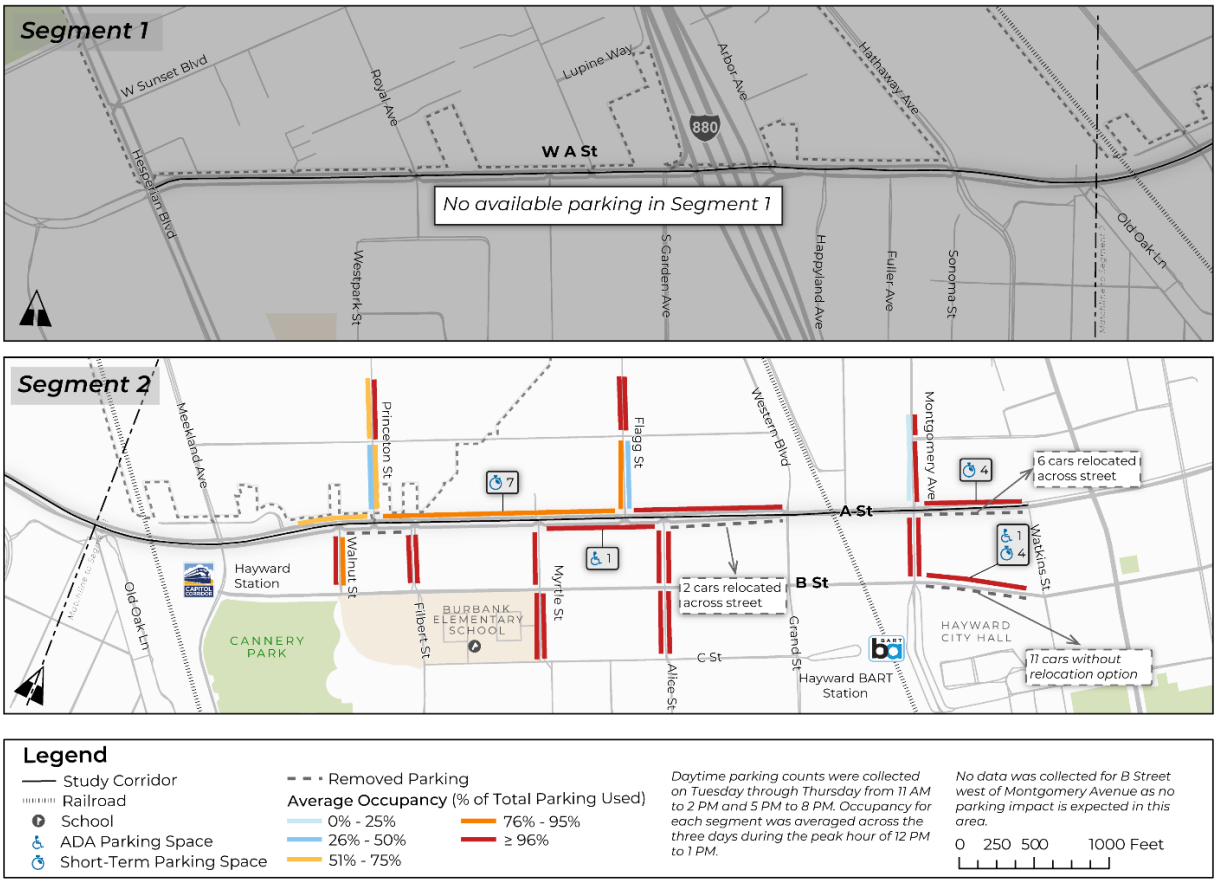


Figure 3-20: A Street and B Street Connected Corridor Alternative – Weekday Daytime Peak Parking Occupancy



3.3.2.1.3 Reimagined Corridor Alternatives – Parking Removal on A Street Only

In the Reimagined Corridor Alternative, parking would be removed on the south side of A Street between Meekland Avenue and Watkins Street, totaling 32 parking spaces. Eleven currently parked vehicles would likely need to park across the street to find an available nearby parking space. The occupancy during the weekday daytime peak hour would be 96% on A Street as well as on adjacent side streets. The parking inventory for this alternative is shown in **Figure 3-21**, and the weekday daytime peak parking occupancy is shown in **Figure 3-22**.

Figure 3-21: A Street Reimagined Corridor Alternative – Parking Inventory

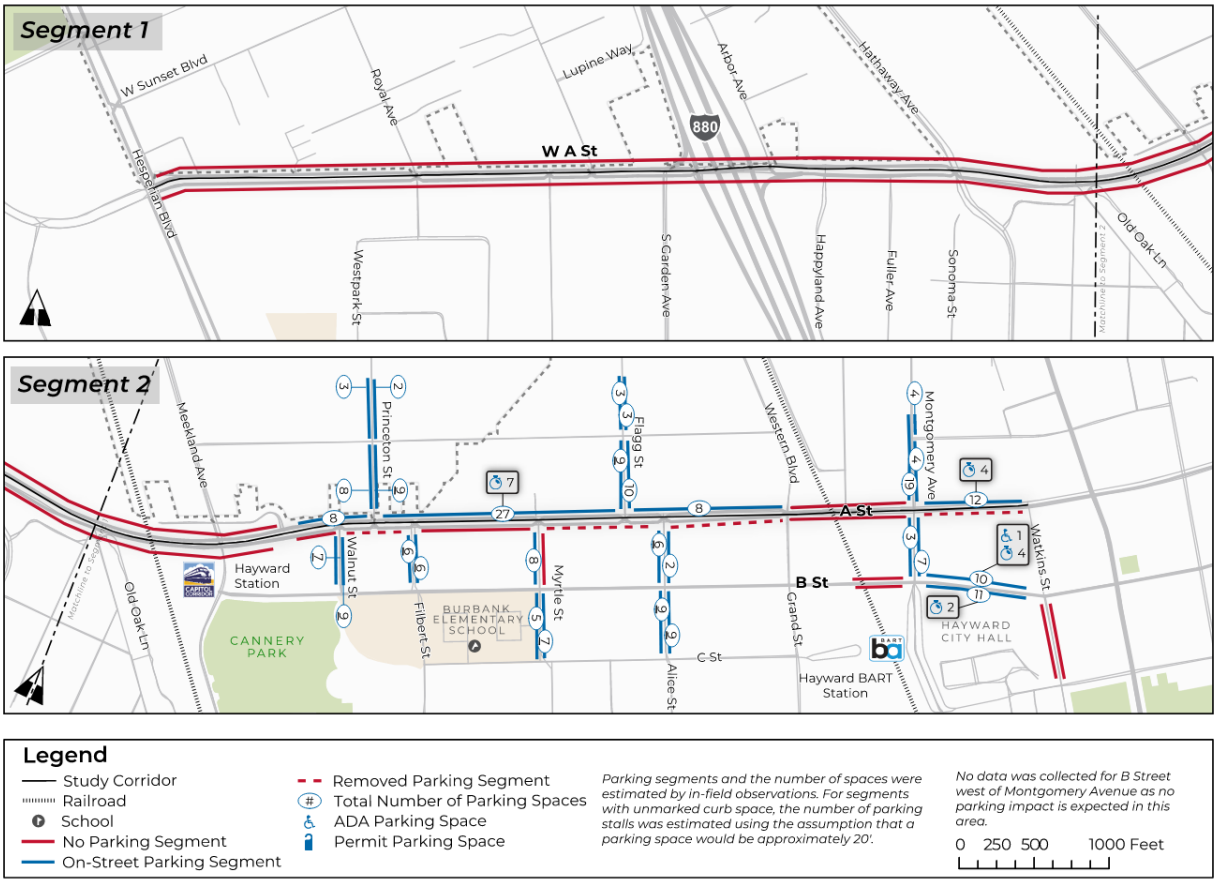
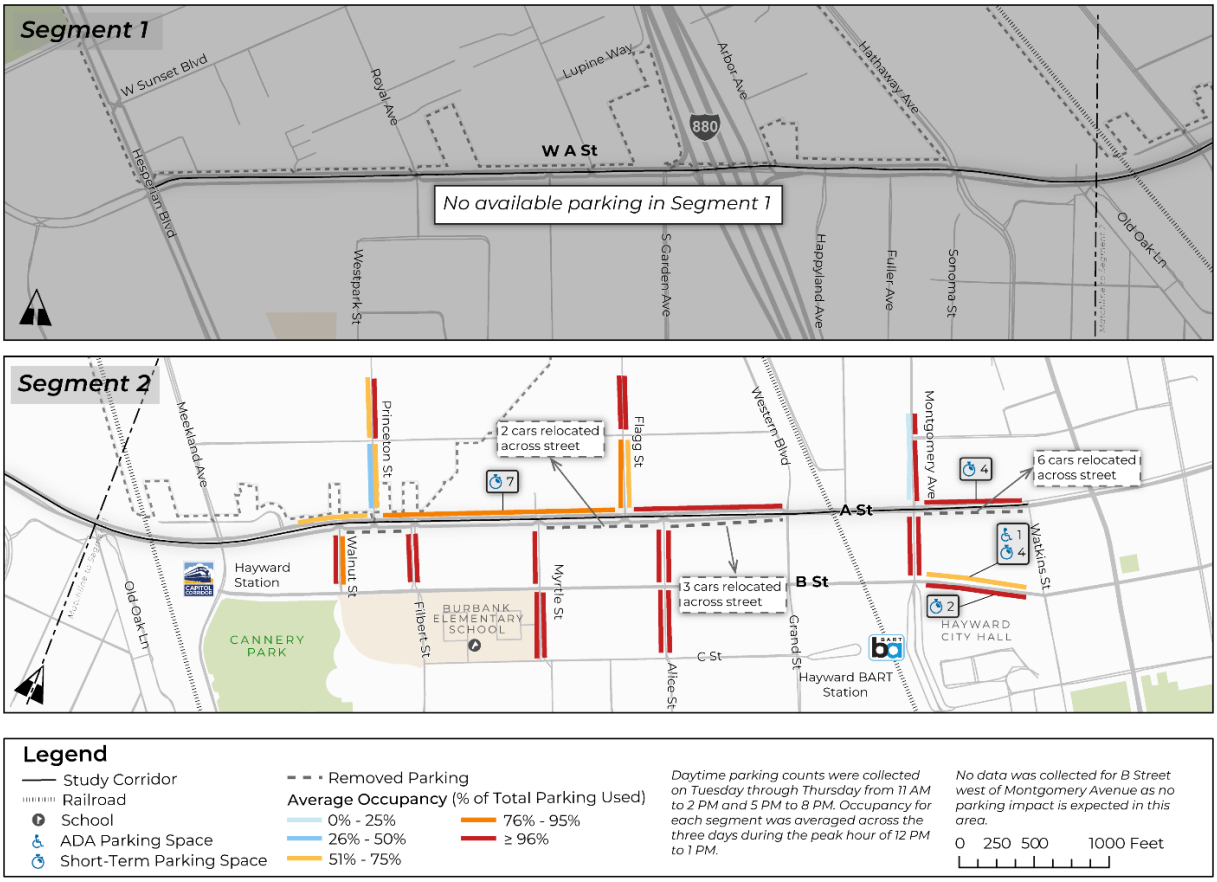


Figure 3-22: A Street Reimagined Corridor Alternative – Weekday Daytime Peak Parking Occupancy



3.3.2.1.4 A and B Street Parking Summary Tables

Table 4-6 summarizes the parking inventory of A Street and adjacent side streets within 500 feet of the study corridors for each alternative. The table also notes the quantity of parking spaces removed in each project alternative, as well as the estimated number of cars relocated to new parking spaces. Additionally, **Table 4-7** summarizes the weekday daytime peak parking occupancy of A Street for each project alternative. This does not assume concurrent parking removal on B Street. This occupancy notes the conditions after parking is removed and any cars have been relocated to side streets where available. Both tables identify where parked cars would have no nearby available side street location to park.

Table 4-6: Parking Inventory and Impacts by A Street Alternative

	Weekday Daytime Peak Parking Hour			
On-Street Parking Location	**Existing Parking Inventory**	**Existing Conditions/ Base Corridor Enhancements Alternative**	**Connected Corridor Alternative**	**Reimagined Corridor Alternative**
Parking Inventory	273	273	242	239
Number of Spaces Removed	-	0	31	34
Number of Existing Parked Cars Impacted	-	0	10	11

Table 4-7: Weekday Daytime Peak Parking Occupancy by A Street Alternative

	Weekday Daytime Peak Parking Occupancy			
On-Street Parking Location	**Existing Parking Inventory**	**Existing Conditions/ Base Corridor Enhancements Alternative**	**Connected Corridor Alternative**	**Reimagined Corridor Alternative**
A Street	89	72%	93%	96%
A Street and B Street Side Streets	188	75%	80%	81%
Total	273	74%	83%	85%

Given the proximity of A Street and B Street, the parking impacts of improvements on B Street are being considered in conjunction with the modifications to A Street. **Table 4-8** shows the combined parking inventory of A Street and B Street for alternatives where parking removal occurs on B Street, and **Table 4-9** summarizes the weekday daytime peak parking occupancy of these alternatives.

Table 4-8: Combined Parking Inventory by A Street and B Street Alternative

	Weekday Daytime Peak Parking Occupancy			
On-Street Parking Location	**Existing Parking Inventory**	**Existing Conditions/ Base Corridor Enhancements Alternative**	**Connected Corridor Alternative**	**Reimagined Corridor Alternative**
Parking Inventory	294	294	252	260
Number of Spaces Removed	-	0	42	34
Number of Existing Parked Cars Impacted	-	0	21*	32

*Up to 11 diverted vehicles would not have a nearby available parking space to relocate to.

Table 4-9: Combined Weekday Daytime Peak Parking Occupancy by A Street and B Street Alternative

	Weekday Daytime Peak Parking Occupancy			
On-Street Parking Location	**Existing Parking Inventory**	**Existing Conditions/ Base Corridor Enhancements Alternative**	**Connected Corridor Alternative (A and B St Parking Removal)**	**Reimagined Corridor Alternative (A Street Parking Removal Only)**
A Street	89	72%	93%*	96%
B Street	21	100%	100%	100%
A Street and B Street Side Streets	184	75%	80%*	81%
Total	294	76%	85%*	86%

*Up to 11 diverted vehicles would not have a nearby and available parking space to relocate to.

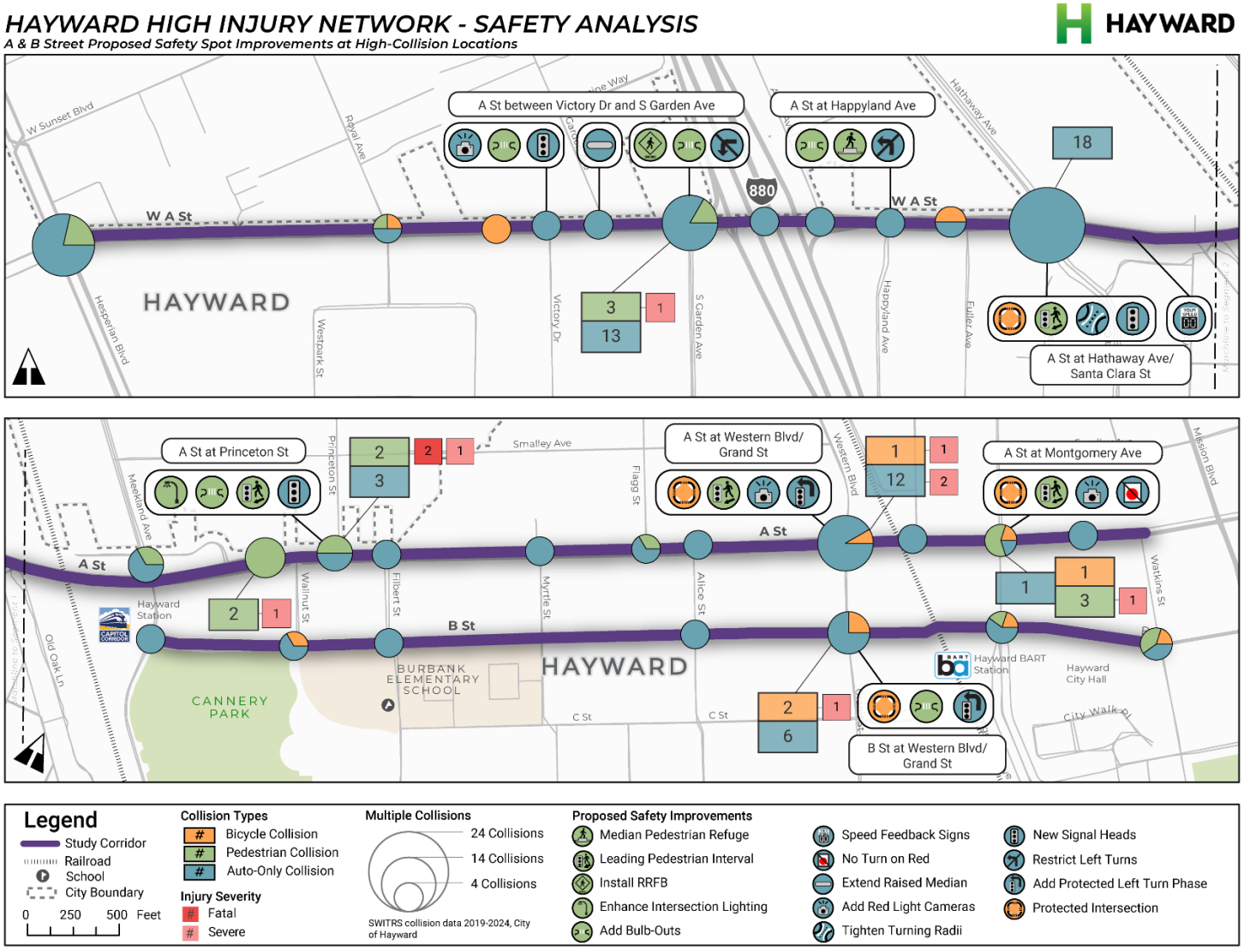
3.3.3 Safety Analysis

3.3.3.1.1 A Street

A safety analysis was conducted for project alternatives and spot improvements on A Street. Each of the proposed intersection spot improvements were mapped over the previously created collision graphic to visualize where safety improvements are in relation to the historically high collision areas. This safety analysis graphic represents safety improvements proposed at the highest collision locations between A and B Street. This visualization is shown in **Figure 3-23**. As shown in the figure, spot safety improvements are proposed at nearly all locations with a history of multiple bicycle and pedestrian-involved collisions, in addition to the corridor-wide safety improvements.

Additionally, an analysis of each of the spot improvements proposed on A Street was conducted using the California Local Road Safety Manual (LRSM). For each intersection, improvements are identified and their corresponding crash reduction factors (CRFs) are included where applicable to the LRSM. These additional safety sheets are included in **Appendix H**.

Figure 3-23: A and B Street Proposed Safety Spot Improvements at High-Collision Locations



For the analysis of the project alternatives, a description of the safety improvements, benefits, and challenges for each alternative is provided for each of the two segments of A Street in **Table 3-10** and **Table 3-11**.

Table 3-10: A Street Project Alternative Safety Analysis (Hesperian Boulevard to Meekland Avenue)

Alt.	Description	Benefits	Challenges
Base Corridor Enhancements Alternative	• Existing roadway configuration with spot improvements only, such as curb bulb-outs, protected traffic signal phasing, and RRFBs.	• Quicker implementation • Improved intersection safety for vehicles, pedestrians, and people biking	• No protection or separation for people biking and bike lanes remain fairly narrow (~5 feet) • Minimal effect on vehicle speeds
Connected Corridor Alternative	• Narrow travel lanes • Includes same intersection spot improvements noted in the Base Corridor Enhancements Alternative • Upgrade bike lanes to Class IV protected bike lanes. Bike lane protection can either be plastic flex post for lower costs, or raised concrete islands for increased safety	• Quicker implementation • Improved intersection safety for vehicles, pedestrians, and people biking • Separates people biking from vehicle traffic horizontally and vertically • Increases separation between pedestrians and vehicle traffic • Narrows travel lanes for increased traffic calming • Installing a separated bike lane has a crash reduction of 45% for bicycle and pedestrian crashes	• Bicycle facilities remain fairly narrow (~5 feet) and maintain conflict points at intersections

Alt.	Description	Benefits	Challenges
Reimagined Corridor (Sidewalk-Level Protected Bike Lanes)	• Road diet removes one travel lane in each direction • Includes same intersection spot improvements as the Base Corridor Enhancements Alternative as well as allows for protected intersections • Upgrade bike lanes to Class IV sidewalk level protected bike lanes	• Improved intersection safety for vehicles, pedestrians, and people biking • Separates people biking from vehicle traffic horizontally and vertically • Further increases separation between pedestrians and vehicle traffic with planting strip • Reducing curb to curb roadway width has inherent traffic calming effect on vehicle speeds • Protected intersection improvements allow for reduced conflict points for people biking and vehicle traffic • Installing a separated bike lane has a crash reduction of 45% for bicycle and pedestrian crashes • Implementing a road diet and adding a TWLTL has a crash reduction of 35% for all crashes	• Longer term to implementation

Alt.	Description	Benefits	Challenges
Reimagined Corridor (Class I Shared Use Paths)	• Road diet removes one travel lane in each direction • Includes same intersection spot improvements as the Base Corridor Enhancements Alternative as well as allows for protected intersections • Upgrade bike lanes to Class I shared-use paths in both directions	• Improved intersection safety for vehicles, pedestrians, and people biking • Separates people biking and pedestrians from vehicle traffic with planting strip • Further increases separation between pedestrians and vehicle traffic • Reducing curb to curb roadway width has inherent traffic calming effect on vehicle speeds • Protected intersection improvements allow for reduced conflict points for people biking and vehicle traffic • Provides two-way bicycle paths on both sides, increasing connectivity • Installing a separated bike lane has a crash reduction of 45% for bicycle and pedestrian crashes • Implementing a road diet and adding a TWLTL has a crash reduction of 35% for all crashes	• Longer term to implementation • Increased conflict between pedestrians and people biking

Table 3-11: A Street Project Alternative Safety Analysis (Meekland Avenue to Watkins Street)

Alt.	Description	Benefits	Challenges
Base Corridor Enhancements Alternative	• Existing roadway configuration with spot improvements only, such as curb bulb-outs, protected traffic signal phasing, and RRFBs.	• Quicker implementation • Improved intersection safety for vehicles, pedestrians, and people biking	• Gap in bicycle lanes remains east of Montgomery Avenue • No protection or separation for people biking • Conflict remains between parking vehicles and people biking • Minimal effect on vehicle speeds
Connected Corridor Alternative	• Narrow travel lanes • Includes same intersection spot improvements noted in Base Corridor Enhancements Alternative • Upgrade bike lane on the south side of the street to Class IV parking protected bike lane. Bike lane protection can either be plastic flex post for lower costs, or raised concrete islands for increased safety/ • Upgrade the bike lane on the north side of the street to Class IIB buffered bike lane	• Improved intersection safety for vehicles, pedestrians, and people biking • Quicker implementation • Continuous bike facility on A Street • Separates people biking from vehicle traffic • Increases separation between pedestrians and vehicle traffic • Bike lanes are relatively spacious (~6.5 feet) • Parking protected bike lane reduces conflicts between people biking and vehicles • Narrows travel lanes for increased traffic calming • Maintains current travel lane configuration • Installing a separated bike lane has a crash reduction of 45% for bicycle and pedestrian crashes	• Bicycle facilities maintain conflict points at intersections • Conflict between car parking and people biking remains on the north side of the street • No protection for bike lane on the north side of the street

Alt.	Description	Benefits	Challenges
Reimagined Corridor (Sidewalk-Level Protected Bike Lanes)	• Parking lane removal on the south side of the corridor • Includes same intersection spot improvements as Base Corridor Enhancements Alternative as well as allows additional separation between people biking and vehicles at intersections • Upgrade bike lane on the south side of the street to sidewalk level Class IV separated bike lane • Separated bike lane includes planting strip between people biking and vehicle traffic • Upgrade bike lane on the north side of the street to Class IIB buffered bike lane	• Improved intersection safety for vehicles, pedestrians, and people biking • Separates people biking from vehicle traffic horizontally and vertically on the south side of the street • Further increases separation between pedestrians and vehicle traffic • Landscape protection in between non-motorized and vehicle traffic • Continuous bike facility on A Street • Reducing curb to curb roadway width has inherent traffic calming effect on vehicle speeds • Reduced conflict between people biking and vehicles at intersections • Installing a separated bike lane has a crash reduction of 45% for bicycle and pedestrian crashes • Implementing a road diet and adding a TWLTL has a crash reduction of 35% for all crashes	• Conflict between car parking and people biking remains on the north side of the street • No protection for bike lane on the north side of the street • Longer term implementation

Alt.	Description	Benefits	Challenges
Reimagined Corridor (Class I Shared Use Paths)	• Parking lane removal on the south side of the corridor • Includes same intersection spot improvements as Base Corridor Enhancements Alternative as well as allows additional separation between people biking and vehicles at intersections • Upgrade bike lanes to Class I shared-use paths in both directions	• Improved intersection safety for vehicles, pedestrians, and people biking • Separates people biking and pedestrians from vehicle traffic horizontally and vertically with planting strip • Protection for bike lanes on both sides of the street • Continuous bike facility on A Street • No conflict between parking vehicles and people biking • Reducing curb to curb roadway width has inherent traffic calming effect on vehicle speeds • Reduced conflict points for people biking and vehicle traffic at intersections • Provides two-way bicycle paths on both sides, increasing connectivity • Installing a separated bike lane has a crash reduction of 45% for bicycle and pedestrian crashes	• Longer term implementation • Increased conflict between pedestrians and people biking

3.3.3.1.2 B Street

The B Street project alternative safety analysis is provided in **Table 3-12** and **Table 3-13**. An additional analysis with crash reduction factors for spot improvements on B Street is included in **Appendix H**.

Table 3-12: B Street Project Alternative Safety Analysis (Martin Luther King Drive to Montgomery Avenue)

Alt.	Description	Benefits	Challenges
Base Corridor Enhancements Alternative	• Existing roadway configuration with spot improvements only, such as traffic circles, speed humps, and curb bulb outs	• Quicker implementation • Improved intersection safety for vehicles, pedestrians, and people biking	• No protection or separation for people biking • Conflict remains between parking vehicles and people biking
Connected Corridor Alternative	• Narrow travel lanes • Includes same intersection spot improvements noted in Base Corridor Enhancements Alternative as well as includes the option to assess the feasibility of diverters • Upgrade bike lanes to Class IIB buffered bike lanes	• Quicker implementation • Improved intersection safety for vehicles, pedestrians, and people biking • Increases separation between non-motorized and vehicle traffic • Narrows travel lanes for increased traffic calming	• No protection for people biking • Bike lane width narrows with the addition of buffer space (~5 feet) • Conflict remains between parking vehicles and people biking

Alt.	Description	Benefits	Challenges
Reimagined Corridor Alternative	• Narrow travel lanes • Includes same intersection spot improvements noted in Base Corridor Enhancements Alternative as well as includes the option to assess the feasibility of diverters • Upgrade bike lanes to a two-way, sidewalk level Class IV cycle track on the south side of the street • Separates the cycle track from vehicles with planting strip	• Improved intersection safety for vehicles, pedestrians, and people biking • Separates people biking from vehicle traffic horizontally and vertically • Further increases separation between pedestrians and vehicle traffic on the south side of the street • Landscape protection in between non-motorized and vehicle traffic • Removes conflict between people biking and parking vehicles • Reducing curb to curb roadway width has inherent traffic calming effect on vehicle speeds • Installing a separated bike lane has a crash reduction of 45% for bicycle and pedestrian crashes	• Narrow bike facilities (5' in either direction) • No bike connection on the north side of the street • Bikes must cross street to stay on facility at Myrtle Street • Longer term implementation

Table 3-13: B Street Project Alternative Safety Analysis (Montgomery Avenue to Watkins Street)

Alt.	Description	Benefits	Challenges
Base Corridor Enhancements Alternative	• Existing roadway configuration with spot improvements only, such as a pedestrian scramble and curb bulb outs	• Quicker implementation • Improved intersection safety for vehicles, pedestrians, and people biking	• No bicycle lanes present • Conflict remains between parking vehicles and people biking

Alt.	Description	Benefits	Challenges
Connected Corridor Alternative	• Removes parking lane on the south side of the street • Includes same intersection spot improvements noted in Base Corridor Enhancements Alternative • Add Class II bike lanes	• Quicker implementation • Improved intersection safety for vehicles, pedestrians, and people biking • Continuous bike facility connection on B Street • Increases separation between non-motorized and vehicle traffic • Narrows travel lanes for increased traffic calming	• No protection or buffered separation for bike lanes • Bike lane width is relatively narrow (~5 feet) • Conflict exists between parking vehicles and people biking on north side
Reimagined Corridor Alternative	• Removes second westbound travel lane • Includes same intersection spot improvements noted in Base Corridor Enhancements Alternative • Add Class IIB buffered bike lanes	• Quicker implementation • Improved intersection safety for vehicles, pedestrians, and people biking • Continuous bike facility connection on B Street • Increases separation between non-motorized and vehicle traffic • Narrows travel lanes for increased traffic calming	• No protection for people biking • Bike lane width is relatively narrow (~5 feet) • Conflict exists between parking vehicles and people biking

4 Tennyson Road

4.1 Existing Conditions

4.1.1 Speed Analysis

Tennyson Road has a posted speed limit of 35 miles per hour west of Ruus Road, and 25 miles per hour between Ruus Road and Mission Boulevard. Existing auto speeds are shown below in **Table 4-1.**

Table 4-1: Tennyson Road Speed Analysis Results

Location	Speed Limit	Average Speed	85th Percentile Speed	Top Speed	Percentage Speeding over 10 mph
Between Sleepy Hollow Avenue and Calaroga Avenue	35 mph	33 mph	40 mph	75-80 mph	4%
Between Tampa Avenue and Tyrell Avenue	35 mph	32 mph	38 mph	75-80 mph	2%
Between Whitman Street and Dixon Street	25 mph	41 mph	46 mph	75-80 mph	90%

For the two westernmost segments on Tennyson Road, the 85th percentile speeds were found to be within five miles per hour of the speed limit. However, for the eastern segment, despite the posted speed limit being lower, the average and 85th percentile speeds were substantially higher. The average speed was 16 miles per hour over the posted speed limit and 90% of all vehicles recorded during the study were found to be speeding by over 10 miles per hour. The highest speed recorded on Tennyson Road was between 75 and 80 miles per hour and was observed at each of the three study locations.

4.1.2 Traffic Analysis

Each of the 10 study intersections operate at the City's LOS standard of E or better during both the AM and PM peak hours. The signalized intersection with the highest existing delay is Tennyson Road and Calaroga Avenue which operates at a LOS E in the AM peak hour and a LOS D in the PM peak hour. Notably for the westbound left turning movement it is estimated that the 50th and 95th percentile queues exceed the storage capacity. The 50th percentile queue reflects the average queue length during the peak hour, and the 95th percentile queue represents a queue length that is only exceeded five percent of the time during the peak hour. Intersection level results are shown in **Table 4-2**. Synchro analysis sheets are included for Tennyson Road in **Appendix I**.

Table 4-2: Tennyson Road Existing Traffic LOS

SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Tennyson Rd and Hesperian Blvd	S	48.5	D	47.4	D
2	Tennyson Rd and Calaroga Ave	S	60.0	E	50.8	D
3	Tennyson Rd and Patrick Ave	S	37.3	D	25.8	C
4	Tennyson Rd and Tampa Ave	S	31.6	C	28.2	C
5	Tennyson Rd and Ruus Rd	S	27.5	C	28.0	C
6	Tennyson Rd and Baldwin St	SSSC	13.0	B	13.9	B
7	Tennyson Rd and Huntwood Ave	S	37.3	D	36.4	D
8	Tennyson Rd and Whitman St	S	37.5	D	28.9	C
9	Tennyson Rd and 12th St/Dixon St	S	29.2	C	34.7	C
10	Tennyson Rd and Mission Blvd	S	32.7	C	32.9	C

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; SSSC = Side Street Stop Controlled

4.1.3 Parking Analysis

On Tennyson Road, the weekday daytime peak hour was 6 PM to 7 PM, and the weekend daytime peak hour was 7 PM to 8 PM. The highest parking utilization recorded on Tennyson Road occurred during the weekday daytime peak hour with 30% of all available spaces occupied; however, when including side streets, the highest utilization recorded within the study area occurred during the weekday nighttime peak hour, with 63% of all corridor and side street parking utilized. Parking utilization of adjacent side streets was significantly higher than the parking utilization on Tennyson Road for all peak hours. **Table 4-3** summarizes the parking utilization on Tennyson Road and adjacent side streets for all peak hours.

Table 4-3: Tennyson Road Existing Parking Utilization

On-Street Parking Location	Parking Inventory	Weekday Daytime Peak Hour Parking Occupancy (6PM- 7PM)	Weekday Nighttime Peak Hour Parking Occupancy (2AM-3 AM)	Weekend Daytime Peak Hour Parking Occupancy (7PM-8PM)	Weekend Nighttime Peak Hour Parking Occupancy (2AM-3AM)
Tennyson Road	264	30%	28%	26%	23%
Tennyson Road Side Streets	611	68%	79%	71%	71%
Total	875	57%	63%	57%	56%

Figure 4-1 shows the existing parking inventory on Tennyson Road and side streets within 500 feet of the corridor. Tennyson Road has 264 total parking spaces, including ADA parking spaces, permitted parking spaces, and short-term parking spaces. No on-street parking is available on the corridor between Calaroga Avenue and Harvey Avenue except on the south side between Pompano Avenue and Tampa Avenue. The segments on the corridor with the greatest number of spaces are adjacent to Tennyson Park, Cesar Chavez Middle School, and the South Hayward BART Station. Parking figures for all time periods can be found for A and B Street in **Appendix J**.

Figure 4-1: Tennyson Road Existing Parking Inventory

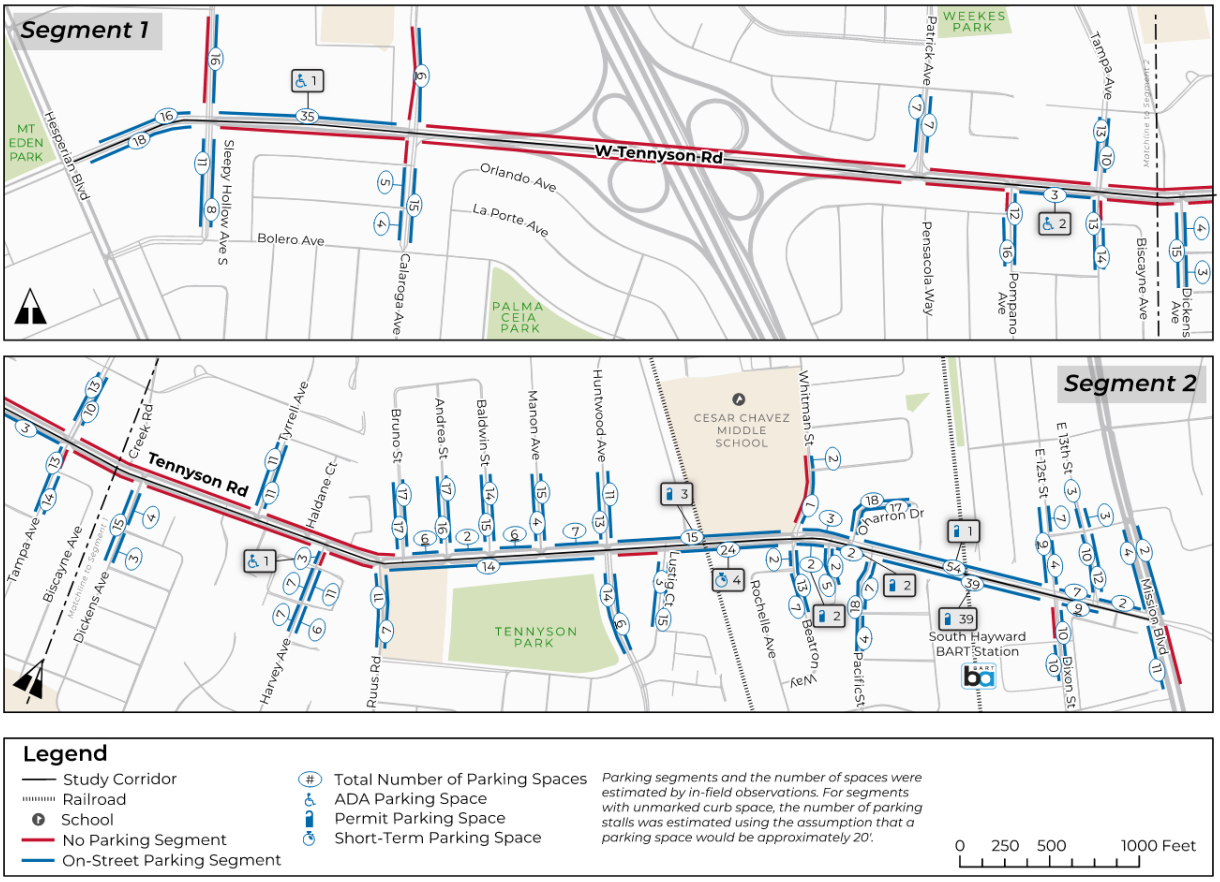
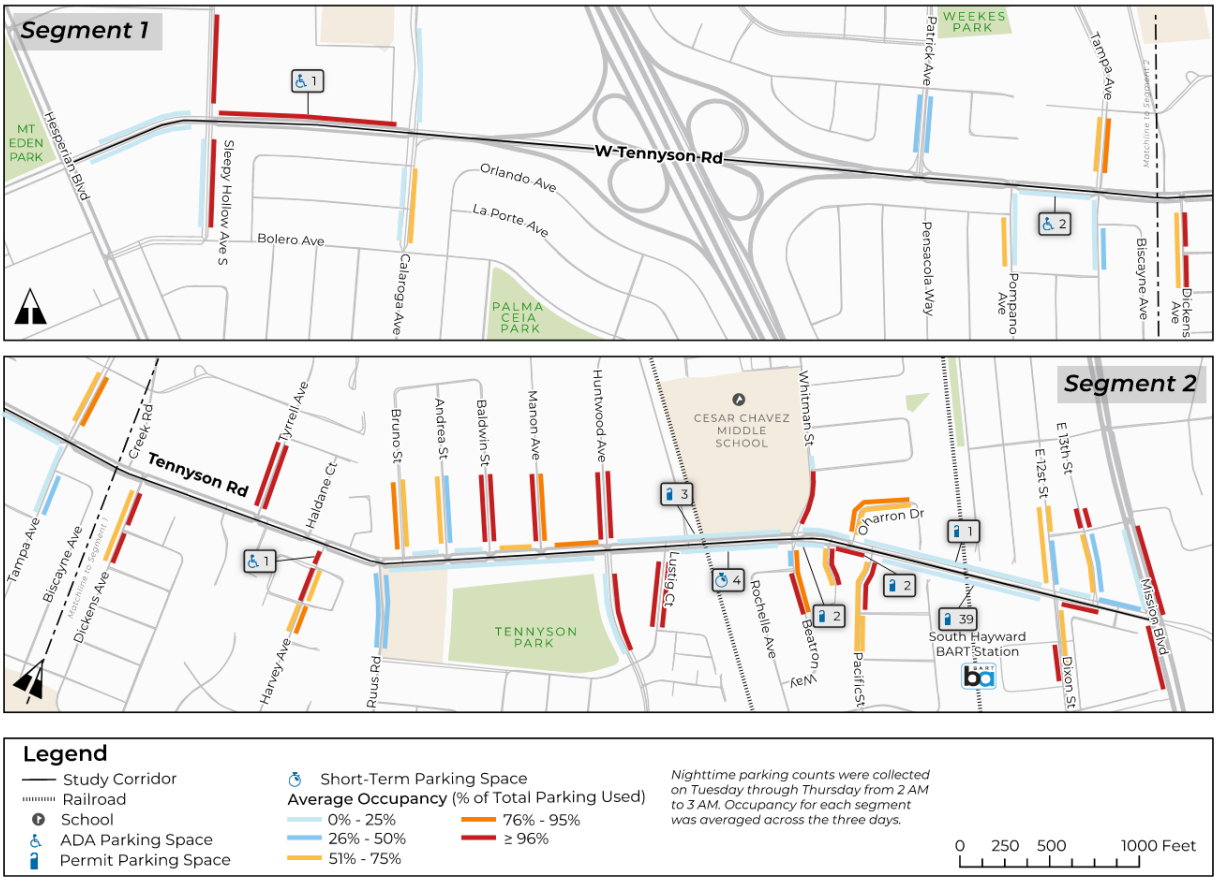


Figure 4-2 shows the existing weekday nighttime peak parking utilization along Tennyson Road and adjacent side streets, as that hour has the highest collective parking utilization inclusive of both Tennyson Road and adjacent side streets. Between Ruus Road and Mission Boulevard, most segments have occupancies of 50% or less. In general, parking utilization is higher on adjacent side streets, like between Ruus Road and Huntwood Avenue where most side street parking utilization exceeds 51%.

Figure 4-2: Tennyson Road Existing Weekday Nighttime Parking Occupancy



4.1.4 Signal Warrant Analysis

The intersection at Tennyson Road and Baldwin Street was identified as a high-priority, high injury network intersection in the City's 2023 LRSP. A traffic signal warrant was conducted to assess the feasibility of a traffic signal as a safety countermeasure for the intersection and uncontrolled pedestrian crossing.

Table 4-4 summarizes this signal warrant analysis. As shown in the table, no warrants were satisfied, meaning that a traffic signal is not justified for this location. Full signal warrant worksheets for Tennyson Road are included in **Appendix K**.

Table 4-4: Tennyson Road and Baldwin Street Traffic Signal Warrant Summary

Signal Warrant		Carmel Valley Road and Valley Greens Drive
Warrant #1 (8-hour Vehicular Volume)	Condition A	Not Satisfied
	Condition B	Not Satisfied
Warrant #2 (4-hour Vehicular Volume)		Not Satisfied
Warrant #3 (Peak Hour)		Not Satisfied

Warrant #4 (Pedestrian Volume)	Not Satisfied
Warrant #5 (School Crossing)	Not Satisfied
Warrant #6 (Coordinate Signal System)	Not Satisfied
Warrant #7 (Crash Experience)	Not Satisfied
Warrant #8 (Roadway Network)	Not Satisfied
Warrant #9 (Intersection Near a Grade Crossing)	Not Satisfied

4.2 Project Alternatives

Like A and B Street, project alternatives and safety countermeasures were identified for Tennyson Road based on the existing conditions analysis, public outreach, and the Road Safety Audits. Detailed concepts illustrating proposed cross sections and safety countermeasures for each of the Tennyson Road alternatives can be found in **Appendix L**.

Tennyson Road between Whitman Street and Dixon Street/E. 12th Street is also included in the East Bay Greenway Multimodal Project, which currently proposes a two-way cycle track on the south side of the street and a one-way protected bike lane on the north side of the street, consistent with the Reimagined Corridor Alternative.

4.2.1 Base Corridor Enhancements Alternative

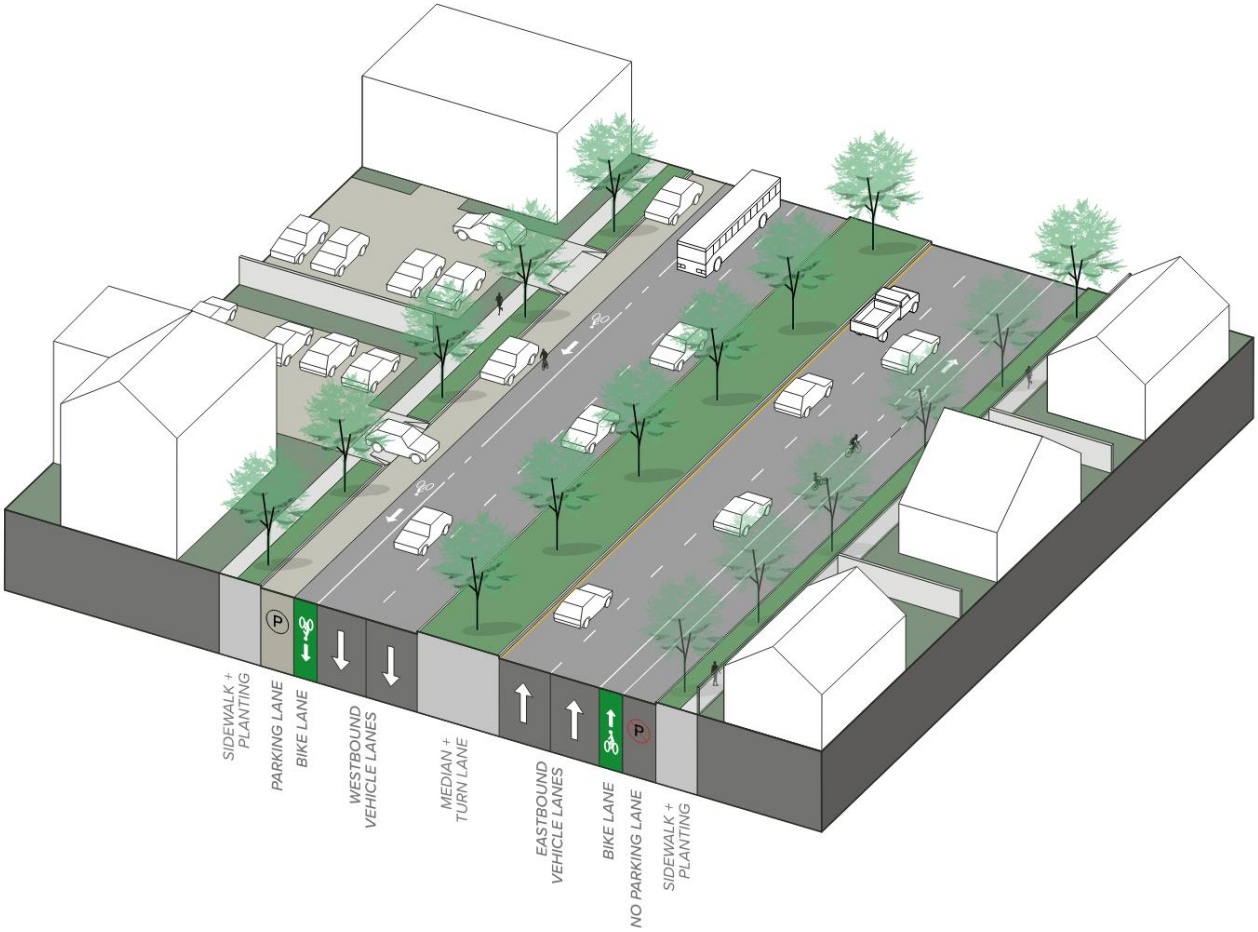
In this alternative, the existing roadway configuration would be maintained, with improvements consisting of spot improvements such as pedestrian bulb-outs, protected traffic signal phasing, and rectangular rapid flashing beacons (RRFBs). An overview of the spot improvements for Tennyson Road can be seen in **Figure 4-3**. Other corridor wide recommendations, such as pedestrian scale lighting, high-visibility crosswalks, and advance stop bars, are not included in these graphics.

Figure 4-3: Tennyson Road Spot Improvement Locations



Tennyson Road has two travel lanes, a Class II bike lane between Hesperian Boulevard and Calaroga Avenue and between Patrick Street and E 12th Street/Dixon Street, and a curb lane where parking may or may not be permitted in both directions, as shown in **Figure 4-4**.

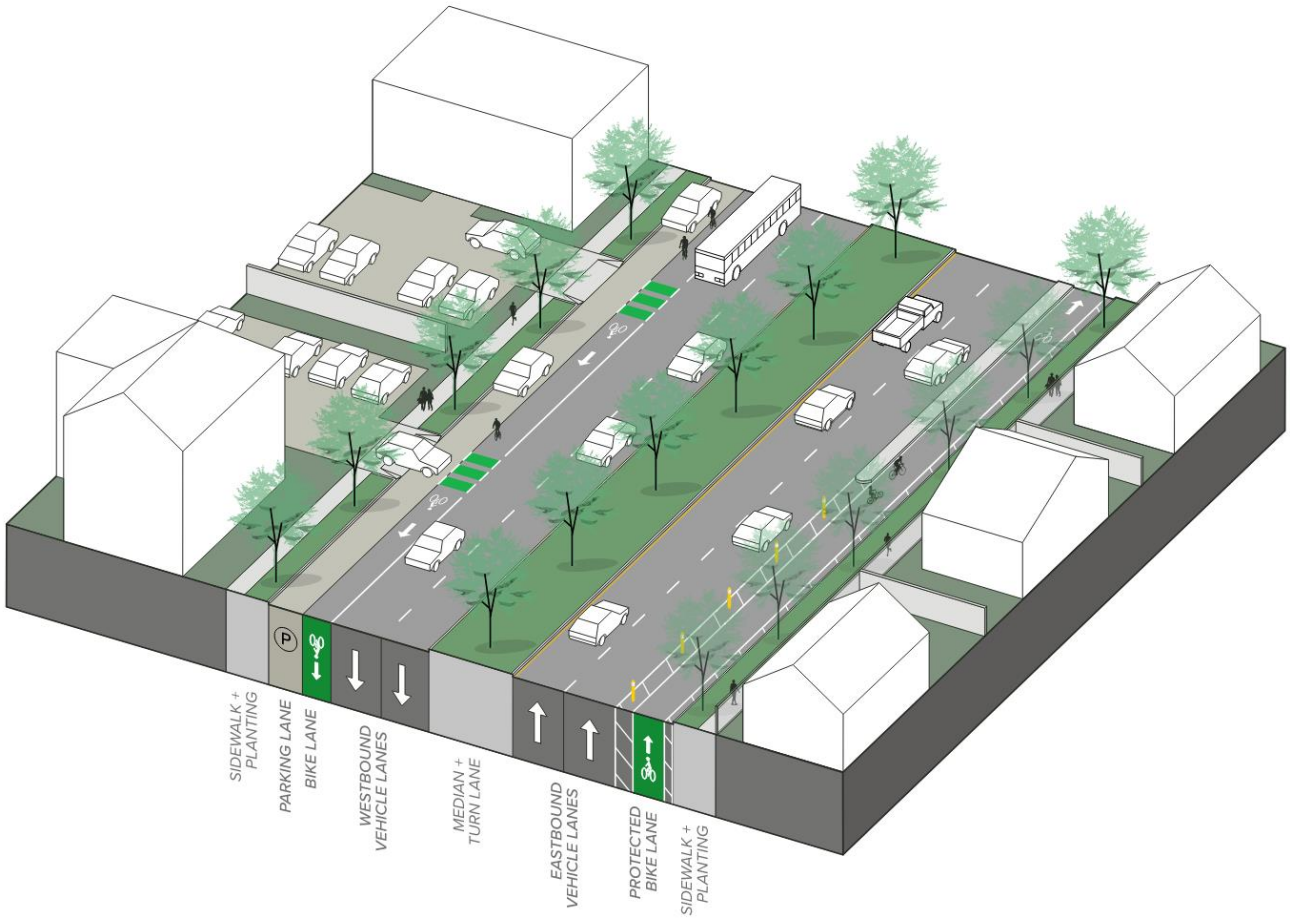
Figure 4-4: Tennyson Road Existing Conditions/Base Corridor Enhancements Alternative Cross-Section



4.2.2 Connected Corridor Alternative

This alternative, represented in **Figure 4-5**, would narrow travel lanes and include parking removal between Whitman Street and E 12th Street/Dixon Street to widen the Class II bike lane on the north side of the street, upgrade to a Class IV separated bike lane on the south side of the street west of Whitman Street, and upgrade to a two way Class IV cycle track between Whitman Street and E 12th Street/Dixon Street. Protection for the separated bike lane can consist of plastic flex posts, a raised concrete curb, or other vertical separation. Where no bike lanes exist, this alternative narrows lanes to add them. This alternative includes the intersection spot improvements noted in the Base Corridor Enhancements Alternative.

Figure 4-5: Tennyson Road Connected Corridor Alternative Cross-Section



4.2.3 Reimagined Corridor Alternative

In this alternative, on-street parking would be removed on both sides of the street between Hesperian Boulevard and Ruus Road and between E 12th Street and Mission Boulevard, and on the south side between Huntwood Avenue and E 12th Street. Travel lanes and medians are narrowed to upgrade Class II bike lanes to Class IV separated bike lanes west of Whitman Street, and a two-way Class IV cycle track between Whitman Street and E 12th Street/Dixon Street. An eastbound travel lane is also removed between E 12th Street and Mission Boulevard to provide improved bicycle facilities. In addition to the spot improvements noted in the Base Corridor Enhancements Alternative, this alternative includes the implementation of protected intersections. The Reimagined Corridor Alternative is shown in **Figure 4-6**.

Figure 4-6: Tennyson Road Reimagined Corridor Alternative Cross-Section



4.3 Analysis Findings

4.3.1 Traffic

One traffic model was built to reflect both the Base Corridor Enhancements and Connected Corridor Alternatives as the two alternatives have no operational or lane assignment differences. The Reimagined Corridor Alternative was modeled separately and includes protected intersection improvements and other capacity reductions.

Traffic analysis finds that all 10 study intersections operate at a LOS D or better with each alternative, an improvement from the existing conditions where Tennyson Road and Calaroga Avenue operates at a LOS E. Traffic analysis results for the AM peak hour are shown in **Figure 4-7** and for the PM peak hour in **Figure 4-8**.

Figure 4-7: Tennyson Road Project Alternative Traffic Analysis Results (AM Peak Hour)

SUMMARY OF INTERSECTION OPERATION
PROJECT ALTERNATIVES (AM)

Int. #	Intersection	Traffic Control	Base Corridor Enhancements		Connected Corridor		Reimagined Corridor	
			Delay	LOS	Delay	LOS	Delay	LOS
1	Tennyson Rd and Hesperian Blvd	S	48.5	D	48.7	D	48.7	D
2	Tennyson Rd and Calaroga Ave	S	60.0	E	47.9	D	50.8	D
3	Tennyson Rd and Patrick Ave	S	37.3	D	37.3	D	54.7	D
4	Tennyson Rd and Tampa Ave	S	31.6	C	31.6	C	31.7	C
5	Tennyson Rd and Ruus Rd	S	27.5	C	28.2	C	28.5	C
6	Tennyson Rd and Baldwin St	SSSC	13.0	B	9.6	A	9.6	A
7	Tennyson Rd and Huntwood Ave	S	37.3	D	49.5	D	47.2	D
8	Tennyson Rd and Whitman St	S	37.5	D	38.4	D	46.1	D
9	Tennyson Rd and 12th St/Dixon St	S	29.2	C	31.5	C	31.1	C
10	Tennyson Rd and Mission Blvd	S	32.7	C	40.2	D	41.6	D

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service

- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; SSSC = Side Street Stop Controlled

Figure 4-8: Tennyson Road Project Alternative Traffic Analysis Results (PM Peak Hour)

SUMMARY OF INTERSECTION OPERATION
PROJECT ALTERNATIVES (PM)

Int. #	Intersection	Traffic Control	Base Corridor Enhancements		Connected Corridor		Reimagined Corridor	
			Delay	LOS	Delay	LOS	Delay	LOS
1	Tennyson Rd and Hesperian Blvd	S	47.4	D	47.7	D	47.7	D
2	Tennyson Rd and Calaroga Ave	S	50.8	D	46.6	D	47.7	D
3	Tennyson Rd and Patrick Ave	S	25.8	C	25.8	C	31.8	C
4	Tennyson Rd and Tampa Ave	S	28.2	C	28.2	C	28.4	C
5	Tennyson Rd and Ruus Rd	S	28.0	C	30.2	C	32.3	C
6	Tennyson Rd and Baldwin St	SSSC	13.9	B	10.0	A	10.0	A
7	Tennyson Rd and Huntwood Ave	S	36.4	D	44.7	D	45.1	D
8	Tennyson Rd and Whitman St	S	28.9	C	27.9	C	38.8	D
9	Tennyson Rd and 12th St/Dixon St	S	34.7	C	32.8	C	32.7	C
10	Tennyson Rd and Mission Blvd	S	32.9	C	38.7	D	39.8	D

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; SSSC = Side Street Stop Controlled

In each of the three alternatives, delay marginally increases at most signalized intersections due to the inclusion of intersection spot improvements. Tennyson Road and Calaroga Avenue would see decreased delay and improved LOS due to signal phasing changes. Each Build alternative proposes to change the existing northbound through-right lane into a through only movement with a right-turn overlap phase. In addition to providing significant safety benefits by eliminating the dual right-turn threat to pedestrians and people biking, this is a more efficient intersection operation. This change does require restricting westbound U-turns.

The LOS at Tennyson and Baldwin Street improves from B to A in both project alternatives due to the restriction of the left turn movements from Baldwin Street.

4.3.2 Parking

A parking diversion analysis was performed for each alternative where parking removal is proposed. While this analysis focuses on parking removal to facilitate corridor-wide alternatives, additional parking removal is likely needed to implement the spot improvements and comply with current laws and safety best practices, such as Assembly Bill 413, which requires daylighting in front of crosswalks. Parking change quantities will be refined after conceptual design.

4.3.2.1.1 Base Corridor Enhancements Alternative

Parking impact would be limited to spot locations for daylighting, bus stop modifications, and other safety improvements. No larger-scale parking modifications are anticipated.

4.3.2.1.2 Connected Corridor Alternative

Parking removal is proposed on the south side of Tennyson Road between Whitman Street and E 12th Street/Dixon Street. A total of 43 parking spaces would be removed. Within that segment the observed current demand of seven cars would need to be relocated to nearby parking spaces during the weekday peak nighttime period. In all peak hour periods, parking would be available on adjacent side streets. After parking removal, the weekday nighttime peak hour parking occupancy is 30% on Tennyson Road, and 80% on adjacent side streets. The parking inventory for this alternative is shown in **Figure 4-9**, and the weekday nighttime peak parking occupancy after parking relocation is shown in **Figure 4-10**. Additional parking impact is anticipated in other segments, not shown, for basic safety improvements such as daylighting and bus stop modifications.

Figure 4-9: Tennyson Road Connected Corridor Alternative Parking Inventory

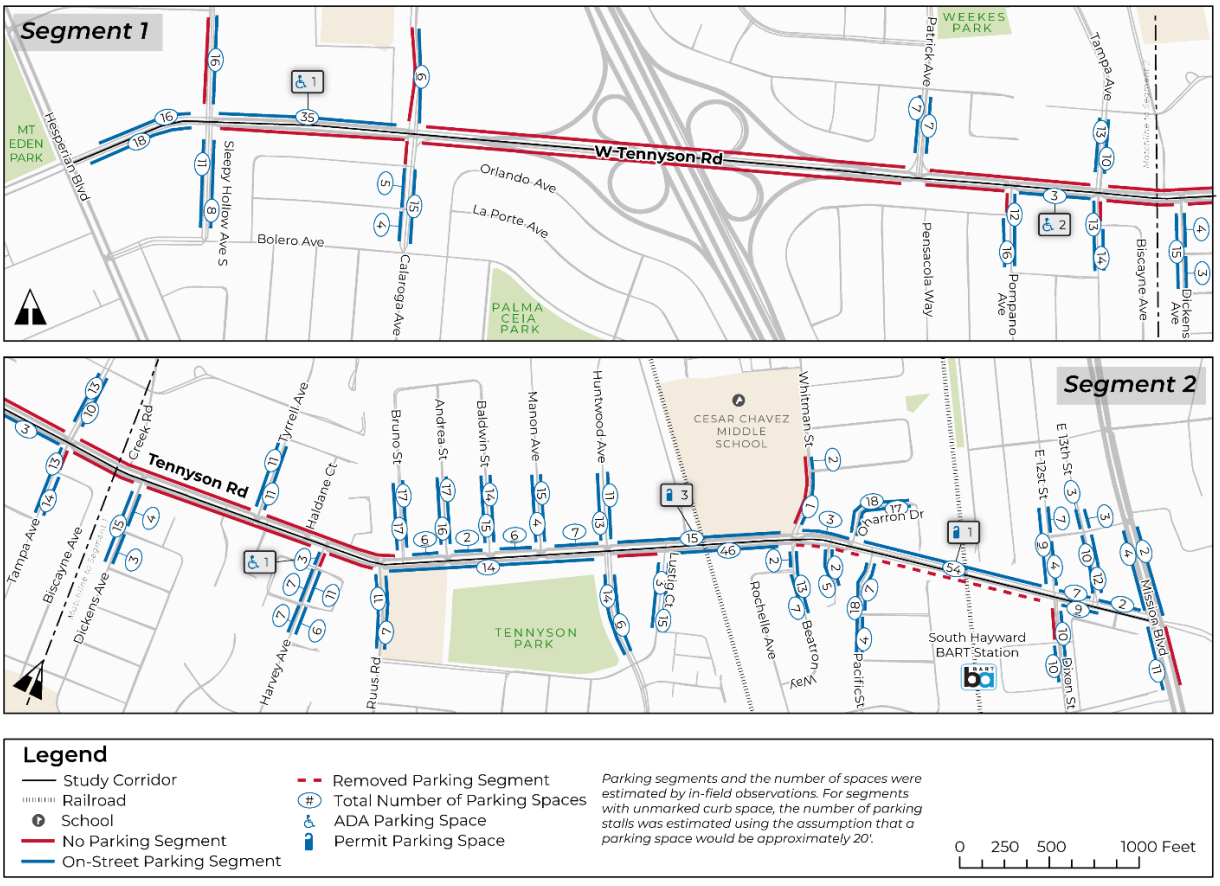
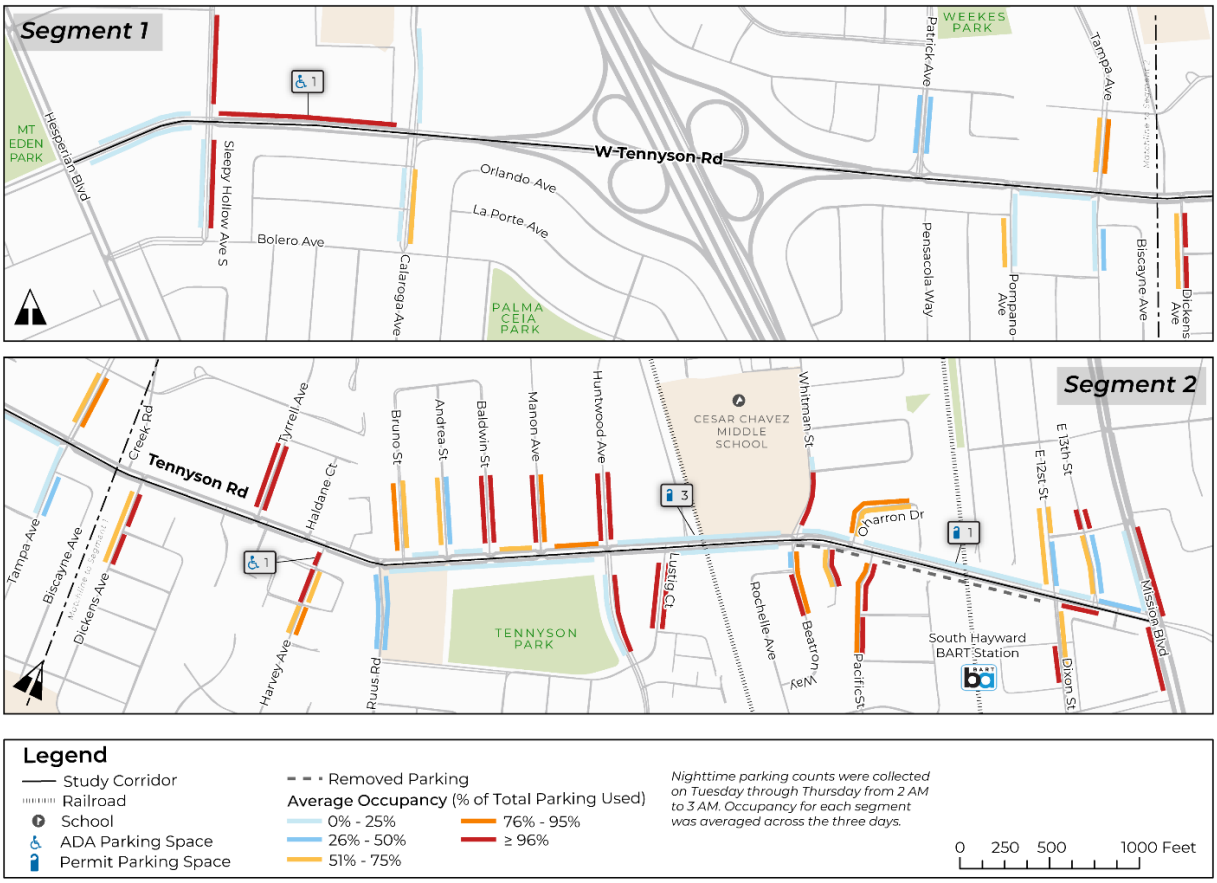


Figure 4-10: Tennyson Road Connected Corridor Alternative Weekday Nighttime Peak Parking Occupancy



4.3.2.1.3 Reimagined Corridor Alternative

This alternative would remove parking on Tennyson Road from Hesperian Boulevard to Ruus Road, on the south side of Tennyson Road between Whitman Street and E 12th Street/Dixon Street, and on both sides of Tennyson Road between E 12th Street/Dixon Street and Mission Boulevard, totaling 158 parking spaces. Within those areas, an average of 52 cars would need to be relocated to other parking spaces. Due to nearby street parking being at capacity, it is expected that eight of the 52 relocated cars could not be relocated to a nearby available parking space. An additional 27 relocated cars would need to park across the corridor from their existing parking space. Discounting the eight vehicles that are without nearby and available parking, the occupancy during the weekday nighttime peak hour would be 21% on Tennyson Road and 86% on adjacent side streets. In this alternative, the parking occupancy on Tennyson Road would decrease because many of the cars currently parked along Tennyson Road would instead find parking on nearby side streets. This is seen in the 7% increase in occupancy of nearby side streets between existing and the Reimagined Corridor Alternative. **Figure 4-11** shows the parking inventory for this alternative, and **Figure 4-12** shows the weekday nighttime peak parking occupancy after relocation. Additional parking impact is anticipated in other segments, not shown, for daylighting, bus stop modifications, and other safety improvements.

Figure 4-11: Tennyson Road Reimagined Corridor Alternative Parking Inventory

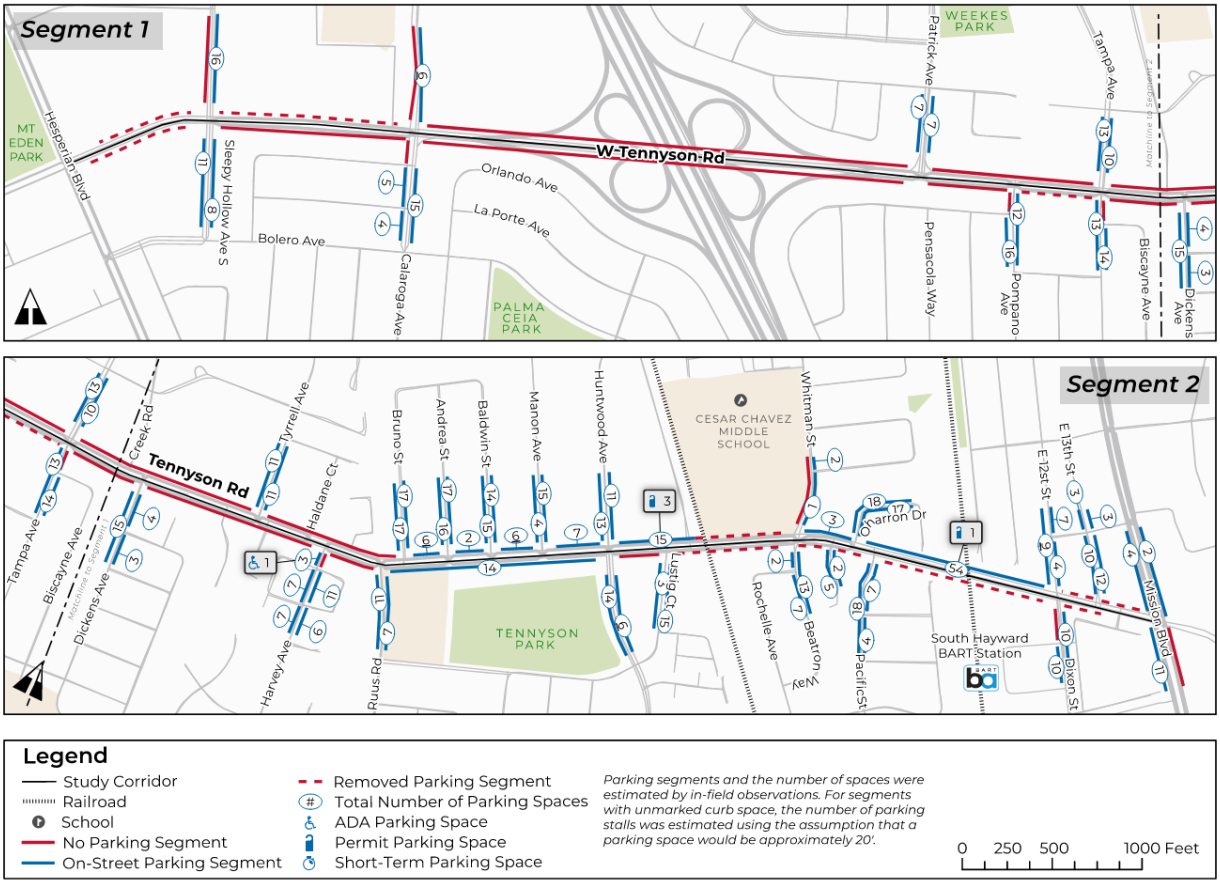
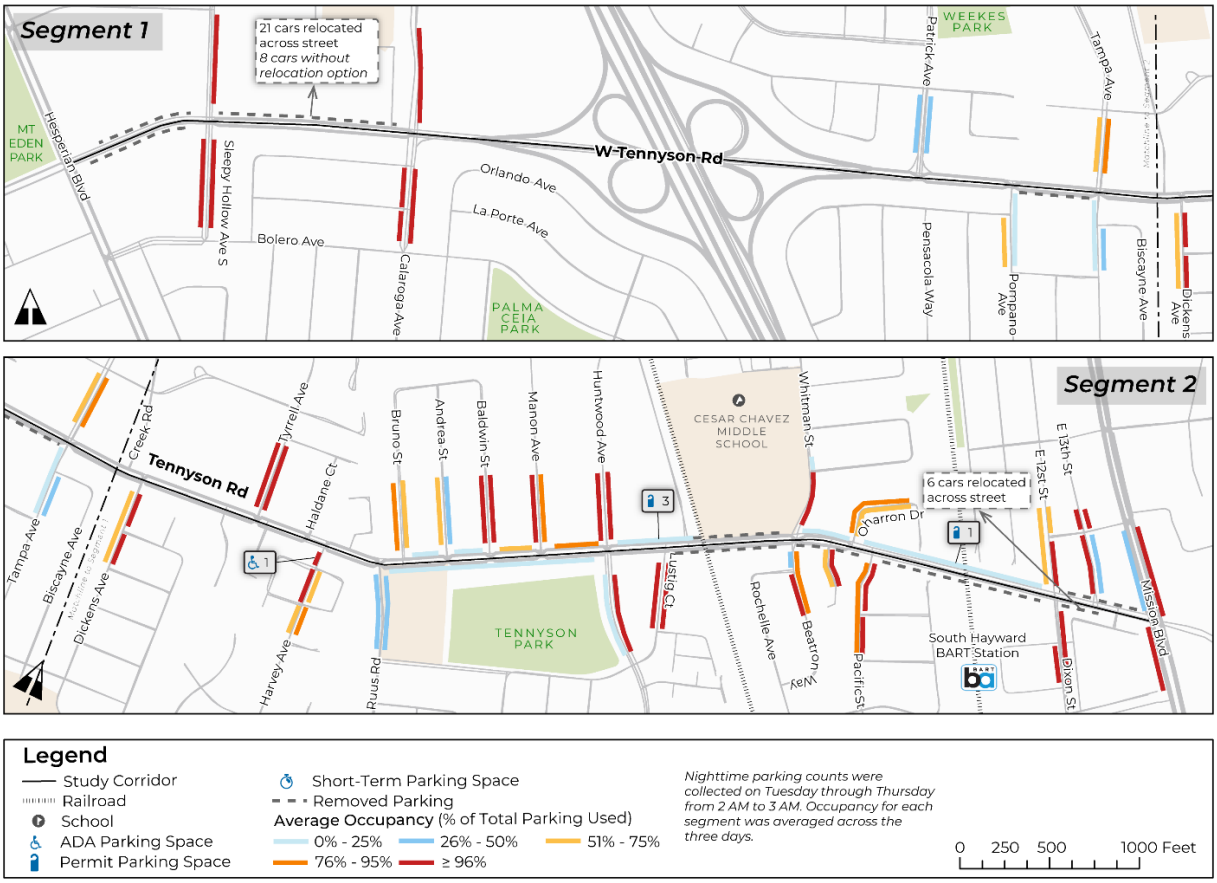


Figure 4-12: Tennyson Road Reimagined Corridor Alternative Weekday Nighttime Peak Parking Occupancy



4.3.2.1.4 Tennyson Road Parking Summary Tables

Table 4-5 notes the quantity of parking spaces removed in each project alternative and the estimated number of cars needing to be relocated to new parking spaces. It identifies where parked cars would have no nearby available side street location to park**. Table 4-6** summarizes the weekday nighttime peak parking occupancy on Tennyson Road and adjacent side streets as a result of parking removal associated with the alternatives.

Table 4-5: Parking Inventory by Tennyson Road Alternative

	Weekday Nighttime Peak Parking Occupancy			
On-Street Parking Location	**Existing Parking Inventory**	**Existing Conditions/ Base Corridor Enhancements Alternative**	**Connected Corridor Alternative**	**Reimagined Corridor Alternative**
Parking Inventory	875	875	832	717
Number of Spaces Removed	-	0	43	158
Number of Existing Parked Cars Impacted	-	0	7	52*

*Up to 8 diverted vehicles did not have a nearby and available parking space to relocate to.

Table 4-6: Weekend Nighttime Peak Parking Occupancy by Tennyson Road Alternative

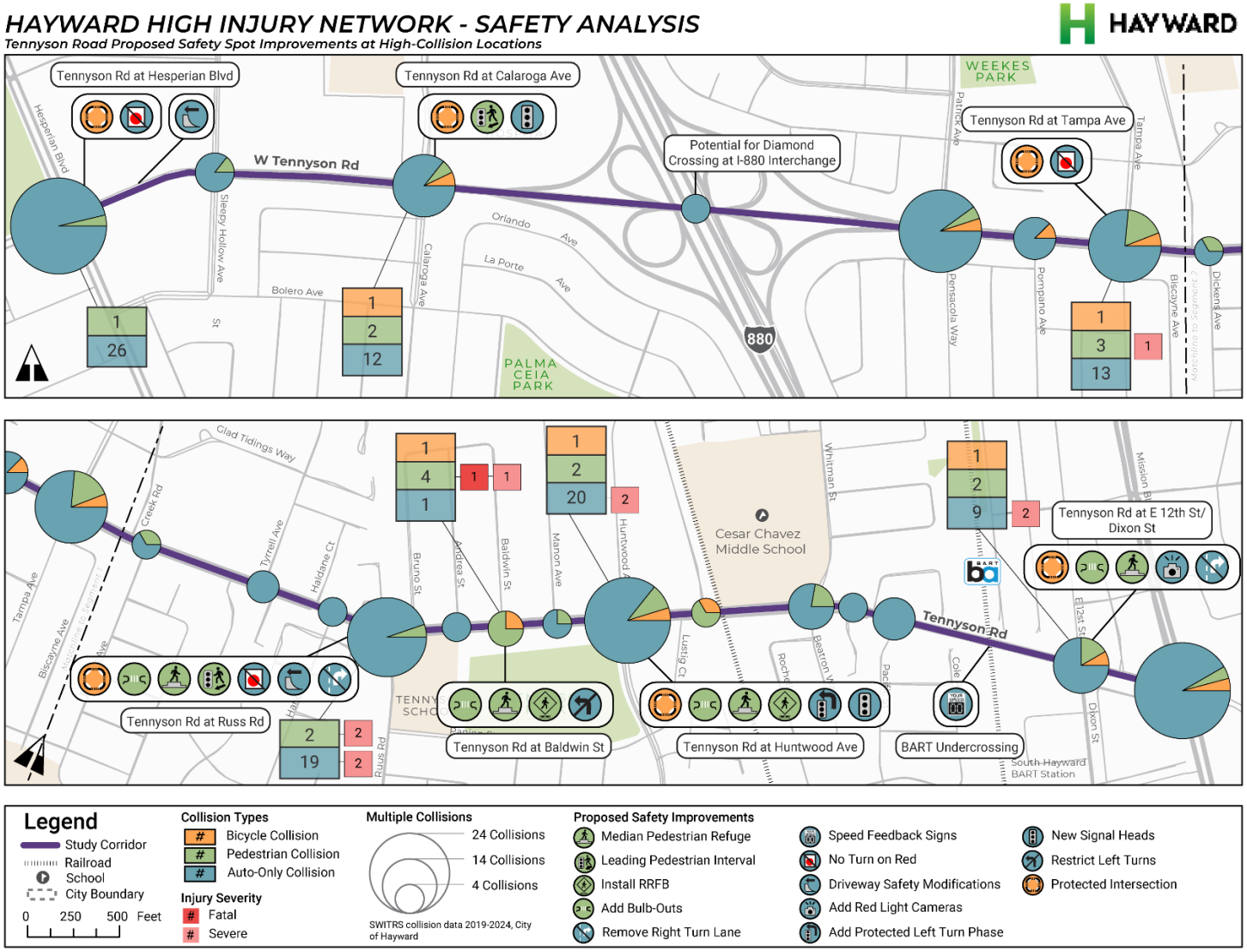
	Weekday Nighttime Peak Parking Occupancy			
On-Street Parking Location	**Existing Parking Inventory**	**Existing Conditions/ Base Corridor Enhancements Alternative**	**Connected Corridor Alternative**	**Reimagined Corridor Alternative**
Tennyson Road	264	28%	30%	21%*
Tennyson Road Side Streets	611	79%	80%	86%*
Total	875	63%	67%	76%*

*Up to 8 diverted vehicles did not have a nearby and available parking space to relocate to.

4.3.3 Safety Analysis

A safety analysis was conducted for each of the proposed project alternatives and spot improvements for Tennyson Road. Each of the intersection spot improvements proposed were mapped over the previously created collision graphic to visualize where safety improvements are being proposed in relation to the historically high collision areas. This safety analysis graphic represents safety improvements proposed at the highest collision locations on Tennyson Road. This visualization is shown in **Figure 4-13**. As shown in the figure, spot safety improvements are proposed at nearly all locations with a history of multiple bicycle and pedestrian-involved collisions, in addition to the corridor-wide safety improvements. Additionally, an analysis of each of the spot improvements using the California Local Road Safety Manual (LRSM) is included in **Appendix H** for Tennyson Road.

Figure 4-13: Tennyson Road Proposed Safety Spot Improvements at High-Collision Locations



For the analysis of the project alternatives, descriptions of the safety improvements, benefits, and challenges for each project alternative are provided in **Table 4-7**.

Table 4-7: Tennyson Road Project Alternative Safety Analysis

Alt.	Description	Benefits	Challenges
Base Corridor Enhancements Alternative	• Existing roadway configuration with spot improvements only, such as curb bulb-outs, protected traffic signal phasing, and RRFBs.	• Quicker implementation • Intersection safety improvements for vehicles, pedestrians, and people biking	• Gap in bike lanes on corridor still exists • Minimal impacts to reduce vehicle speeds or separate bicycles and autos
Connected Corridor Alternative	• Narrow travel lanes • Upgrades existing Class II bike lanes to Class IV separated bike lanes or Class IV two-way cycle tracks on the south side of the street • Bike lane protection can either be plastic flex post for lower costs, or raised concrete islands for increased safety • Widens existing bike lane on the north side of the street • Adds Class II bike lanes where no bike lane facilities exist • Includes same intersection spot improvements noted in the Base Corridor Enhancements Alternative	• Quicker implementation • Continuous bike facility on Tennyson Road • Separates people biking from vehicle traffic horizontally and vertically from vehicle traffic where possible • Increases separation between pedestrians and vehicle traffic • Narrows travel lanes for increased traffic calming • Installing a separated bike lane (south side) has a crash reduction of 45% for bicycle and pedestrian crashes	• Bicycle facilities remain fairly narrow and maintains conflict points at intersections

Reimagined Corridor Alternative	• Removes parking lanes on both sides of the street between Hesperian Boulevard and Ruus Road and E 12th Street and Mission Boulevard, and on the south side of the street between Huntwood Avenue and E 12th Street • Narrows center median • Upgrades bike lanes to Class IV separated cycle tracks • Separates people biking from vehicle traffic with landscape strips • Includes same intersection spot improvements noted in the Base Corridor Enhancements Alternative as well as allows for protected intersection improvements	• Separates people biking from vehicle traffic horizontally and vertically with concrete protection • Further increases separation between pedestrians and vehicle traffic • Continuous bike facility on Tennyson Road • Protected intersection improvements allow for reduced conflict points for people biking and vehicle traffic • Reducing curb to curb roadway width has inherent traffic calming effect on vehicle speeds • Installing a separated bike lane has a crash reduction of 45% for bicycle and pedestrian crashes	• Longer term implementation

File #: CONS 26-231

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Maintenance Services

SUBJECT

Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Assessments for Fiscal Year 2026; and Set June 16, 2026, as the Public Hearing Date for Such Actions for Consolidated Landscaping and Lighting District No. 96-1, Zones 1 through 18

RECOMMENDATION

That the City Council adopts a resolution of intention (Attachment II) to preliminarily approve the Engineer's report (Attachment III) and assessments for Landscaping and Lighting District No. 96-1 for FY 2026 and sets June 16th as the public hearing date.

SUMMARY

The Landscaping and Lighting Act of 1972 requires an annual review and update of the Engineer's Report to set annual assessment rates for each benefit zone. Assessment rate recommendations are made based on annual expenses, required cash flow, and capital replacement requirements. Recommended annual assessment rates cannot exceed the Maximum Base Assessment (MBA) Rate established when a zone was originally formed. The annual engineer's report is included as Attachment III and includes a detailed summary for each of the eighteen benefit zones.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Preliminary Engineer's Report

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Maintenance Services Director

SUBJECT: Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Assessments for Fiscal Year 2026; and Set June 16, 2026, as the Public Hearing Date for Such Actions for Consolidated Landscaping and Lighting District No. 96-1, Zones 1 through 18

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FISCAL AND ECONOMIC IMPACT

There is no fiscal impact to the City's General Fund from this recommendation. All expenditures are paid by assessment rates in each respective zone. All zones have adequate cash balances for annual expenses, cash flow, and capital replacement at this time.

BACKGROUND

The Landscaping and Lighting Act of 1972 (Streets and Highways Code §22500) is a flexible tool used by local government agencies to form Landscaping and Lighting Assessment Districts to finance the cost and expense of operating, maintaining, and servicing landscaping (including parks), and lighting improvements in public areas. In 1996, six separate Landscaping and Lighting Districts, Benefit Zones 1-6, were consolidated into one district, Consolidated Landscaping and Lighting Assessment District No. 96-1, "the District," by the adoption of Resolution No. 96-63. In

subsequent years, zones 7-18 were individually created and annexed into the District. This staff report and attached engineer's report provide assessment, benefit, and budget details for each of the established eighteen zones. Table 1 on the following page provides a summary of the benefit zones, including the year in which each zone was formed and the number of assessable parcels within each zone.

TABLE 1: DESCRIPTION OF BENEFIT ZONES				
A	*B*	*C*	*D*	*E*
Zone	**Name/Location**	**Year Formed**	**Type of Development**	**Number of Assessed Parcels/SFE**
1	Huntwood Ave. and Panjon St.	1990	Residential	30
2	Harder Rd. and Mocine Ave.	1991	Residential	85
3	Prominence	1992	Residential	155
4	Stratford Village	1995	Residential	174
5	Soto Rd. and Plum Tree St.	1995	Residential	38
6	Pepper Tree Park	1982	Industrial	11
7	Twin Bridges	1998	Residential	348
8	Capitola St.	1999	Residential	24
9	Orchard Ave.	2000	Residential	74
10	Eden Shores	2003	Residential	534
11	Stonebrae	2006, 2018, 2020	Residential	644
12	Eden Shores East (Spindrift)	2007, 2016	Residential	379
13	Cannery Place	2008	Residential	599
14	La Vista	2016	Residential	179
15	Cadence	2017	Residential	206
16	Blackstone	2016	Residential	157
17	Parkside Heights	2019	Residential	97
18	SoHay	2019	Residential	433
Total Assessed Parcels:				**4,167**

Self-Maintained.

DISCUSSION

Recommended changes to a zone's annual assessment rate are based on annual expenses, required cash flow, and capital replacement requirements. When determining the annual assessment rate, staff looks at two things:

(1) **Maximum Base Assessment** (MBA) – The MBA is the maximum assessment rate that a parcel can be charged annually. This amount is established during the original formation of the zone. The annual MBA can only be increased if an inflation factor was included in the original formation document.

(2) **Assessment Revenue** – The assessment revenue is the annual amount of revenue collected by charging each parcel an assessment rate. The assessment rate recommendation depends on

review of the following three items:

a. **Annual Expenses** – Annual operating and maintenance expenses are estimated based on past years' experience and future years' estimates. Expenses include staff administration, noticing, and annual reporting.
b. **Cash Flow** – This is the amount of "cash" needed to pay monthly invoices when revenue is not received monthly (assessment rates are received through property tax revenues collected by Alameda County, which are transmitted to the City three times a year (January, May, and June).
c. **Capital Replacement** – This is the "savings account" where funds are collected and reserved each year to fund future capital replacement items. Future capital expenses are estimated based on an inventory of capital items, their useful life, and future replacement cost.

Table 2 on the following page summarizes assessment information by zone. The table provides assessment details for each zone by describing the number of parcels, if there is an annual inflation adjustment included in the MBA rate, the FY 2027 assessment rate, and the change between last year's adopted assessment and this year's recommended assessment.

For FY 2027, staff recommends no change to five zones (Zones: 5, 6, 7, 15, and 18), two decreases (Zones: 2 and 17) and eleven increases (Zones: 1, 2, 3, 4, 8, 9, 10, 11, 13, 14, and 16), based on annual expenses, required cash flow, and future capital replacement.

TABLE 2: ASSESSMENT AMOUNTS BY BENEFIT ZONE									
A	B	C	D	E	F	G	H	I	J
Zone	Name/Location	# Parcels	CPI Adj	FY 2027 Max Base Assessment	**FY 2027 Rate**	FY 2026 Assessment	*Change from last year*		
1	Huntwood Ave. and Panjon St.	30	No	295.83	**270.03**	247.73	Incr	22.30	9%
2	Harder Rd. and Mocine Ave.	85	No	193.39	**152.08**	139.52	Incr	12.56	9%
3	Prominence	155	Yes	1,204.78	**1,167.45**	1,101.36	Incr	66.09	6%
4	Stratford Village	174	No	180.00	**137.27**	133.27	Incr	4.00	3%
5	Soto Rd. and Plum Tree St.	38	No	258.67	**258.67**	258.67	None	-	0%
6	Pepper Tree Park	11	No	2.61	**2.61**	2.61	None	-	0%
7	Twin Bridges	348	Yes	1,260.16	**700.00**	698.08	None	1.92	0%
8	Capitola St.	24	Yes	901.26	**226.77**	215.97	Incr	10.80	5%
9	Orchard Ave.	74	Yes	240.64	**42.76**	40.34	Incr	2.42	6%
10	Eden Shores	534	Yes	1,434.96	**398.02**	365.16	Incr	32.86	9%
11a	Stonebrae (Developed)	617	Yes	2,035.28	**471.45**	449.00	Incr	22.45	5%
11b	Stonebrae (Undeveloped)	27	Yes	249.87	**249.87**	237.97	Incr	11.90	5%
12a	Eden Shores - East	261	Yes	269.68	**100.00**	110.41	Dcr	(10.41)	-9%
12b	Eden Shores East (Spindrift)	118	Yes	262.02	**100.00**	110.41	Dcr	(10.41)	-9%
13	Cannery Place	599	Yes	1,530.46	**469.41**	442.84	Incr	26.57	6%
14	La Vista	179	Yes	792.54	**725.28**	704.16	Incr	21.12	3%
15	Cadence	206	Yes	768.56	**N/A**	N/A	N/A	N/A	N/A
16a	Blackstone (Zone A)	133	Yes	548.12	**542.49**	516.66	Incr	25.83	5%
16b	Blackstone (Zone B)	24	Yes	558.76	**569.60**	542.48	Incr	27.12	5%
17	Parkside Heights	97	Yes	640.72	**300.00**	600.37	Dcr	(300.37)	-50%
18a	SoHay Zone A (Developed)	192	Yes	488.68	**300.00**	300.00	None	-	0%
18b	SoHay Zone B (Developed)	79	Yes	464.26	**285.00**	285.00	None	-	0%

Proposition 218 Compliance

For FY 2027, all assessments are proposed to be levied in compliance with Proposition 218 and do not require the noticing and balloting of property owners to obtain their approval. Any future increases in the assessment amounts that would exceed the MBA amount would require noticing and balloting of property owners.

STRATEGIC ROADMAP

This agenda item is not directly related to the Council's Strategic Roadmap.

PUBLIC CONTACT

City staff: 1) mailed a postcard notice to property owners to let them know of their recommended FY 2027 assessment rate, and to alert them to three Public meetings where they could provide input (June 2, June 3, and June 16); 2) held a virtual community meeting via Zoom on June 10; and 3) will publish a legal notice in the East Bay Times on or before June 6, 2026.

NEXT STEPS

Following this Council meeting, the City is proposing to hold a public hearing on June 16, 2026, to provide an opportunity for any interested person to be heard. After the public hearing, the Council may adopt a resolution setting the annual assessment amounts as originally proposed or as modified. Following the adoption of this resolution, the final assessor's roll will be prepared and filed with the County Auditor's office to be included on the FY 2027 tax roll. Payment of the assessment for each parcel will be made in the same manner and at the same time as payments are made for property taxes. All funds collected through the assessment must be placed in a special fund and can only be used for the purposes stated within this report.

If Council adopts the attached resolution of intention, a noticed public hearing on June 16, 2026, to consider approving the Engineer's Report and ordering the levy of assessments for FY 2027 will be scheduled.

Prepared by: Manny Grewal, Management Analyst

Recommended by: Todd Rullman, Maintenance Services Director

Approved by:



Jennifer Ott , City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION OF INTENTION TO PRELIMINARILY APPROVE THE ENGINEER'S REPORT, DECLARING INTENTION TO LEVY ASSESSMENTS FOR FISCAL YEAR 2027 FOR CONSOLIDATED LANDSCAPING AND LIGHTING DISTRICT NO. 96-1, ZONES 1-18, AND SETTING JUNE 16, 2026, AS THE PUBLIC HEARING DATE

WHEREAS, On May 7, 1996, the Consolidated Landscaping and Lighting District No. 96-1, Zones 1-6 (the "District") was established by the adoption of Resolution No. 96-93 and, subsequently, Zones 7-18 were respectively annexed to the District, and

WHEREAS, the District consists of properties as shown on the Assessment Roll which will be available on file in the Office of the Hayward City Clerk on June 16, 2026; and

WHEREAS, it is the intention of the City Council to order the levy and collection of assessments for the maintenance of the storm drainage pumping station and storm drain conduit pursuant to Part 3, Chapter 26 of Division 7 of the California Streets and Highways Code (commencing with Section 5820 thereof).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward, as follows:

1. SCI Consulting Group is hereby designated as Engineer of Work for purposes of these proceedings and is hereby ordered to prepare a Final Engineer's Report in accordance with Article XIIID of the California Constitution.

2. The Engineer of Work has prepared a Preliminary Engineer's Report in accordance with the provisions of Article XIIID, Section 4, of the California Constitution, provisions of the Landscaping and Lighting Act of 1972, Section 22500 et seq. of the California Streets and Highways Code. Said report has been made, filed, and duly considered by this City Council and is hereby deemed sufficient and intended to be preliminarily approved. Said report shall stand as the report for all subsequent proceedings relating to the proposed levy of District assessments for Fiscal Year 2027.

3. It is the intention of the City Council to order the levy and collection of assessments within the District for Fiscal Year 2027.

4. The improvements consist of the construction, operation, maintenance, rehabilitation, and servicing of landscaping, street lighting, open space facilities, parks, trails, and appurtenant (pertaining to something that attaches) facilities including but not limited to; personnel, electrical energy, utilities such as water, materials, contractual services, and other items necessary for the satisfactory operation of these services and facilities.

5. Maintenance means the furnishing of services and materials for the ordinary and usual operation, maintenance and servicing of the landscaping, public lighting facilities and appurtenant facilities, including repair, removal or replacement of all or part of any of the landscaping, public lighting facilities or appurtenant facilities; providing for the life, growth, health and beauty of the landscaping improvements, including cultivation, irrigation, trimming, spraying, fertilizing and treating for disease or injury; and the removal of trimmings, rubbish, debris and other solid waste; the cleaning, sandblasting, and painting of street lights and other improvements to remove graffiti.

6. The proposed assessments for Zones 5, 6, 15 and 18 are unchanged from the previous year's assessments.

7. The proposed assessments for Zones 1, 2, 3, 4, 7, 8, 9, 10, 11, 13, 14, and 16 are more than the previous year's assessments.

8. The proposed assessments for Zones 12 and 17 are less than the previous year's assessments.

9. Reference is hereby made to the aforementioned report on file with the City Clerk for a full and detailed description of the improvements, the boundaries of the proposed District, and the proposed assessments upon assessable lots within said District.

10. On June 16, 2026, at the hour of 7:00 p.m., in the regular meeting place of this City Council, City Council Chambers, 777 B Street, Hayward, California, a public hearing will be held on the levy of the proposed assessments. Prior to the conclusion of said public hearing, any interested person may file a written protest with the City Clerk, or having previously filed a protest, may file a written withdrawal of that protest. A written protest by a property owner shall contain a description sufficient to identify the property owned by such owner.

11. The City Clerk is hereby directed to cause a notice of said meeting and hearing to be made in the form and manner provided by applicable laws.

IN COUNCIL, HAYWARD, CALIFORNIA _____ 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

Fiscal Year 2027

ENGINEER'S REPORT

City of Hayward

Landscaping and Lighting Assessment District 96-1

May 2026
Preliminary Report

Engineer of Work:

SCIConsultingGroup
Public Finance Consulting Services

4745 Mangels Boulevard
Fairfield, California 94534
707.430.4300
www.sci-cg.com

City of Hayward

City Council

Mark Salinas, Mayor
George Syrop, Mayor Pro Tempore
Angela Andrews, Council Member
Ray Bonilla Jr., Council Member
Dan Goldstein, Council Member
Julie Roche, Council Member
Francisco Zermeño, Council Member

Clerk of the Council

Miriam Lens

City Manager

Jennifer Ott

Maintenance Service Director

Todd Rullman

City Attorney

Michael Lawson

Engineer of Work

SCI Consulting Group

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Introduction

Overview

Each fiscal year an Engineer's Report (the "Report") is prepared and presented to the City of Hayward City Council (the "Council") describing the City's Landscaping and Lighting Assessment District No. 96-1 (the "District"). The Report details changes to the District or improvements, an estimate of the costs of the maintenance, operations, and servicing of the improvements, and the proposed budget and assessments for that fiscal year.

Through a professional service agreement with SCI Consulting Group (the "Consultant"), the City of Hayward (the "City") has requested the Consultant prepare and file the Report for the referenced fiscal year. This is the detailed Report for Fiscal Year ("FY") 2027 regarding the District and the proposed assessments to be levied on the properties therein to provide ongoing funding for the costs and expenses required to service and maintain landscape and lighting improvements associated with and resulting from development of properties within the District, in accordance with the proportional special benefits the properties receive from the improvements.

Following the preparation of the annual Report, a public hearing is held before the Council to allow the public an opportunity to hear and be heard regarding the District. Following consideration of all public comments and written protests at the noticed public hearing, and review of the Report, the Council may order amendments to the Report or confirm the Report as submitted. Following final approval of the Report, and confirmation of the assessments, the Council shall order the levy and collection of assessments for FY 2027. In such case, the levy information will be submitted to the Alameda County Auditor/Controller and included as assessments on the property tax roll for the various services provided in FY 2027.

Background

In November 1996, the voters of California adopted Proposition 218 (the "Right to Vote on Taxes Act"), which has been codified as Articles XIII C and XIII D of the California Constitution. The 1972 Act permits the creation of benefit zones within any individual assessment district if "by reasons or variations in the nature, location, and extent of the improvements, the various areas will receive different degrees of benefit from the improvement" (Sec. 22547). If, in any year, the proposed annual assessments for the District exceed the maximum assessments previously approved in a Proposition 218 proceeding (or grandfathered under Proposition 218), such an assessment would be considered a new or increased assessment and be confirmed through a mailed property owner protest ballot proceeding before that new or increased assessment could be imposed.

The District originally contained six benefit zones when initially formed in 1996, however, now totals eighteen benefit zones which are presented in this Report. This Report and the information contained herein reflect the proposed budget for each of the various services provided by the District and the rates and assessments applicable to those, as required by Proposition 218.

Table 1 - Description Of Benefit Zones

TABLE 1: DESCRIPTION OF BENEFIT ZONES				
A	*B*	*C*	*D*	*E*
Zone	**Name/Location**	**Year Formed**	**Type of Development**	**Number of Assessed Parcels/SFE**
1	Huntwood Ave. and Panjon St.	1990	Residential	30
2	Harder Rd. and Mocine Ave.	1991	Residential	85
3	Prominence	1992	Residential	155
4	Stratford Village	1995	Residential	174
5	Soto Rd. and Plum Tree St.	1995	Residential	38
6	Pepper Tree Park	1982	Industrial	11
7	Twin Bridges	1998	Residential	348
8	Capitola St.	1999	Residential	24
9	Orchard Ave.	2000	Residential	74
10	Eden Shores	2003	Residential	534
11	Stonebrae	2006, 2018, 2020	Residential	644
12	Eden Shores East (Spindrift)	2007, 2016	Residential	379
13	Cannery Place	2008	Residential	599
14	La Vista	2016	Residential	179
15	Cadence	2017	Residential	206
16	Blackstone	2016	Residential	157
17	Parkside Heights	2019	Residential	97
18	SoHay	2019	Residential	433
			Total Assessed Parcels:	**4,167**

Self-Maintained.

The following table summarizes the FY 2027 assessment rates per benefit zone.

Table 2 - Assessment Amounts By Benefit Zone

TABLE 2: ASSESSMENT AMOUNTS BY BENEFIT ZONE									
A	B	C	D	E	F	G	H	I	J
Zone	Name/Location	# Parcels	CPI Adj	FY 2027 Max Base Assessment	**FY 2027 Rate**	FY 2026 Assessment	*Change from last year*		
1	Huntwood Ave. and Panjon St.	30	No	295.83	**270.03**	247.73	Incr	22.30	9%
2	Harder Rd. and Mocine Ave.	85	No	193.39	**152.08**	139.52	Incr	12.56	9%
3	Prominence	155	Yes	1,204.78	**1,167.45**	1,101.36	Incr	66.09	6%
4	Stratford Village	174	No	180.00	**137.27**	133.27	Incr	4.00	3%
5	Soto Rd. and Plum Tree St.	38	No	258.67	**258.67**	258.67	None	-	0%
6	Pepper Tree Park	11	No	2.61	**2.61**	2.61	None	-	0%
7	Twin Bridges	348	Yes	1,260.16	**700.00**	698.08	None	1.92	0%
8	Capitola St.	24	Yes	901.26	**226.77**	215.97	Incr	10.80	5%
9	Orchard Ave.	74	Yes	240.64	**42.76**	40.34	Incr	2.42	6%
10	Eden Shores	534	Yes	1,434.96	**398.02**	365.16	Incr	32.86	9%
11a	Stonebrae (Developed)	617	Yes	2,035.28	**471.45**	449.00	Incr	22.45	5%
11b	Stonebrae (Undeveloped)	27	Yes	249.87	**249.87**	237.97	Incr	11.90	5%
12a	Eden Shores - East	261	Yes	269.68	**100.00**	110.41	Dcr	(10.41)	-9%
12b	Eden Shores East (Spindrift)	118	Yes	262.02	**100.00**	110.41	Dcr	(10.41)	-9%
13	Cannery Place	599	Yes	1,530.46	**469.41**	442.84	Incr	26.57	6%
14	La Vista	179	Yes	792.54	**725.28**	704.16	Incr	21.12	3%
15	Cadence	206	Yes	768.56	**N/A**	N/A	N/A	N/A	N/A
16a	Blackstone (Zone A)	133	Yes	548.12	**542.49**	516.66	Incr	25.83	5%
16b	Blackstone (Zone B)	24	Yes	558.76	**569.60**	542.48	Incr	27.12	5%
17	Parkside Heights	97	Yes	640.72	**300.00**	600.37	Dcr	(300.37)	-50%
18a	SoHay Zone A (Developed)	192	Yes	488.68	**300.00**	300.00	None	-	0%
18b	SoHay Zone B (Developed)	79	Yes	464.26	**285.00**	285.00	None	-	0%

The following table summarizes the revenue, expenditures, and account balance by benefit zone.

Table 3 - Estimated Cash Balance Changes Per Benefit Zone

TABLE 3: ESTIMATED CASH BALANCE CHANGES PER BENEFIT ZONE						
Zone	**Name/Location**	Est FY 2026 Ending Cash Balance	FY 2027 Revenue	FY 2027 Expenditures	*Change*	Est FY 2027 Ending Cash Balance
1	Huntwood Ave. and Panjon St.	12,809	9,086	8,876	*211*	13,019
2	Harder Rd. and Mocine Ave.	18,159	13,931	16,607	*(2,676)*	15,484
3	Prominence	332,904	196,365	272,052	*(75,687)*	257,217
4	Stratford Village	84,475	29,750	37,083	*(7,334)*	77,142
5	Soto Rd. and Plum Tree St.	25,534	11,339	11,611	*(273)*	25,261
6	Pepper Tree Park	108,137	13,188	13,499	*(311)*	107,826
7	Twin Bridges	903,693	242,459	292,922	*(50,464)*	853,229
8	Capitola St.	46,130	5,750	7,993	*(2,243)*	43,887
9	Orchard Ave.	10,351	3,150	3,213	*(63)*	10,288
10	Eden Shores	103,432	211,729	228,054	*(16,325)*	87,107
11	Stonebrae	511,074	298,862	369,358	*(70,497)*	440,577
12	Eden Shores East (Spindrift)	61,813	37,406	28,297	*9,109*	70,922
13	Cannery Place	954,005	278,897	375,587	*(96,690)*	857,314
14	La Vista	280,663	127,968	130,149	*(2,181)*	278,482
15	Cadence	-	-	-	-	-
16	Blackstone	282,691	84,488	114,053	*(29,565)*	253,126
17	Parkside Heights	281,097	30,105	21,673	*8,432*	289,530
18	SoHay	417,070	125,256	85,806	*39,450*	456,519
Cash Balance:		4,434,036	1,719,728	2,016,834	*(297,106)*	4,136,930

Self-Maintained.

Method of Apportionment

Part 2 of Division 15 of the Streets and Highways Code, the Landscaping and Lighting Act of 1972, permits the establishment of assessment districts by agencies for the purpose of providing certain public improvements which include the operation, maintenance and servicing of landscaping and street lighting improvements.

Section 22573 of the Landscaping and Lighting Act of 1972 requires that maintenance assessments must be levied according to benefit rather than according to assessed value. This Section states:

> *"The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all*

assessable lots or parcels in proportion to the estimated benefit to be received by each such lot or parcel from the improvements."

The determination of whether or not a lot or parcel will benefit from the improvements shall be made pursuant to the Improvement Act of 1911 (Division 7 (commencing with Section 5000)) [of the Streets and Highways Code, State of California]."

Proposition 218 also requires that maintenance assessments must be levied according to benefit rather than according to assessed value. In addition, Article XIIID, Section 4(a) of the California Constitution limits the amount of any assessment to the proportional special benefit conferred on the property. Because assessments are levied based on benefit, they are not considered a tax, and, therefore, are not governed by Article XIIIA of the California Constitution.

The 1972 Act permits the designation of zones of benefit within any individual assessment district if "by reasons or variations in the nature, location, and extent of the improvements, the various areas will receive different degrees of benefit from the improvement" (Sec. 22547). Thus, the 1972 Act requires the levy of a true "assessment" rather than a "special tax."

Article XIIID of the California Constitution provides that publicly owned properties must be assessed unless there is clear and convincing evidence that those properties receive no special benefit from the assessment. Exempted from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements, and rights-of-ways.

Zone Classification

Each benefit zone is unique and distinguishable from other benefit zones located within the District. Each benefit zone is evaluated to determine which improvements are of a specific and direct benefit to the parcels in that benefit zone. Once the improvements have been identified, a method of spreading those costs to the benefiting parcels was developed.

As certain subdivisions develop throughout the City of Hayward, they may be annexed into an existing zone or there may be a new zone formed. Each new subdivision is evaluated to determine which improvements are of a specific and direct benefit to the parcels within the subdivision and then a determination is made whether to annex them into an existing zone or whether to form a new zone. The parcels, which benefit from the improvements, are identified and a benefit assessment spread methodology is developed to spread the costs of the improvements to the benefiting parcels.

Details of the various zones in the District, their corresponding number of parcels in each benefit zone, and the method of apportioning the costs of the improvements are in the zone description section.

Assessment Roll

A list of names and addresses of the owners of all parcels, and the description of each lot or parcel within the City's Landscaping & Lighting Assessment District No. 96-1 is shown on the last equalized Property Tax Roll of the Assessor of the County of Alameda, which by reference is hereby made a part of this report.

This list is keyed to the Assessor's Parcel Numbers as shown on the Assessment Roll, which includes the proposed assessment amount for FY 2027 apportioned to each lot or parcel. The Assessment Roll is on file in the Office of the City Clerk of the City of Hayward.

Estimate of Costs

The 1972 Act provides that the total cost of construction, operation, maintenance and servicing of the public landscaping, street lighting, open space facilities, parks, trails, etc. can be recovered by the District. Incidental expenses including administration of the district, engineering fees, legal fees and all other costs associated with the construction, operation, maintenance, and servicing of the district can also be included.

The 1972 Act requires that a special fund be set up for the revenues and expenditures for the District. Funds raised by the assessments shall be used only for the purposes as stated herein. Any balance remaining on July 1 at the end of the fiscal year must be carried over to the next fiscal year.

The estimated FY 2027 revenues and expenditures for the proposed District are itemized by zone below. For a detailed breakdown of the operation, maintenance, and servicing costs for each benefit zone, please refer to the budget page following each zone's description.

Legislative Analysis

Proposition 218 Compliance[1]

On November 5, 1996, California voters approved Proposition 218 entitled "Right to Vote on Taxes Act," which added Articles XIIIC and XIIID to the California Constitution. While its title refers only to taxes, Proposition 218 establishes new procedural requirements for the formation and administration of assessment districts. These new procedures stipulate that even if assessments are initially exempt from Proposition 218, future increases in assessments must comply with the provisions of Proposition 218. However, if an increase in the assessment was anticipated in the assessment formula (for example, to reflect the CPI or an assessment cap) then the City would be following the provisions of Proposition 218 if the assessments did not exceed the assessment formula.

All the assessments proposed within the FY 2027 Engineer's Report are equal to or less than the Maximum Base Assessment Rate authorized; therefore, Article XIIID, Section 4 vote requirements do not apply to these proceedings.

Inflation Factor Allowance Overview

No Allowance - Five of the eighteen benefit zones (1, 2, 4, 5, 6) do not have an inflation factor allowance within their respective assessment formula to increase their Maximum Base Assessment.

Allowance - Thirteen of eighteen benefit zones (3, 7-18) have an inflation factor allowance within their respective assessment formula to increase their Maximum Base Assessment Rate annually based upon the change in the prior year's CPI. Their inflation factor is described below.

Benefit zones 3, 7-13, 17-18 apply the February CPI-U for the San Francisco-Oakland-Hayward, CA MSA[2] inflation factor. The CPI-U increase from February 2025 to February 2026 was 2.477%; therefore, a 2.477% increase was applied to the FY 2027 Maximum Base Assessment Rate for zones 3, 7-13, 17-18.

Benefit zones 12 annexation, 14-16 apply the December CPI-U for the San Francisco-Oakland-Hayward, CA MSA[3] inflation factor, capped at 3.00% per fiscal year. Any change in the CPI in excess of 3.00% shall be cumulatively reserved as the "Unused CPI" and shall be used to increase the maximum authorized assessment rate in years in which the CPI is less than 3%.

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[1] http://www.lao.ca.gov/1996/120196_prop_218/understanding_prop218_1296.html
[2] https://data.bls.gov/cgi-bin/surveymost (Feb 2025 to Feb 2026)
[3] https://data.bls.gov/timeseries/CUURS49BSA0

The CPI-U increase from December 2024 to December 2025 was 3.037% and the unused CPI from previous years varies by zone; therefore, the Maximum Base Assessment Rate for zones 12 annexation, 14-16 have been increased by 3.00%.

Noticing, Public Comment, and Public Hearing

Noticing and information regarding this report were provided via the following methods: 1) mailed a notice to all affected property owners to provide detail of their recommended FY 2027 assessment rate and to alert them to three public meetings where they could provide input (May 27, June 2, June 16), and published a legal notice in the East Bay Times on or before June 5, 2026.

On June 16, 2026, the City is proposing to hold a public hearing to provide an opportunity for any interested person to be heard. After the public hearing, the Council may adopt a resolution setting the annual assessment amounts as originally proposed or as modified. Following the adoption of this resolution, the final assessor's roll will be prepared and filed with the Alameda County Auditor's Office to be included on the FY 2027 tax roll. Payment of the assessment for each parcel will be made in the same manner and at the same time as payments are made for property taxes. All funds collected through the assessment must be placed in a special fund and can only be used for the purposes stated within this report.

Plans and Specifications

Introduction

As required by the Landscaping and Lighting Act of 1972, the annual Engineer's Report includes: (1) a listing of the proposed assessment amount for each assessable lot or parcel; (2) a description of the improvements to be operated, maintained, and serviced; and (3) an estimated budget.

Description of District

The territory within the District consists of all lots and APNs of land that receive special benefits from the landscape and lighting improvements funded by the District assessments. The boundaries of the District are comprised of eighteen benefit Zones. APNs within the District are identified and grouped into one of the eighteen designated Zones based on the special benefits properties receive from the District improvements and the authorized Maximum Base Assessments established. The eighteen Zones within the District and the benefits associated with the properties therein are described in more detail in the following pages of this Report. In addition, the individual zone diagrams (maps) are presented in the Assessment Diagram Section of the Report and provide a visual representation of the District showing the boundaries of each benefit zone.

Description of Improvements

The facilities which have been constructed within the District and those which may be subsequently constructed, will be operated, maintained, and serviced as generally described as follows:

The improvements consist of the construction, operation, maintenance, rehabilitation, and servicing of landscaping, street lighting, open space facilities, parks, trails, and appurtenant (pertaining to something that attaches) facilities including but not limited to; personnel, electrical energy, utilities such as water, materials, contractual services, and other items necessary for the satisfactory operation of these services and facilities as described below:

Landscaping Facilities

Landscaping facilities consist of, but are not limited to operation, maintenance and servicing of landscaping, irrigation, planting, shrubbery, ground cover, trees, pathways, hardscapes, decorative masonry and concrete walls, fountains, bus shelters, entry gate structures, graffiti removal, fences, and other appurtenant facilities required to provide landscaping within the public rights-of-way and easements within the boundaries of the Assessment District.

Street Lighting Facilities

Street lighting facilities consist of, but are not limited to operation, maintenance and servicing of poles, fixtures, bulbs, conduits, equipment including guys, anchors, posts and pedestals, metering devices and other appurtenant facilities within the public rights-of-way and easements within the boundaries of the Assessment District.

Open Space Facilities

Open space facilities consist of, but are not limited to operation, maintenance and servicing of drainage areas, creeks, ponds, etc. including the removal of trash and debris, sediment, natural and planted vegetation and other appurtenant facilities within the public rights-of-way and easements within the boundaries of the Assessment District.

Park/Trail Facilities

Park/Trail facilities consist of, but are not limited to: operation, maintenance and servicing of landscaping, irrigation systems, pedestrian access, asphalt bike pathways, parkways, and the removal of trash and debris, rodent control, used for the support of recreational programs and other appurtenant facilities within the public rights-of-way and easements within the boundaries of the Assessment Districts.

Maintenance

Maintenance means the furnishing of services and materials for the ordinary and usual operation, maintenance and servicing of the landscaping, public lighting facilities and appurtenant facilities, including repair, removal or replacement of all or part of any of the landscaping, public lighting facilities or appurtenant facilities; providing for the life, growth, health and beauty of the landscaping improvements, including cultivation, irrigation, trimming, spraying, fertilizing and treating for disease or injury; and the removal of trimmings, rubbish, debris and other solid waste; the cleaning, sandblasting, and painting of street lights and other improvements to remove graffiti.

Zone 1 (Huntwood Ave.& Panjon St.)

Tract No. 06041
Formed: November 13, 1990
Resolution Number: 90-256
FY 2027

Maximum Base Assessment Rate: **$295.83**
Assessment Amount per Parcel: **$270.03**
Number of Parcels: **30**
Assessment Income: **$8,101**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **1990**.
- **Is at the maximum**, unchanged from the previous year at **$295.83** per parcel.
- Includes an annual inflation increase: **No**.
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will **increase** from the previous year from $247.73 to **$270.03.**
- The total annual assessment income will equal **$8,101.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping and irrigation:** Including an 8-foot-wide landscaped strip along Huntwood Ave. within a landscape easement; and
- **Surface maintenance of the street side:** Including a 600-foot masonry wall along Huntwood Ave. The maintenance includes painting, cleaning, graffiti removal, and minor surface repair.
- **One-time maintenance:** A budget of **$1,000** is allocated for additional maintenance, as required.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

City of Hayward
LLAD 1 - Huntwood Ave. & Panjon St.
Fund 266, Project 03740
Established 1990 - 30 Parcels

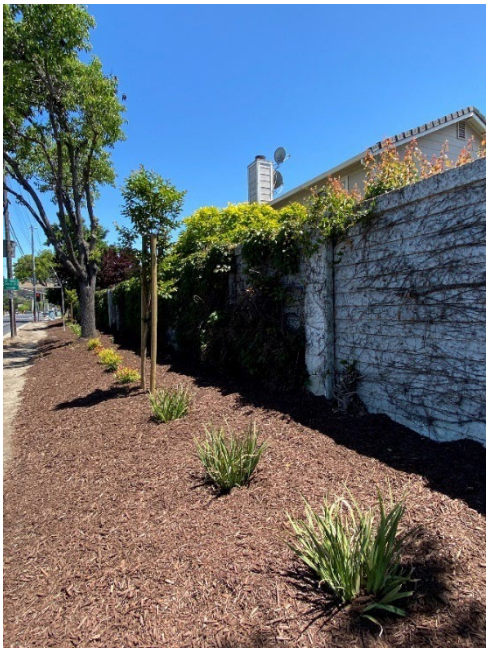
	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	295.83	295.83	295.83	295.83
Annual Per Parcel Assessment	**235.94**	**247.73**	**270.03**	**295.83**
# of Parcels	30	30	30	30
Total Assessment	**7,078**	**7,432**	**8,101**	**8,875**
Revenue				
41210 - Annual Assessment Revenue	6,986	7,432	8,101	8,875
County Tax Collection Fee (1.7%)	*(120)*	*(126)*	*(138)*	*(151)*
44110 - Other (Interest)	1,123	1,123	1,123	1,123
Total Revenue	**7,989**	**8,429**	**9,086**	**9,847**
Expenditure				
61160 - One-Time Project/Maintenance	-	2,000	1,000	1,000
61170 - Landscape Maintenance	3,996	4,244	4,371	4,502
61510 - Utilities: PGE	304	429	472	486
61530 - Utilites: Water	895	950	1,064	1,096
62210 - Property Owner Noticing	310	3	20	20
62242 - Annual Reporting	1,112	1,699	140	140
City Administration	2,251	2,319	1,809	1,809
Total Expenditure	**8,869**	**11,643**	**8,876**	**9,053**
Account Balance				
Beginning Account Balance	16,904	16,023	12,809	13,019
Net Change (Revenue - Expenditures)	*(880)*	*(3,214)*	*211*	*794*
Ending Account Balance	**16,023**	**12,809**	**13,019**	**13,813**

Zone 2 (Harder Rd. & Mocine Ave.)

Tract No. 6042
Formed: July 25, 1991
Resolution Number: 91-137
FY 2027

Maximum Base Assessment Rate: **$193.39**
Assessment Amount per Parcel: **$152.08**
Number of Parcels: **85**
Assessment Income: **$12,927**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **1991**.
- **Is at the maximum**, unchanged from the previous year at **$193.39** per parcel.
- Includes an annual inflation increase: **No**.
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will **increase** from the previous year from $139.52 to **$152.08.**
- The total annual assessment income will equal **$12,927**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping and irrigation**: Including the area between the sidewalk and wall along Harder Road and Mocine Ave. within a landscape easement.
- **Surface maintenance of the street side**: Including maintenance of a 1,000-foot-long masonry wall along Harder Road, Mocine Ave., and a segment of Sunburst Drive. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair; and
- **Surface maintenance of wall**: Includes maintenance of an 800-foot-long masonry wall adjacent to the railroad tracks located on the southwest side of Tract No. 6042. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair.
- **One-time maintenance:** A budget of **$2,000** is allocated for additional maintenance, as required.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

City of Hayward
LLAD 2 - Harder Rd. & Mocine Ave.
Fund 267, Project 03741
Established 1991 - 85 Parcels

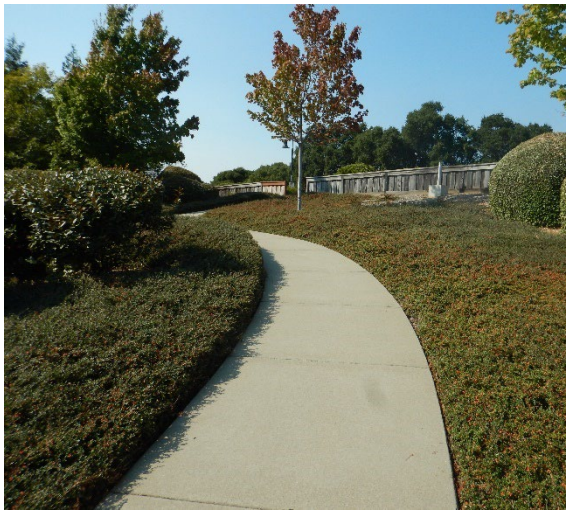
	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	193.39	193.39	193.39	193.39
Annual Per Parcel Assessment	**135.45**	**139.52**	**152.08**	**165.76**
# of Parcels	85	85	85	85
Total Assessment	**11,514**	**11,859**	**12,927**	**14,090**
Revenue				
41210 - Annual Assessment Revenue	11,337	11,859	12,927	14,090
County Tax Collection Fee (1.7%)	*(196)*	*(202)*	*(220)*	*(240)*
44110 - Other (Interest)	1,154	1,189	1,224	1,261
Total Revenue	**12,296**	**12,846**	**13,931**	**15,111**
Expenditure				
61160 - One-Time Project/Maintenance	-	2,000	2,000	2,000
61170 - Landscape Maintenance	7,044	8,487	8,742	9,004
61510 - Utilities: PGE	134	164	200	200
61530 - Utilites: Water	1,779	2,981	3,339	3,439
62210 - Property Owner Noticing	310	7	55	55
62242 - Annual Reporting	1,152	1,659	400	400
City Administration	2,251	2,319	1,871	1,871
Total Expenditure	**12,670**	**17,618**	**16,607**	**16,969**
Account Balance				
Beginning Account Balance	23,305	22,931	18,159	15,483
Net Change (Revenue - Expenditures)	*(374)*	*(4,772)*	*(2,676)*	*(1,858)*
Ending Account Balance	**22,931**	**18,159**	**15,484**	**13,625**

Zone 3 (Prominence)

Tract No. 4007
Formed: June 23, 1992
Resolution Number: 92-174

FY 2027

Maximum Base Assessment Rate: **$1,204.78**
Assessment Amount per Parcel: **$1,167.45**
Number of Parcels: **155**
Assessment Income: **$180,955**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **1992**.
- **Increased** from the previous year from $1,175.66 to **$1,204.78** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes the February CPI-U for the San Francisco-Oakland-Hayward MSA (2.477% for the period February 2025 to February 2026).

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will **increase** from the previous year from $**1,101.36** to **$1,167.45.**
- The total annual assessment income will equal **$180,955.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping and irrigation**: Include approximately one mile of landscaped frontage along Hayward Blvd. and Fairview Ave., with significant slope areas along the street;
- **Surface maintenance of the sound wall** (street side): of a mile-long masonry wall along Hayward Blvd. and Fairview Ave. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair; and
- **Maintenance of several open space areas:** many are maintained within the tract; however, there are no funds budgeted for maintenance of the non-irrigated, non-landscaped open space areas.
- **One-time projects:** A budget of **$90,000** is included for additional maintenance, as required.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

Notes:

- In FY 2004, a group of property owners within Zone 3 formed a Landscape Committee.
- In FY 2006, a Proposition 218 Election was held to increase the base assessment amount from $328.82 to $1,023.56 per parcel for the first three years to fund the cost of a comprehensive landscape plan (capital plan). The $694.74 increase was made up of two parts. One, an increase of $365.70 per year for maintenance; and two, an increase of $329.04 per year for capital. The three-year capital plan included 1) Bus Stop and Open Area Across Street on Fox Hollow Drive; 2) Open Area South of 28525 Fox Hollow Drive; 3) Hayward Blvd., Fairview Drive, and Barn Rock Drive.
- In FY 2009, the rate returned to $694.52 per year, which may be increased each year by inflation

City of Hayward
LLAD 3 - Prominence
Fund 268, Project 03742
Established 1992 - 155 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	1,144.88	1,175.66	1,204.78	1,232.08
Annual Per Parcel Assessment	**1,069.29**	**1,101.36**	**1,167.45**	**1,232.08**
# of Parcels	155	155	155	155
Total Assessment	**165,739**	**170,711**	**180,955**	**190,973**
Revenue				
41210 - Annual Assessment Revenue	163,244	170,711	180,955	190,973
County Tax Collection Fee (1.7%)	*(2,818)*	*(2,902)*	*(3,076)*	*(3,247)*
44110 - Other (Interest)	17,425	17,948	18,486	19,041
Total Revenue	**177,851**	**185,757**	**196,365**	**206,767**
Expenditure				
61160 - One-Time Project/Maintenance	19,464	85,490	90,000	90,000
61170 - Landscape Maintenance	99,554	115,617	119,085	122,658
61510 - Utilities: PGE	2,234	2,493	2,742	2,824
61530 - Utilites: Water	43,969	40,607	45,480	46,844
62210 - Property Owner Noticing	1,370	13	100	100
62242 - Annual Reporting	310	603	720	720
City Administration	4,727	4,869	13,925	14,326
Total Expenditure	**171,628**	**249,691**	**272,052**	**277,472**
Account Balance				
Beginning Account Balance	390,614	396,838	332,904	257,216
Net Change (Revenue - Expenditures)	*6,223*	*(63,934)*	*(75,687)*	*(70,705)*
Ending Account Balance	**396,838**	**332,904**	**257,217**	**186,511**

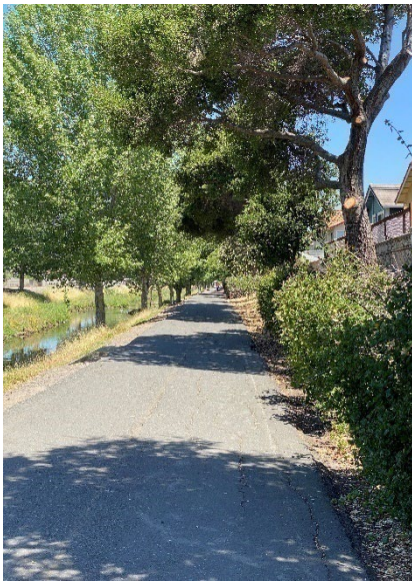
Zone 4 (Stratford Village)

Tract Nos. 6472, 6560, 6682 & 6683
Formed: May 23, 1995
Resolution Number: 95-96
Annexed Tract No. 6682: January 23, 1996

FY 2027

Maximum Base Assessment Rate: **$180.00**
Assessment Amount per Parcel: **$137.27**
Number of Parcels: **174**
Assessment Income: **$23,885**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **1995**.
- **Is at the maximum,** unchanged from the previous year at **$180.00** per parcel.
- Includes an annual inflation increase: **No**
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) and Income

- The per parcel charge will increase from the previous year from $133.27 to **$137.27.**
- The total annual assessment income will equal **$23,885.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment rate.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping and irrigation**: Include approximately 21,000 square feet adjacent to the Ward Creek Bike Pathway, including an irrigation system with electrical controllers;
- **Median landscaping:** Includes approximately 2,100 square feet along Stratford Rd. and Ruus Lane;
- **Landscaping**: Includes approximately 7,500 square feet along Pacheco Way;
- **Landscaping, irrigation, and appurtenances**: on the median island on Ruus Lane;
- **Surface maintenance** of the street side of a masonry wall along Pacheco Way and along the southern and eastern property boundaries. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair;
- **Asphalt bike pathway**: Includes approximately 2,100 linear feet adjacent to Ward Creek between Pacheco Way and Folsom Ave., and bike path striping on pathway;
- **Chain link fencing**: Includes approximately 50 linear feet of 4-foot-high black vinyl clad fencing at two locations between Ward Creek and the asphalt pathway;

- **Gate**: Includes a 14-foot-wide entry gate structure, an 8-foot-wide swing gate, and a 12-foot-wide swing gate;
- **Bridge**: Includes 32 linear feet of 8-foot-wide prefabricated steel bridge with wood deck; and
- **Pedestrian access**: Between Rosecliff Lane and Ward Creek Pathway.
- **One-time maintenance:** A budget of **$3,000** is allocated for additional maintenance, as required.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

City of Hayward
LLAD 4 - Stratford Village
Fund 269, Project 03743
Established 1995 - 174 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	180.00	180.00	180.00	180.00
Annual Per Parcel Assessment	**126.93**	**133.27**	**137.27**	**144.13**
# of Parcels	174	174	174	174
Total Assessment	**22,085**	**23,189**	**23,885**	**25,079**
Revenue				
41210 - Annual Assessment Revenue	21,932	23,189	23,885	25,079
County Tax Collection Fee (1.7%)	*(375)*	*(394)*	*(406)*	*(426)*
44110 - Other (Interest)	5,911	6,088	6,271	6,459
Total Revenue	**27,467**	**28,883**	**29,750**	**31,111**
Expenditure				
61160 - One-Time Project/Maintenance	-	3,000	3,000	3,000
61170 - Landscape Maintenance	11,928	13,261	13,659	14,069
61510 - Utilities: PGE	1,403	1,980	2,178	2,243
61530 - Utilites: Water	5,499	13,552	15,178	15,634
62210 - Property Owner Noticing	310	8	115	115
62242 - Annual Reporting	1,153	524	810	810
City Administration	2,251	2,319	2,143	2,167
Total Expenditure	**22,545**	**34,644**	**37,083**	**38,037**
Account Balance				
Beginning Account Balance	85,314	90,236	84,475	77,142
Net Change (Revenue - Expenditures)	*4,922*	*(5,761)*	*(7,334)*	*(6,483)*
Ending Account Balance	**90,236**	**84,475**	**77,142**	**63,733**

Zone 5 (Soto Rd. & Plum Tree St.)

Tract Nos. 6641 & 6754
Formed: May 23, 1995
Resolution Number: 95-97
Annexed Tract No. 6754: October 17, 1995

FY 2027

Maximum Base Assessment Rate: **$258.67**
Assessment Amount per Parcel: **$258.67**
Number of Parcels: **38**
Assessment Income: **$9,829**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **1995**.
- **Is at the maximum**, unchanged from the previous year at **$258.67** per parcel.
- Includes an annual inflation increase : **No**
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will remain the same as the previous year at **$258.67**.
- The total annual assessment income will equal **$9,829.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is at the Maximum Base Assessment.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping**: within the 10-foot-wide setback area between the masonry wall and the sidewalk (approximately 360 lineal feet);
- **Landscaping and appurtenances**: within the 5.5-foot-wide planter strip between the sidewalk and the curb return areas across the frontage of Tract 6641; located within the 10-foot-wide setback area between the masonry wall and the sidewalk (approximately 440 lineal feet); and within the 5.5-foot-wide planter strip between the sidewalk and the curb across the Soto Road frontage of Final Map Tract 6754.
- **Surface maintenance of the masonry wall** (street side): of a masonry wall along Soto Road. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair; and
- **The curb return areas**: at the intersection of Soto Road and Plum Tree Street.
- **One-time maintenance**: A budget of $**2,500** is allocated for additional maintenance, as required.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

City of Hayward
LLAD 5 - Plum Tree St. & Soto Rd.
Fund 272, Project 03744
Established 1995 - 38 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	258.67	258.67	258.67	258.67
Annual Per Parcel Assessment	**258.67**	**258.67**	**258.67**	**258.67**
# of Parcels	38	38	38	38
Total Assessment	**9,829**	**9,829**	**9,829**	**9,829**
Revenue				
41210 - Annual Assessment Revenue	9,878	9,829	9,829	9,829
County Tax Collection Fee (1.7%)	*(167)*	*(167)*	*(167)*	*(167)*
44110 - Other (Interest)	1,676	1,676	1,676	1,676
Total Revenue	**11,388**	**11,339**	**11,339**	**11,339**
Expenditure				
61160 - One-Time Project/Maintenance	-	2,500	2,500	2,500
61170 - Landscape Maintenance	4,884	5,305	5,464	5,628
61510 - Utilities: PGE	304	396	436	449
61530 - Utilites: Water	900	1,084	1,214	1,251
62210 - Property Owner Noticing	310	127	25	25
62242 - Annual Reporting	573	637	175	175
City Administration	1,739	1,739	1,798	1,798
Total Expenditure	**8,710**	**11,788**	**11,611**	**11,825**
Account Balance				
Beginning Account Balance	23,305	25,983	25,534	25,261
Net Change (Revenue - Expenditures)	*2,678*	*(449)*	*(273)*	*(486)*
Ending Account Balance	**25,983**	**25,534**	**25,261**	**24,775**

Zone 6 (Peppertree Park)

Tract Nos. 4420 & 3337 (Lot 2)
Formed: May 11, 1982
Resolution Number: 82-160

FY 2027

Maximum Base Assessment Rate: **$2.61** per linear foot
Assessment Amount per Parcel: **$2.61** per linear foot
Number of Parcels: **11**
Assessment Income: **$13,034**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **1982.**
- **Is at the maximum**, unchanged from the previous year at **$2.61** per linear foot.
- Includes an annual inflation increase : **No**
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per linear foot charge **will remain the same** from the previous year at **$2.61.**
- The total annual assessment income will equal **$13,034.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is at the Maximum Base Assessment.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping and decorative paving:** within the median islands in San Clemente Street between Zephyr Avenue and San Antonio Street;
- **Landscaping:** in the fountain area; and
- **Various**: the identification sign, lighting, and landscaping in the main entrance median at San Clemente Street and San Antonio Street.
- **One-time maintenance**: A budget of **$4,000** is allocated for additional maintenance, as required.

City of Hayward
LLAD 6 - Peppertree Business Park
Fund 273, Project 03730
Established 1982 - 11 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	2.61	2.61	2.61	2.61
Annual Per Parcel Assessment	**2.61**	**2.61**	**2.61**	**2.61**
# of Parcels	11	11	11	11
Length of Assessable Street Frontage	4,994	4,994	4,994	4,994
Total Assessment	**13,034**	**13,034**	**13,034**	**13,034**
Revenue				
41210 - Annual Assessment Revenue	13,038	13,034	13,034	13,034
County Tax Collection Fee (1.7%)	*(222)*	*(222)*	*(222)*	*(222)*
44110 - Other (Interest)	7,152	375	375	375
Total Revenue	**19,968**	**13,188**	**13,188**	**13,188**
Expenditure				
61160 - One-Time Project/Maintenance	-	4,500	4,000	4,000
61170 - Landscape Maintenance	4,188	4,188	4,188	4,188
61510 - Utilities: PGE	121	264	290	300
61530 - Utilites: Water	5,171	3,388	3,795	3,908
62210 - Property Owner Noticing	310	1	7	7
62242 - Annual Reporting	1,097	524	50	50
City Administration	2,251	2,319	1,169	1,169
Total Expenditure	**13,138**	**15,184**	**13,499**	**13,622**
Account Balance				
Beginning Account Balance	103,303	110,133	108,137	107,826
Net Change (Revenue - Expenditures)	*6,830*	*(1,996)*	*(311)*	*(435)*
Ending Account Balance	**110,133**	**108,137**	**107,826**	**107,392**

Zone 7 (Twin Bridges)

Tract Nos. 7015
Formed: July 28, 1998
Resolution Number: 98-153

FY 2027

Maximum Base Assessment Rate: **$1,260.16**
Assessment Amount per Parcel: **$700.00**
Number of Parcels: **348**
Assessment Income: **$243,600**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **1998**.
- Increased from the previous year from $1,229.68 to **$1,260.16** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes CPI-U for the San Francisco-Oakland-Hayward MSA 2.477% for the period February 2025 to February 2026).
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will increase from the previous year from $698.08 to **$700.00**.
- The total annual assessment income will equal **$243,600.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

FY 2027 Services

Services for this assessment zone include:

- **Park:** Includes a two-acre neighborhood park, maintained by the Hayward Area Recreation District through a Memorandum of Understanding with the City;
- **Landscaping**: Includes: planting, irrigation, the multi-use pathway, landscape lighting and other associated improvements located within the landscape easements and street right-of-way along Mission Boulevard and Industrial Parkway;
- **Medians**: Includes medians and abutting landscaping along the Arrowhead Way entrance roads and traffic circles, including the bridge structure, signs, and decorative entry paving;
- **Bus shelters**;
- **Walls and fences** that face Mission Blvd., Industrial Parkway, the Arrowhead Way entrance roads, the golf course and along the Line N drainage channel (including graffiti removal);
- **Specialty street lighting**; and
- **One-time maintenance:** A budget of **$15,000** is allocated for additional maintenance, as required.

City of Hayward
LLAD 7 - Twin Bridges
Fund 274, Project 03746
Established 1998 - 348 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	1,144.27	1,229.68	1,260.16	1,304.57
Annual Per Parcel Assessment	**664.83**	**698.08**	**700.00**	**700.00**
# of Parcels	348	348	348	348
Total Assessment	**231,362**	**242,930**	**243,600**	**243,600**
Revenue				
41210 - Annual Assessment Revenue	229,430	242,930	243,600	243,600
County Tax Collection Fee (1.7%)	(3,933)	(4,130)	(4,141)	(4,141)
44110 - Other (Interest)	44,702	3,000	3,000	3,000
Total Revenue	**270,199**	**241,801**	**242,459**	**242,459**
Expenditure				
61160 - One-Time Project/Maintenance	300,599	17,000	15,000	15,000
61170 - Landscape Maintenance	36,000	50,000	67,000	69,010
61510 - Utilities: PGE	232	2,640	2,904	2,991
61530 - Utilites: Water	57,271	94,864	106,248	109,435
61560 - HARD: Park Maintenance Utilities	18,240	33,990	35,010	36,060
62210 - Property Owner Noticing		30	225	225
62242 - Annual Reporting	1,501	603	1,610	1,610
62260 - HARD: Park Maintenance	76,500	51,000	52,530	52,530
City Administration	4,727	4,869	12,396	12,396
Total Expenditure	**194,471**	**237,996**	**292,922**	**284,257**
Account Balance				
Beginning Account Balance	824,160	899,888	903,693	868,229
Net Change (Revenue - Expenditures)	*75,728*	*3,805*	*(50,464)*	*(41,798)*
Ending Account Balance	**899,888**	**903,693**	**853,229**	**826,229**

Zone 8 (Capitola Street)

Tract Nos. 7033
Formed: March 2, 1999
Resolution Number: 99-030

FY 2027

Maximum Base Assessment Rate: **$901.26**
Assessment Amount per Parcel: **$226.77**
Number of Parcels: **24**
Assessment Income: **$5,442**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **1999**.
- Increased from the previous year from $879.48 to **$901.26** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes CPI-U for the San Francisco-Oakland-Hayward MSA 2.477% for the period February 2025 to February 2026).

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will increase from the previous year from $215.97 to **$226.77.**
- The total annual assessment income will equal **$5,442.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.
- Can be increased later: Future increases above the Maximum Base Assessment would require the noticing and balloting of property owners per the requirements of Proposition 218.

FY 2027 Services

Services for this assessment zone include:

- **Landscaping**: a 10-foot-wide landscaped area, between the wall and the Hesperian Blvd. frontage, to be improved with landscaping, irrigation, and other associated improvements located within the landscaped area.
- **Surface maintenance:** of the 8-foot-high decorative concrete wall along the tract's Hesperian Blvd. frontage. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair; and
- **One-time maintenance:** A budget of **$2,500** is allocated for additional maintenance as required.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

City of Hayward
LLAD 8 - Capitola St.
Fund 275, Project 03748
Established 1999 - 24 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	818.38	879.48	901.26	933.04
Annual Per Parcel Assessment	**205.68**	**215.97**	**226.77**	**238.11**
# of Parcels	24	24	24	24
Total Assessment	**4,936**	**5,183**	**5,442**	**5,715**
Revenue				
41210 - Annual Assessment Revenue	4,938	5,183	5,442	5,715
County Tax Collection Fee (1.7%)	*(84)*	*(88)*	*(93)*	*(97)*
44110 - Other (Interest)	3,198	400	400	400
Total Revenue	**8,052**	**5,495**	**5,750**	**6,017**
Expenditure				
61160 - One-Time Project/Maintenance			2,500	2,500
61170 - Landscape Maintenance	3,996	4,000	4,000	4,000
61530 - Utilites: Water	495	678	759	800
62210 - Property Owner Noticing	310	81	15	15
62242 - Annual Reporting	563	858	111	111
City Administration	2,144	2,144	608	608
Total Expenditure	**7,508**	**7,761**	**7,993**	**8,034**
Account Balance				
Beginning Account Balance	47,852	48,396	46,130	43,887
Net Change (Revenue - Expenditures)	*544*	*(2,266)*	*(2,243)*	*(2,017)*
Ending Account Balance	**48,396**	**46,130**	**43,887**	**41,870**

Zone 9 (Orchard Ave.)

Tract Nos. 7063
Formed: April 25, 2000
Resolution Number: 00-050

FY 2027

Maximum Base Assessment Rate: **$240.64**
Assessment Amount per Parcel: **$42.76**
Number of Parcels: **74**
Assessment Income: **$3,164**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2000**.
- Increased from the previous year from $234.82 to **$240.64** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes CPI-U for the San Francisco-Oakland-Hayward MSA (2.477% for the period February 2025 to February 2026).
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will increase from the previous year from $40.34 to **$42.76.**
- The total annual assessment income will equal **$3,164.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

FY 2027 Services

Services for this assessment zone include:

- **Surface maintenance**: of the 10-foot-high decorative concrete wall along the railroad and along the south property line abutting Lot 40. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair. To minimize this maintenance work, Boston Ivy is planted and maintained along most of the surface of the wall.
- **One-time maintenance:** A budget of **$2,500** is included for additional maintenance, as required.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

City of Hayward
LLAD 9 - Orchard Ave.
Fund 276, Project 03749
Established 2000 - 74 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	212.14	234.82	240.64	246.60
Annual Per Parcel Assessment	**38.41**	**40.34**	**42.76**	**44.90**
# of Parcels	74	74	74	74
Total Assessment	**2,843**	**2,985**	**3,164**	**3,322**
Revenue				
41210 - Annual Assessment Revenue	2,843	2,985	3,164	3,322
County Tax Collection Fee (1.7%)	*(48)*	*(51)*	*(54)*	*(56)*
44110 - Other (Interest)	40	40	40	40
Total Revenue	**2,834**	**2,974**	**3,150**	**3,306**
Expenditure				
61160 - One-Time Project/Maintenance	310	2,500	2,500	2,500
62210 - Property Owner Noticing	-	-	50	50
62242 - Annual Reporting	598	648	340	340
City Administration	1,402	1,444	323	323
Total Expenditure	**2,311**	**4,593**	**3,213**	**3,213**
Account Balance				
Beginning Account Balance	11,445	11,969	10,351	10,288
Net Change (Revenue - Expenditures)	*524*	*(1,618)*	*(63)*	*93*
Ending Account Balance	**11,969**	**10,351**	**10,288**	**10,381**

Zone 10 (Eden Shores Residential)

Tract Nos. 7317, 7360 & 7361
Formed: June 24, 2003
Resolution Number: 03-083

FY 2027

Maximum Base Assessment Rate: **$1,434.96**
Assessment Amount per Parcel: **$398.02**
Number of Parcels: **534**
Assessment Income: **$212,543**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2003**.
- Increased from the previous year from $1,400.28 to **$1,434.96** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes CPI-U for the San Francisco-Oakland-Hayward MSA (2.477% for the period February 2025 to February 2026).
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will **increase** from the previous year from $365.16 to **$398.02.**
- The total annual assessment income will equal **$212,543.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

FY 2027 Services

The Eden Shores Homeowners Association (HOA) administers the landscape maintenance contract for the zone. The HOA invoices the City quarterly for reimbursement of expenses authorized through the assessment zone budget. The City manages the park maintenance contract, through a Memorandum of Understanding with the Hayward Area Recreation District.

Services for this assessment zone include:

- **Park**: A 5.58-acre park within the development which includes landscaping and irrigation and playground equipment. The City of Hayward has a Memorandum of Understanding with the Hayward Area Recreation Department (HARD) to maintain the park;
- **Landscaping and irrigation**: of medians, park strips, and parkway within the development; and
- **Surface maintenance:** of the decorative concrete and masonry walls along the perimeter and within the tract. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair.
- **One-time maintenance:** A budget of $**16,000** is allocated for additional maintenance, as required.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

City of Hayward
LLAD 10 - Eden Shores
Fund 277, Project 03750
Established 2003 - 534 Parcels

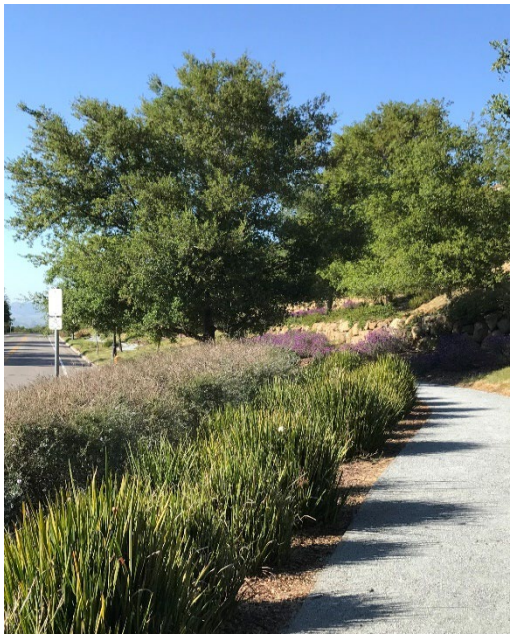
	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	1,265.04	1,400.28	1,434.96	1,470.50
Annual Per Parcel Assessment	**344.49**	**365.16**	**398.02**	**433.85**
# of Parcels	534	534	534	534
Total Assessment	**183,960**	**194,995**	**212,543**	**231,674**
Revenue				
41210 - Annual Assessment Revenue	182,926	194,995	212,543	231,674
County Tax Collection Fee (1.7%)	*(3,127)*	*(3,315)*	*(3,613)*	*(3,938)*
44110 - Other (Interest)	9,394	2,800	2,800	2,800
Total Revenue	**189,193**	**194,481**	**211,729**	**230,536**
Expenditure				
61160 - One-Time Project/Maintenance	463,281	6,000	16,000	6,000
61170 - ES HOA: Landscape Maintenance	30,680	33,525	34,531	35,567
61510 - Utilities: PGE	326	660	726	410
61530 - Utilites: Water	56,117	51,856	58,079	59,821
61560 - HARD: Park Maintenance Utilities	28,367	46,350	47,741	49,173
62210 - Property Owner Noticing		23	345	345
62242 - Annual Reporting	1,447	603	2,470	2,470
62260 - HARD: Park Maintenance	121,214	56,652	58,352	58,352
City Administration	4,727	4,869	9,812	10,290
Total Expenditure	**706,160**	**200,538**	**228,054**	**222,426**
Account Balance				
Beginning Account Balance	626,456	109,489	103,432	87,109
Net Change (Revenue - Expenditures)	*(516,967)*	*(6,057)*	*(16,325)*	*8,109*
Ending Account Balance	**109,489**	**103,432**	**87,107**	**95,219**

Zone 11 (Stonebrae Country Club)

Tract Nos. 5354, 8356
Formed: July 18, 2006
Resolution Number: 06-096

FY 2027

Maximum Base Assessment Rate: **$2,035.28**
Assessment Amount per Parcel (Developed): **$471.45**
Assessment Amount per Parcel (Future Development): **$249.87**
Number of Parcels: **644**
Assessment Income: **$300,512**





Note: Ten new parcels were added in FY 2022. Fourteen parcels of the Stonebrae Country Club development are scheduled for future development. Future development parcels are assessed at 53% of the developed parcel rate.

FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2006**.
- Increased from the previous year from $1,986.08 to **$2,035.28** per parcel by CPI.

- Includes an annual inflation increase: **Yes**, includes CPI-U for the San Francisco-Oakland-Hayward MSA (2.477% for the period February 2025 to February 2026).

- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The annual assessment rate is recommended to be **increased** based on the City's analysis of the financial stability of the zone.

- The per parcel charge for **Developed** parcels will **increase** from the previous year from $449.00 to **$471.45**.

- The per parcel charge for **Future Developed** parcels will **increase** from the previous year from $237.97 to **$249.87**.

- In FY 2017, the assessment rate was reduced 58% from $379 to $156, as expenses were stable, and the account balance was healthy. However, since that time, expenses have increased, to include water, general maintenance, and ongoing upkeep of the district. The increase in costs, along with use of the account balance has necessitated the need to increase rates annually since the initial decrease in FY 2017.

- The total annual assessment income will equal **$300,512.**

- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.

- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.

- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.

- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

FY 2027 Services

The Stonebrae Homeowners Association (HOA) administers the landscape maintenance contract for the zone. The HOA invoices the City quarterly for reimbursement of expenses authorized in the benefit district zone budget.

Services for this assessment zone include:

- **Landscaping and irrigation**: of median, park strips, parkway improvements, and multi-use pathway improvements along Fairview Ave., Carden Lane, Hayward Blvd., Stonebrae Country Club Dr., and the access road to the City water tank;

- **Slope maintenance:** along Carden Lane, Fairview Ave., Hayward Blvd., and Stone Country Club Dr.;

- **Wall maintenance**: of decorative walls facing Fairview Ave. and Hayward Blvd. but not including the view fence of the lots along Fairview Ave. This maintenance includes painting, cleaning, graffiti removal, and replacement of the improvements if needed;

- **Street and landscape lighting**: along Fairview Ave., Carden Lane, Hayward Blvd.; and along the frontage of the school at the intersection of Hayward Blvd./Stonebrae Country;

- **Club Drive and Carden Lane**: this maintenance includes electrical costs, and replacement of the improvements if needed;

- **One-time maintenance:** A budget of $110,000 is allocated to finish the streetlight replacement/repair initiative.

Note: The Stonebrae Project is proposed to be developed in multiple phases (Villages A-E). Pursuant to the original 2002 Vesting Tentative Map for Stonebrae, Village C was anticipated to have 71 single-family lots. On July 5, 2017, the Final Map for Village C was recorded, which updated the number of single-family lots to 96. It should be noted that the Stonebrae development was originally approved for 650 total units. A total of 538 lots have been previously created. With the addition of the 96 Village C lots and the existing 538 lots in the other Villages, the total number of lots increased to **634.** On October 6, 2020, City Council approved a Final Map of Tract 8518, subdividing a 20-acre site into 10 single family lots, increasing the total number of lots to **644**. The current development phase consists of ***630*** single-family parcels (increased from 617 in FY 2022). The future development phases will consist of the remaining ***13*** single-family parcels (decreased from 15 in FY 2023).

City of Hayward
LLAD 11 - Stonebrae Country Club
Fund 279, Project 03731
Established 2006 - 644 Parcels (10 Parcels added in 2021)

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	1,794.28	1,986.08	2,035.28	2,085.69
Annual Per Parcel Assessment (Developed)	**408.18**	**449.00**	**471.45**	**495.02**
# of Developed Parcels	630	630	630	641
Annual Per Parcel Assessment (Future - 53% Developed Rate)	**216.34**	**237.97**	**249.87**	**262.36**
# of Future Parcels	14	14	14	3
Total Assessment	**260,184**	**286,202**	**300,512**	**318,097**
Revenue				
41210 - Annual Assessment Revenue	259,737	286,202	300,512	318,097
County Tax Collection Fee (1.7%)	*(4,423)*	*(4,865)*	*(5,150)*	*(5,408)*
44110 - Other (Interest)	34,453	3,500	3,500	3,500
Total Revenue	**289,768**	**284,836**	**298,862**	**316,189**
Expenditure				
61530 - Utilites: Water	153,780	149,072	170,000	175,000
61510 - Utilities: PGE	9,064	12,323	14,000	14,000
61170 - Landscape Maintenance	69,229	59,949	61,747	63,600
61160 - One-Time Project/Maintenance	43,092	76,915	110,000	80,000
62210 - Property Owner Noticing		56	415	415
62242 - Annual Reporting	1,372	524	2,980	2,980
City Administration	3,377	3,478	10,216	10,519
Total Expenditure	**279,913**	**302,317**	**369,358**	**342,357**
Account Balance				
Beginning Account Balance	518,700	528,554	511,074	473,014
Net Change (Revenue - Expenditures)	*9,855*	*(17,481)*	*(70,497)*	*(30,325)*
Ending Account Balance	**528,554**	**511,074**	**440,577**	**442,689**

Zone 12 (Spindrift - Eden Shore East)

Tract Nos. 7489, 7708 & 8148
Formed: May 15, 2007
Annexed Tract No. 8148: June 21, 2016
Resolution Number: 07-031 & 16-065

FY 2027

Maximum Base Assessment Rate: **$269.68**
Assessment Amount per Parcel: **$100.00**
Number of Parcels: **379**
Assessment Income: **$37,900**





Annexation to Zone 12 – Spindrift at Eden Shores (Tract 8148)

On June 21, 2016, the City Council approved the annexation of the Spindrift at Eden Shores Project into existing Zone 12 of LLAD 96-1. A total of 118 new lots were created and added to existing Zone 12. The new additions to Zone 12 will be assessed in a manner similar to the existing 261 lots in Zone 12 once developed, which currently pay for the maintenance of improvements at the Alden E. Oliver Sports Park.

FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

Eden Shores East:

- Originally set when the zone was created in **2007**.
- Increased from the previous year from $263.16 to **$269.68** per parcel by CPI.
- Includes an annual inflation increase: **Yes,** includes CPI-U for the San Francisco-Oakland-Hayward MSA, (2.477% for the period February 2025 to February 2026).
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

Spindrift Annexation:

- Originally set when the zone was created in **2016**.
- Increased from the previous year from $254.40 to **$262.02** per parcel by CPI.
- Includes an annual inflation increase: **Yes,** includes CPI-U for the San Francisco-Oakland-Hayward MSA, (3.036% for the period December 2024 to December 2025) and the unused CPI carried over from previous fiscal years is 2.53%. Therefore, the Maximum Base Assessment Rate has been increased by **3.00%.**
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The annual assessment rate is recommended to be **decreased** based on the City's analysis of the financial stability of the zone.
- The per parcel charge for Developed parcels will **decrease** from the previous year from $110.41 to **$100.00**.
- The total annual assessment income will equal **$37,900.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

FY 2027 Services

Services for this assessment zone include:

Minor Portion of Sports Park: The City of Hayward has an agreement with the Hayward Area Recreation and Park District (HARD) to maintain the Alden E. Oliver Sports Park which benefits parcels within this benefit zone. The annual assessment pays for a minor portion of the Sports Park maintenance expense and City administrative costs associated with managing the benefit assessment program for this benefit zone. Maintenance of the neighborhood serving features of the Alden E. Oliver Sports Park include picnic tables, basketball courts, barbeque areas, soccer fields, etc. HARD is responsible for capital replacement of the park's capital items.

City of Hayward
LLAD 12 - Spindrift (Eden Shores East)
Fund 278, Project 03732
Established 2007, 2016 - 379 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	256.16	263.16	269.68	242.81
Annual Per Parcel Assessment (Original)	**104.16**	**110.41**	**100.00**	**100.00**
# of Parcels (Original)	261	261	261	261
Maximum Base Assessment	246.98	254.40	262.02	262.04
Annual Per Parcel Assessment (Annexation)	**104.16**	**110.41**	**100.00**	**100.00**
# of Parcels (Annexation)	118	118	118	118
Total Assessment	**39,476**	**41,845**	**37,900**	**37,900**
Revenue				
41210 - Annual Assessment Revenue	39,560	41,845	37,900	37,900
County Tax Collection Fee (1.7%)	(671)	(711)	(644)	(644)
44110 - Other (Interest)	3,039	150	150	150
Total Revenue	**41,928**	**41,284**	**37,406**	**37,406**
Expenditure				
62210 - Property Owner Noticing		33	245	245
62242 - Annual Reporting	1,709	603	1,750	1,750
62260 - HARD: Contribution to Park Maintenance	46,333	24,666	25,406	25,406
City Administration	1,351	1,391	896	896
Total Expenditure	**49,393**	**26,693**	**28,297**	**28,297**
Account Balance				
Beginning Account Balance	54,687	47,222	61,813	70,922
Net Change (Revenue - Expenditures)	*(7,465)*	*14,591*	*9,109*	*9,109*
Ending Account Balance	**47,222**	**61,813**	**70,922**	**80,031**

Zone 13 (Cannery Place)

Tract Nos. 7613, 7625, 7748 & 7749
Formed: June 17, 2008
Resolution Number: 08-0901

FY 2027

Maximum Base Assessment Rate: **$1,530.46**
Assessment Amount per Parcel: **$469.41**
582 Condominium Style Units**,** ***16*** Duets**,** and ***One*** Commercial Retail Parcel
Assessment Income: **$281,177**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2008**.
- Increased from the previous year from $1,493.46 to **$1,530.46** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes CPI-U for the San Francisco-Oakland-Hayward MSA (2.477% for the period February 2025 to February 2026).
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge for Developed parcels will **increase** from the previous year from $442.84 to **$469.41**.
- The total annual assessment income will equal **$281,177.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

FY 2027 Services

Services for this assessment zone include:

- **Park Maintenance**: includes approximately five (5) acres of park area encompassing landscaping and irrigation, and playground equipment, and maintenance of a historic water tower within the development;
- **Landscaping and irrigation**: includes park strips and parkway within the development;
- **Surface maintenance**: of the decorative concrete walls within the tract. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair; and
- **Maintenance:** of street trees;
- **Maintenance:** of paved walkways;
- **One-time maintenance:** A budget of **$100,000** is allocated for additional maintenance to update bioretention, tree trimming, and pest control for box elderbug and to finish the streetlight replacement/repair initiative
- Additionally, the City is preparing to replace four play structures, two sand-based pits, a volleyball court, and picnic tables from FY28-FY30.

Note: the ownership and responsibility of the masonry wall as a structure remains with the individual property owners.

City of Hayward
LLAD 13 - Cannery Place
Fund 281, Project 03733
Established 2008 - 599 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	1,454.34	1,493.46	1,530.46	1,568.36
Annual Per Parcel Assessment	**417.78**	**442.84**	**469.41**	**483.49**
# of Parcels	599	599	599	599
Total Assessment	250,248	265,261	281,177	289,612
Revenue				
41210 - Annual Assessment Revenue	250,953	265,261	281,177	289,612
County Tax Collection Fee (1.7%)	*(4,254)*	*(4,509)*	*(4,780)*	*(4,923)*
44110 - Other (Interest)	44,000	2,500	2,500	2,500
Total Revenue	**290,699**	**263,252**	**278,897**	**287,189**
Expenditure				
61160 - One-Time Project/Maintenance	3,970	6,000	100,000	506,000
61160 - CalSense			50,000	
61170 - Landscape Maintenance	73,440	46,102	88,784	91,448
61510 - Utilities: PGE	10,703	12,540	13,794	4,289
61530 - Utilites: Water	83,875	98,560	110,000	110,000
62210 - Property Owner Noticing	51	53	385	385
62242 - Annual Reporting	1,512	524	2,770	2,770
City Administration	4,727	4,869	9,854	9,980
Total Expenditure	**178,278**	**168,647**	**375,587**	**724,871**
Account Balance				
Beginning Account Balance	746,980	859,400	954,005	886,315
Net Change (Revenue - Expenditures)	*112,421*	*94,604*	*(96,690)*	*(437,683)*
Ending Account Balance	**859,400**	**954,005**	**857,314**	**448,632**

Zone 14 (La Vista)

Tract Nos. 7620
Formed: June 14, 2016
Resolution Number: 16-044

FY 2027

Maximum Base Assessment Rate: **$792.54**
Assessment Amount per Developed Parcel: **$725.28**
Number of Parcels: **179**
Assessment Income: **$129,825**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2016**.
- Increased from the previous year from $769.46 to **$792.54** per parcel by CPI-U.
- Includes an annual inflation increase: **Yes,** includes CPI-U for the San Francisco-Oakland-Hayward MSA, (2.037% for the period December 2024 to December 2025) and the unused CPI carried over from previous fiscal years is 2.53%. Therefore, the Maximum Base Assessment Rate has been increased by **3.00%**.
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The per parcel charge will **increase** from $704.16 to **$725.28**.
- The total annual assessment income will equal **$129,825.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.
- In future years, if there is a need for additional funds, the assessment may be increased up to the Maximum Base Assessment Rate.

FY 2027 Services

Services for this assessment zone include:

- **Landscaping and irrigation**: of the public right of ways of Tennyson Rd., Vista Grande Dr., Cantera Dr., Mountain View Dr., Fortuna Way, and Alquire Pkwy, and firebreak landscaping along the perimeter of the backside of the development. Such landscaping consists of the care for groundcover, shrubs, trees, weed abatement in planted areas, upkeep and servicing of the irrigation system, and utility costs to service the landscaping;
- **Surface maintenance**: of the decorative concrete walls within the tract. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair;
- **Maintenance:** of street trees;
- **Maintenance:** of bioswales and tree filters;
- **Maintenance:** of street lighting;
- **Maintenance:** of private paved trails east of Alquire Parkway.

City of Hayward
LLAD 14 - La Vista
Fund 282, Project 03751
Established 2016 - 179 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	747.04	769.46	792.54	816.32
Annual Per Parcel Assessment	**683.65**	**704.16**	**725.28**	**747.04**
# of Parcels	179	179	179	179
Total Assessment	**122,373**	**126,045**	**129,825**	**133,721**
Revenue				
41210 - Annual Assessment Revenue	121,632	126,045	129,825	133,721
County Tax Collection Fee (1.7%)	*(2,080)*	*(2,143)*	*(2,207)*	*(2,273)*
44110 - Other (Interest)	20,158	350	350	350
Total Revenue	**139,709**	**124,252**	**127,968**	**131,798**
Expenditure				
61160 - One-Time Project/Maintenance	39,074	30,000	30,000	30,000
61170 - Landscape Maintenance	42,240	75,353	58,387	60,139
61510 - Utilities: PGE	1,609	3,850	4,235	4,362
61530 - Utilites: Water	52,404	26,351	29,513	30,398
62210 - Property Owner Noticing	-	115	115	115
62242 - Annual Reporting	1,220	830	830	830
City Administration	4,727	4,869	7,069	7,186
Total Expenditure	**141,274**	**141,367**	**130,149**	**133,029**
Account Balance				
Beginning Account Balance	299,343	297,779	280,663	278,484
Net Change (Revenue - Expenditures)	*(1,564)*	*(17,116)*	*(2,181)*	*(1,232)*
Ending Account Balance	**297,779**	**280,663**	**278,482**	**277,252**

Zone 15 (Cadence)

Tract No. 8032
Formed: January 17, 2017
Resolution Number: 17-001

FY 2027

Maximum Base Assessment Rate: **$768.56**
Assessment Amount per Parcel: **$0.00**
Number of Parcels: **206**
Assessment Income: **$0.00**





This benefit zone is self-maintained by the property owner. If the park is maintained, no assessment amount will be charged.

FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2017**.
- **Increased** from the previous year from $746.18 to **$768.56** per parcel by CPI-U.
- Includes an annual inflation increase: **Yes,** includes CPI-U for the San Francisco-Oakland-Hayward MSA, (2.037% for the period December 2024 to December 2025) and the unused CPI carried over from previous fiscal years is 2.12%. Therefore, the Maximum Base Assessment Rate has been increased by **3.00%**.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The annual assessment rate is recommended to **remain the same** based on the City's analysis of the financial stability of the zone.

- The per parcel charge will remain the same at **zero.** AMCAL has entered in contract with Bella Vista Landscape Services, Inc. (CCL # 805462) to maintain the Park in good repair and working order, and in a neat, clean, and orderly condition. AMCAL is responsible for the annual payment of the District Management cost and reimbursement to the City for the Engineer's Report. Thus, each of the 206 parcels will be assessed at $0.00 per parcel. The Assessment District ensures adequate funding is available for the maintenance of the Park should the Developer default, not meet the maintenance standards, or if the property is sold, and the City assumes maintenance of the park

- The total annual assessment income will equal **zero** pursuant to the Owners Participation Agreement (OPA) for the Cadence Development. Per the OPA, AMCAL Hayward LLC (AMCAL) is responsible for the maintenance Cadence Public Park in perpetuity or for the life of the agreement. As required in Section 8.12 of the OPA, AMCAL submitted their annual Park Maintenance Plan to the City for review and approval.

- The current assessment rate is **below** the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.

- In future years, if there is a need for additional funds, the assessment may be **increased** up to the Maximum Base Assessment Rate.

- Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Services

Services provided to this assessment zone include:

- **Maintenance:** of the Park in good repair and working order; and in a neat, clean, and orderly condition.

Zone 16 (Blackstone)

Tract Nos. 7894
Formed: May 17, 2016
Resolution Number: 16-044

FY 2027

Maximum Base Assessment Rate: Zone A: **$548.12,** Zone B: **$575.52**
Assessment Amount per Parcel – Zone A: **$542.49** Zone B: **$569.60**
Number of Parcels: **157**
Assessment Income: **$85,822**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2016**.
- Zone A: Increased from the previous year from $532.16 to **$548.12** per parcel by CPI.
- Zone B: Increased from the previous year from $558.76 to **$575.52** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes CPI-U for the San Francisco-Oakland-Hayward MSA, (2.037% for the period December 2024 to December 2025) and the unused CPI carried over from previous fiscal years is 2.53%. Therefore, the Maximum Base Assessment Rate has been increased by **3.00%**.
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

- The per parcel rate (Zone A) will **increase** from $516.66 to **542.49**.
- The per parcel rate (Zone B) will **increase** from $542.48 to **569.60**.
- The total annual assessment income will equal $**85,822.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is below the Maximum Base Assessment.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping and irrigation**: of park strips and setback landscaping along frontages of Burbank Street and Palmer Avenue;
- **Surface maintenance**: of the decorative concrete walls within the tract. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair;
- **Park Maintenance**: approximately two (2) acres of park area which includes landscaping and irrigation, exercise equipment, bocce ball courts, faux bridge, storm water basins and all other park amenities.
- **Maintenance:** of street trees, streetlights, paved walkways, and cobblestone pathways
- **One-time maintenance:** A budget of **$65,000** has been allocated for the replacement of the shaded canopies. In addition, the City's capital plan for this district includes a broader initiative to replace park amenities throughout the district.

City of Hayward
LLAD 16 - Blackstone
Fund 284, Project 03753
Established 2016, 157 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	516.66	532.16	548.12	564.57
Annual Per Parcel Assessment (Zone A)	**516.66**	**516.66**	**542.49**	**564.19**
# of Parcels (Zone A)	133	133	133	133
Maximum Base Assessment	542.48	558.76	575.52	592.79
Annual Per Parcel Assessment (Zone B)	**542.48**	**542.48**	**569.60**	**592.39**
# of Parcels (Zone B)	24	24	24	24
Total Assessment	**81,735**	**81,735**	**85,822**	**89,255**
Revenue				
41210 - Annual Assessment Revenue	81,477	81,735	85,822	89,255
County Tax Collection Fee (1.7%)	*(1,390)*	*(1,390)*	*(1,459)*	*(1,517)*
44110 - Other (Interest)	15,832	125	125	125
Total Revenue	**95,920**	**80,471**	**84,488**	**87,863**
Expenditure				
61160 - One-Time Project/Maintenance	-	10,000	65,000	-
61170 - Landscape Maintenance	24,000	26,225	27,012	27,823
61510 - Utilities: PGE	2,676	3,708	4,078	4,201
61530 - Utilites: Water	12,338	11,654	13,052	13,444
62210 - Property Owner Noticing		122	100	100
62242 - Annual Reporting	1,204	1,333	730	730
City Administration	3,377	3,478	4,080	4,149
Total Expenditure	**43,595**	**56,519**	**114,053**	**50,446**
Account Balance				
Beginning Account Balance	206,415	258,740	282,691	253,126
Net Change (Revenue - Expenditures)	*52,325*	*23,951*	*(29,565)*	*37,416*
Ending Account Balance	**258,740**	**282,691**	**253,126**	**290,543**

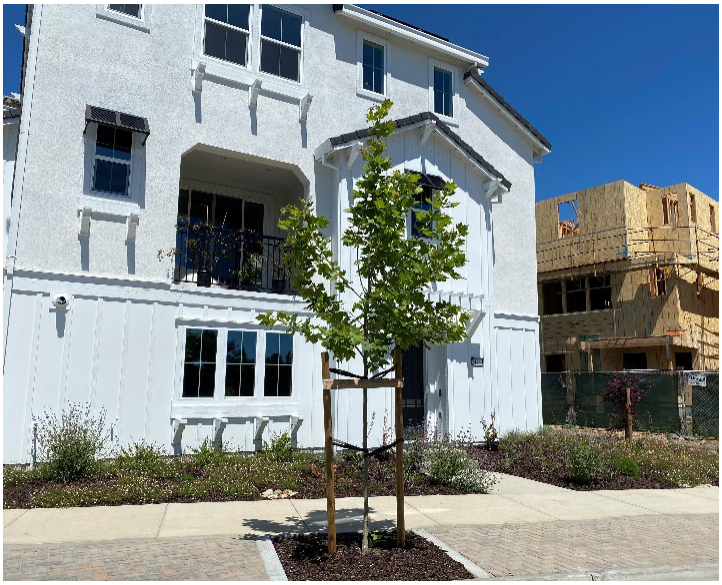
Zone 17 (Parkside Heights)

Tract Nos. 8233
Formed: June 11, 2019
Resolution Number: 19-128

FY 2027

Maximum Base Assessment Rate: **$640.72**
Assessment Amount per Parcel (Developed): **$300.00**
Number of Parcels: **97**
Assessment Income: **$29,100**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2019**.
- Increased from the previous year from $625.24 to **$640.72** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes February CPI-U for the San Francisco-Oakland-Hayward MSA 2.477% for the period February 2025 to February 2026).
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) **and Income**

- The annual assessment rate is recommended to **decrease** based on the City's analysis of the financial stability of the zone.
- The per parcel charge will **decrease** from the previous year from $600.37 to **$300.00.**
- The total annual assessment income will equal **$29,100.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- Each of the parcels shall be apportioned an **equal share** of the total assessment for this zone as the special benefit derived by an individual parcel is indistinguishable from each other.
- The current assessment rate is **below** the Maximum Base Assessment.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping and irrigation**: of groundcover, trees, and other landscaped areas along the public trail and undeveloped public open space along Ward Creek.
- **Surface maintenance**: This maintenance includes painting, cleaning, graffiti removal, and minor surface repair;
- **Maintenance:** of public trail trees;
- **Maintenance:** of trail signage;
- **Maintenance:** of paved public trail and permeable pavers;
- **One-time maintenance:** A budget of **$2,500** is allocated for additional maintenance, as required.

City of Hayward
LLAD 17 - Parkside Heights
Fund 290, Project 03754
Established 2019 - 97 Parcels

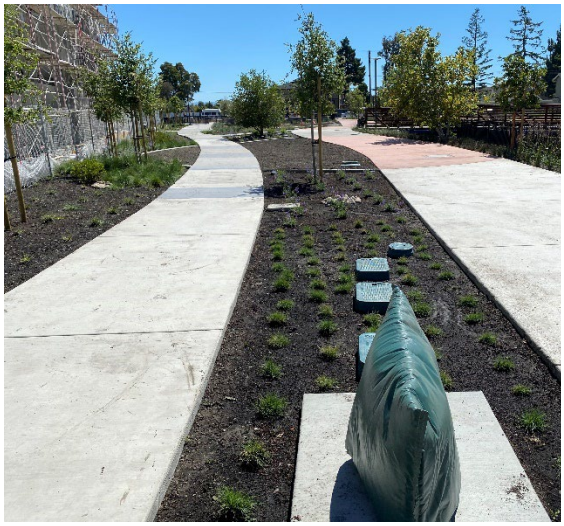
	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment	608.86	625.24	640.72	656.60
Annual Per Parcel Assessment	**582.88**	**600.37**	**300.00**	**300.00**
# of Parcels	97	97	97	97
Total Assessment	**56,539**	**58,236**	**29,100**	**29,100**
Revenue				
41210 - Annual Assessment Revenue	56,539	58,236	29,100	29,100
County Tax Collection Fee (1.7%)	*(961)*	*(990)*	*(495)*	*(495)*
44110 - Other (Interest)	12,996	3,000	1,500	1,500
Total Revenue	**68,574**	**60,246**	**30,105**	**30,105**
Expenditure				
61160 - One-Time Project/Maintenance		2,500	2,500	2,500
61170 - Landscape Maintenance	4,600	17,000	17,510	18,035
62210 - Property Owner Noticing		9	63	63
62242 - Annual Reporting	1,161	524	450	450
City Administration	3,377	3,478	1,150	1,150
Total Expenditure	**9,137**	**23,510**	**21,673**	**22,198**
Account Balance				
Beginning Account Balance	184,925	244,362	281,097	289,530
Net Change (Revenue - Expenditures)	*59,437*	*36,735*	*8,432*	*7,907*
Ending Account Balance	**244,362**	**281,097**	**289,530**	**297,437**

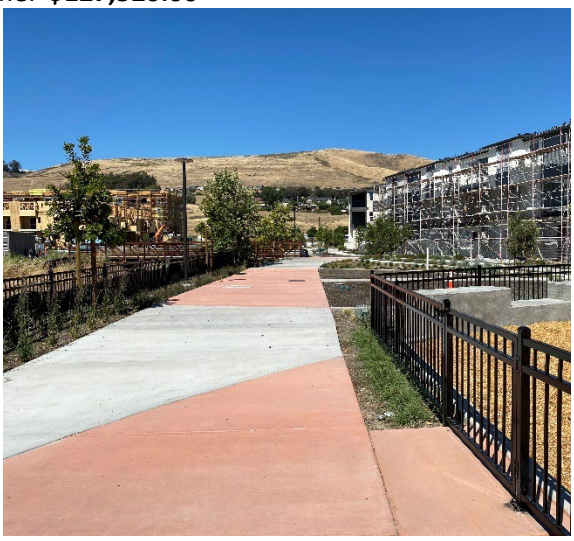
Zone 18 (SoHay)

Tract Nos. 8428, 8444, 8445, 8446, 8447
Formed: June 11, 2019
Resolution Number: 19-130

FY 2027

Maximum Base Assessment Rate: Zone A: **$488.68,** Zone B: **$464.26**
Assessment Amount per SFE (Developed): Zone A: **$300.00,** Zone B: **$285.00**
Number of SFEs: **433 SFE**
Assessment Income: **$127,320.00**





FY 2027 Maximum Base Assessment

Maximum Base Assessment (highest rate that can be charged per parcel).

- Originally set when the zone was created in **2019**.
- Zone A: Increased from the previous year from $476.88 **to $488.68** per parcel by CPI.
- Zone B: Increased from the previous year from $453.04 **to $464.26** per parcel by CPI.
- Includes an annual inflation increase: **Yes**, includes February CPI-U for the San Francisco-Oakland-Hayward MSA (2.477% for the period February 2025 to February 2026).
- Can be increased later: Future increases above the Maximum Base Assessment would **require the noticing and balloting** of property owners per the requirements of Proposition 218.

FY 2027 Assessment and Income

Assessment Rate (annual charge per parcel) and Income

- The rate per SFE (Zone A - Developed) **will remain the same** as the previous year at $300.00.
- The rate per SFE (Zone A - Undeveloped) **will remain the same** as the previous year at $90.00.
- The rate per SFE (Zone B - Developed) **will remain the same** as the previous year at $285.00.
- The rate per SFE (Zone B - Undeveloped) **will remain the same** as the previous year at $85.50.
- The total annual assessment income will equal **$127,320.**
- The recommended assessment rate will generate revenues that are adequate to pay for the expected level of maintenance and to maintain a prudent capital reserve balance.
- The assessments are apportioned among all lots and parcels within the Assessment Area based on Single-Family Equivalent (SFE). Townhomes are assigned 1.0 SFE, apartments are assigned 0.43 SFE per apartment unit, and commercial is assigned 0.50 SFE per 0.20 acres.
- The current assessment rate is below the Maximum Base Assessment and is sufficient for maintaining levels of service and for keeping a prudent capital reserve balance.

FY 2027 Services

Services provided to this assessment zone include:

- **Landscaping and irrigation**: of park groundcover, trees, and other landscaped areas;
- **Surface maintenance**: of the masonry walls within the tract. This maintenance includes painting, cleaning, graffiti removal, and minor surface repair;
- **Park Maintenance**: approximately two (2) acres of park area which includes landscaping and irrigation, play structures, basketball court, bike racks, fencing and all other park amenities. The City of Hayward has a Memorandum of Understanding with the Hayward Area Recreation Department (HARD) to maintain the park;
- **Maintenance:** of park lighting and signage;
- **Maintenance:** of concrete sidewalks and other paved or concrete surface within the park;
- One-time Maintenance: A budget of **$5,000** has been allocated for additional maintenance, as needed. In addition, the City's capital plan for this district includes a broader initiative to replace park amenities throughout the area.

City of Hayward
LLAD 18 - SoHay
Fund 291, Project 03755
Established 2019 - 433 SFE (Incl 2 Commercial parcels and 1 apt complex)

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment				
Maximum Base Assessment (Zone A)	464.38	476.88	488.68	505.92
Annual Assessment per SFE	**300.00**	**300.00**	**300.00**	**300.00**
# of SFE	261	261	261	261
Maximum Base Assessment (Zone B - 95% of A)	441.16	453.04	464.26	480.63
Annual Assessment per SFE	**285.00**	**285.00**	**285.00**	**285.00**
# of SFE	172	172	172	172
Total Assessment	**127,320**	**127,320**	**127,320**	**127,320**
Revenue				
41210 - Annual Assessment Revenue	127,029	127,320	127,320	127,320
County Tax Collection Fee (1.7%)	(2,164)	(2,164)	(2,164)	(2,164)
44110 - Other (Interest)	24,239	100	100	100
Total Revenue	**149,104**	**125,256**	**125,256**	**125,256**
Expenditure				
61160 - One-Time Project/Maintenance		5,000	5,000	5,000
61510 - Utilities: PGE		5,150	5,000	5,000
61530 - Utilites: Water	743	41,200	20,000	20,000
61560 - HARD: Park Maintenance Utilities		2,060	3,000	3,000
62210 - Property Owner Noticing		31	280	280
62242 - Annual Reporting	1,380	1,427	2,000	2,000
62260 - HARD: Park Maintenance	98,500	47,000	48,410	48,410
City Administration	1,748	1,870	2,116	2,116
Total Expenditure	**102,371**	**103,738**	**85,806**	**85,806**
Account Balance				
Beginning Account Balance	348,819	395,552	417,070	458,135
Net Change (Revenue - Expenditures)	*46,733*	*21,518*	*39,450*	*39,450*
Ending Account Balance	**395,552**	**417,070**	**456,519**	**495,969**

Assessment

WHEREAS, the City Council of the City of Hayward, County of Alameda, California, pursuant to the provisions of the Landscaping and Lighting Act of 1972 and Article XIIID of the California Constitution (collectively "the Act"), and in accordance with the Resolution of Intention, being Resolution **No. 26-XXX,** preliminarily approving the Engineer's Report, as adopted by the City Council of the City of Hayward, on **June 2, 2026**.

WHEREAS, said Resolution directed the undersigned Engineer of Work to prepare and file a report presenting an estimate of costs, a diagram for the Assessment District, and an assessment of the estimated costs of the improvements upon all assessable parcels within the Assessment District, to which Resolution and the description of said proposed improvements therein contained, reference is hereby made for further particulars;

NOW, THEREFORE, the undersigned, by virtue of the power vested in me under said Act and the order of the City Council of the City of Hayward, hereby make the following assessments to cover the portion of the estimated cost of Improvements, and the costs and expenses incidental thereto to be paid by the Assessment District.

As required by the Act, an Assessment Diagram is hereto attached and made a part hereof showing the exterior boundaries of the Assessment District. The distinctive number of each parcel or lot of land in the Assessment District is its Assessor Parcel Number appearing on the Assessment Roll.

I do hereby assess and apportion said net amount of the cost and expenses of the Improvements, including the costs and expenses incident thereto, upon the parcels and lots of land within said Assessment District, in accordance with the special benefits to be received by each parcel or lot from the improvements, and more particularly set forth in the Estimate of Costs and Method of Assessment hereto attached and by reference made a part hereof.

The assessments are made upon the parcels or lots of land within Assessment District, in proportion to the special benefits to be received by the parcels or lots of land, from the Improvements.

Each parcel or lot of land is described in the Assessment Roll by reference to its parcel number as shown on the Assessor's Maps of the County of Alameda for FY 2027. For a more particular description of said property, reference is hereby made to the deeds and maps on file and of record in the Alameda County Recorder Office.

I hereby place opposite the Assessor Parcel Number for each parcel or lot within the Assessment Roll, the amount of the assessment for the FY 2027 for each parcel or lot of land within said Landscaping and Lighting Assessment District No. 96-1.

Dated: May 21, 2026

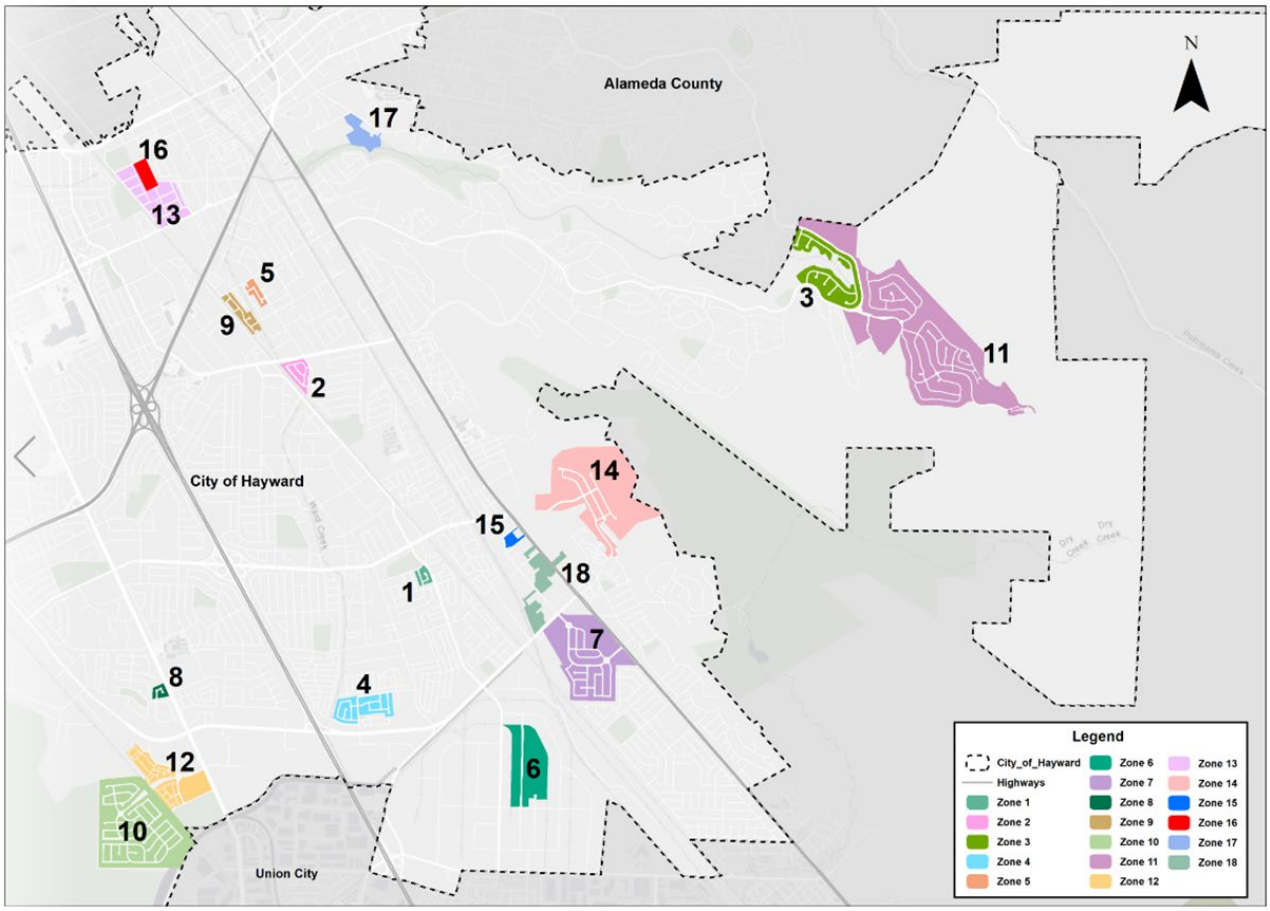


Engineer of Work

By _____

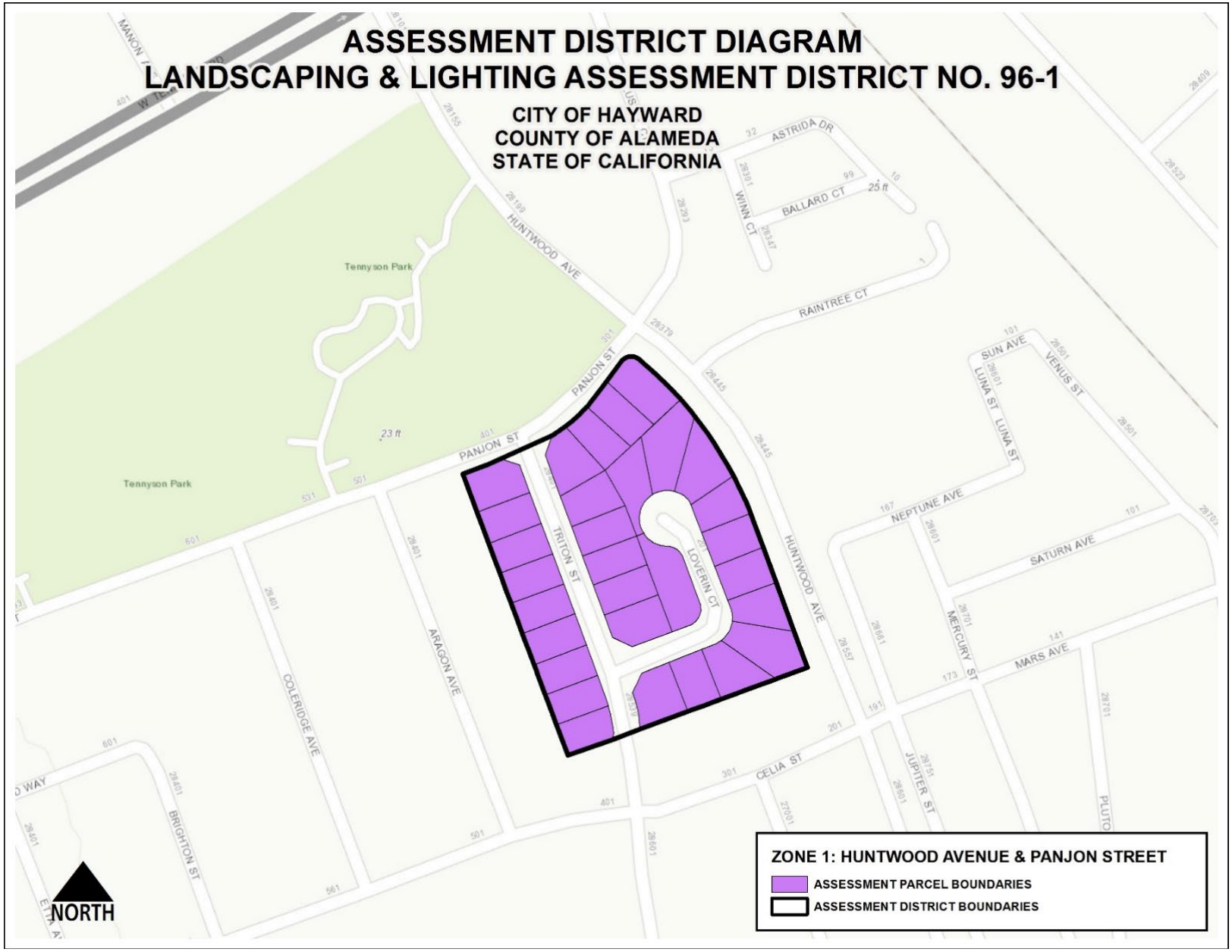
John W. Bliss, License No. C52091

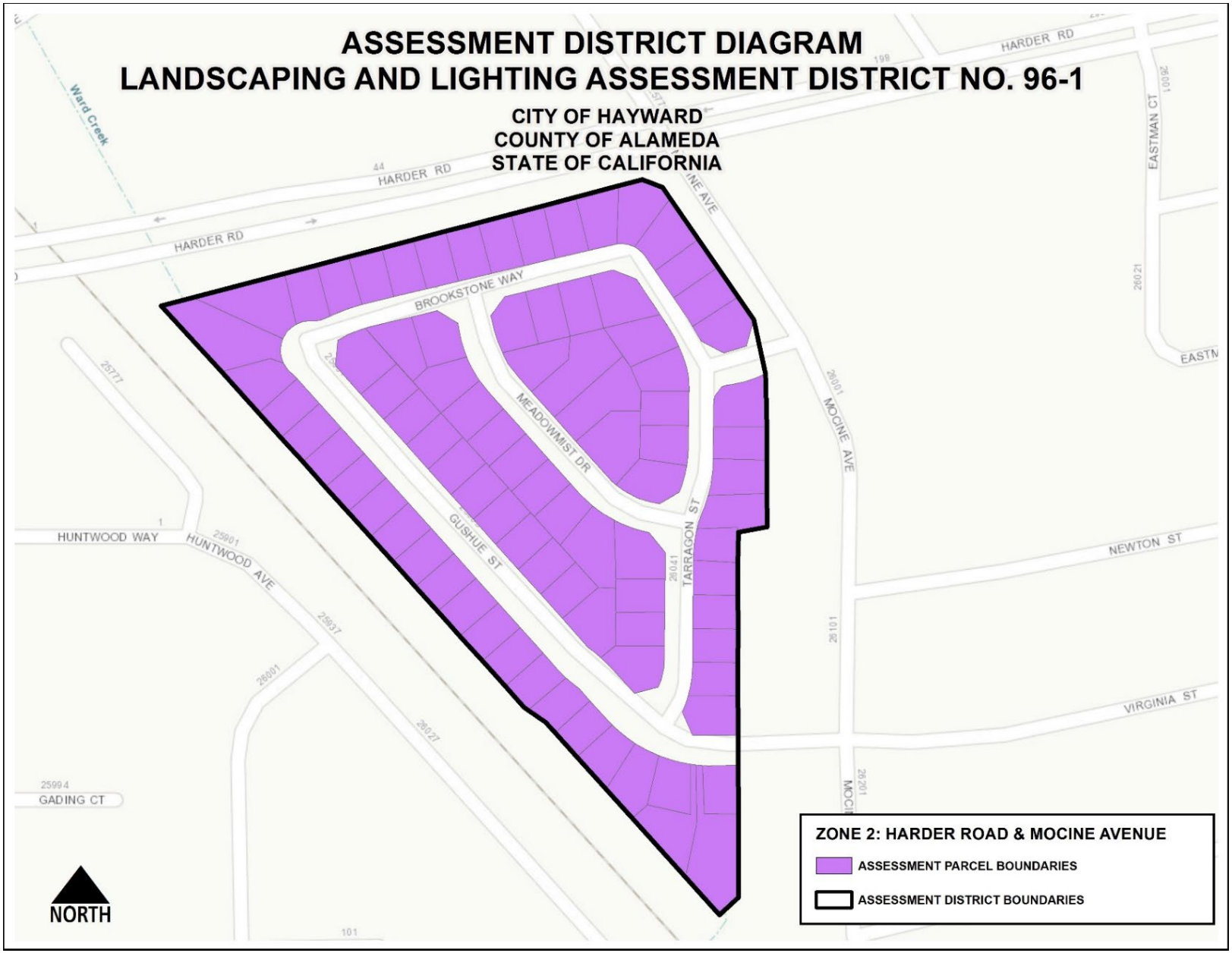
Vicinity Map

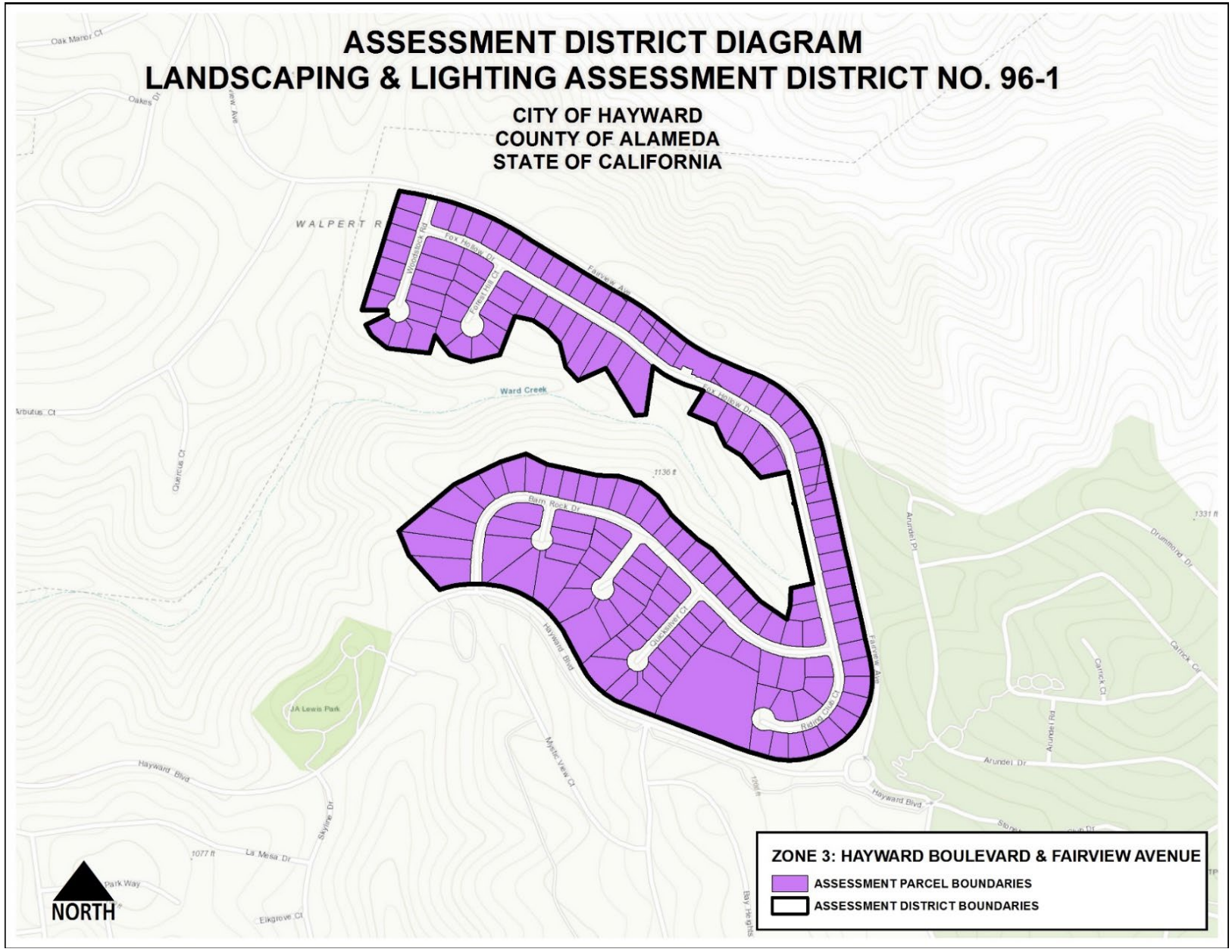


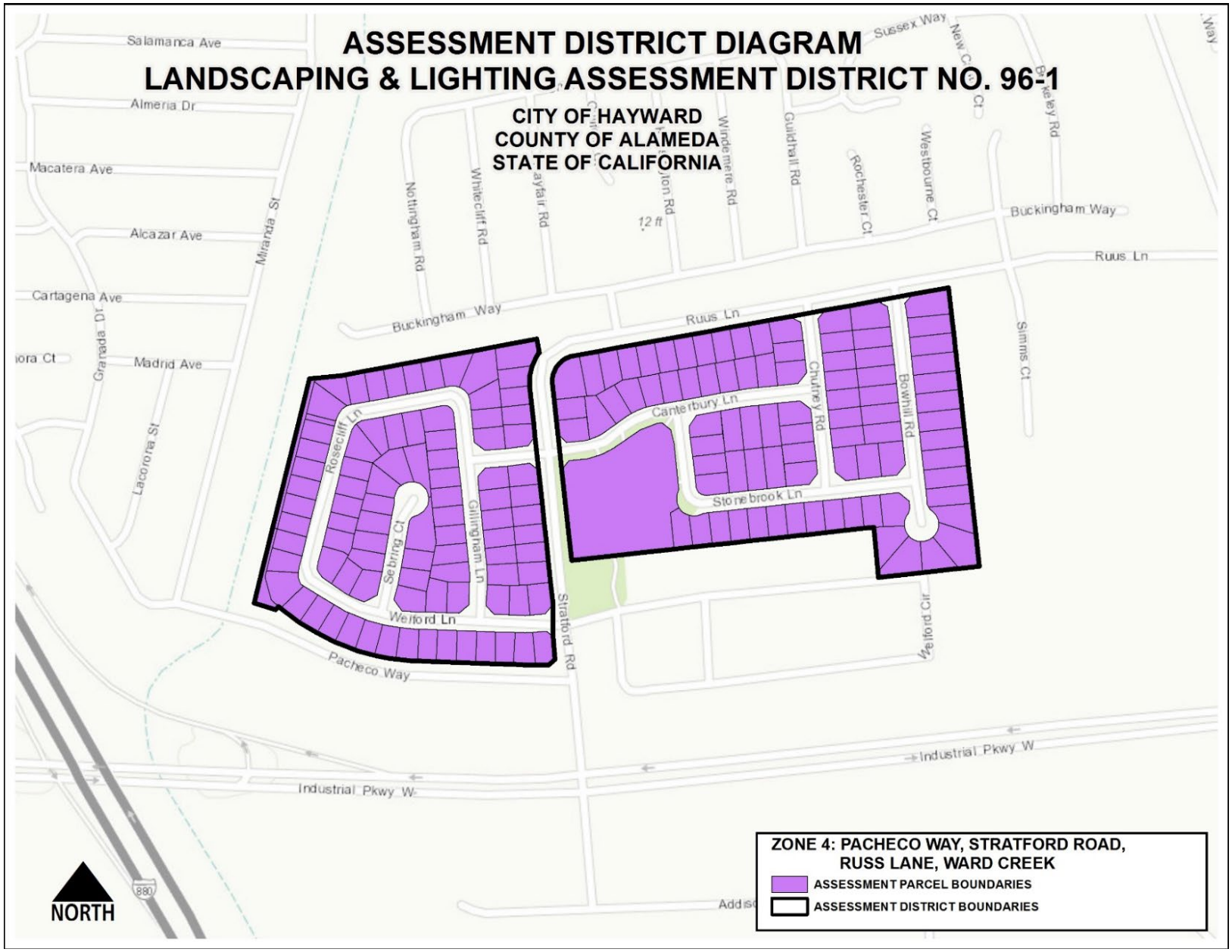
Assessment Diagram

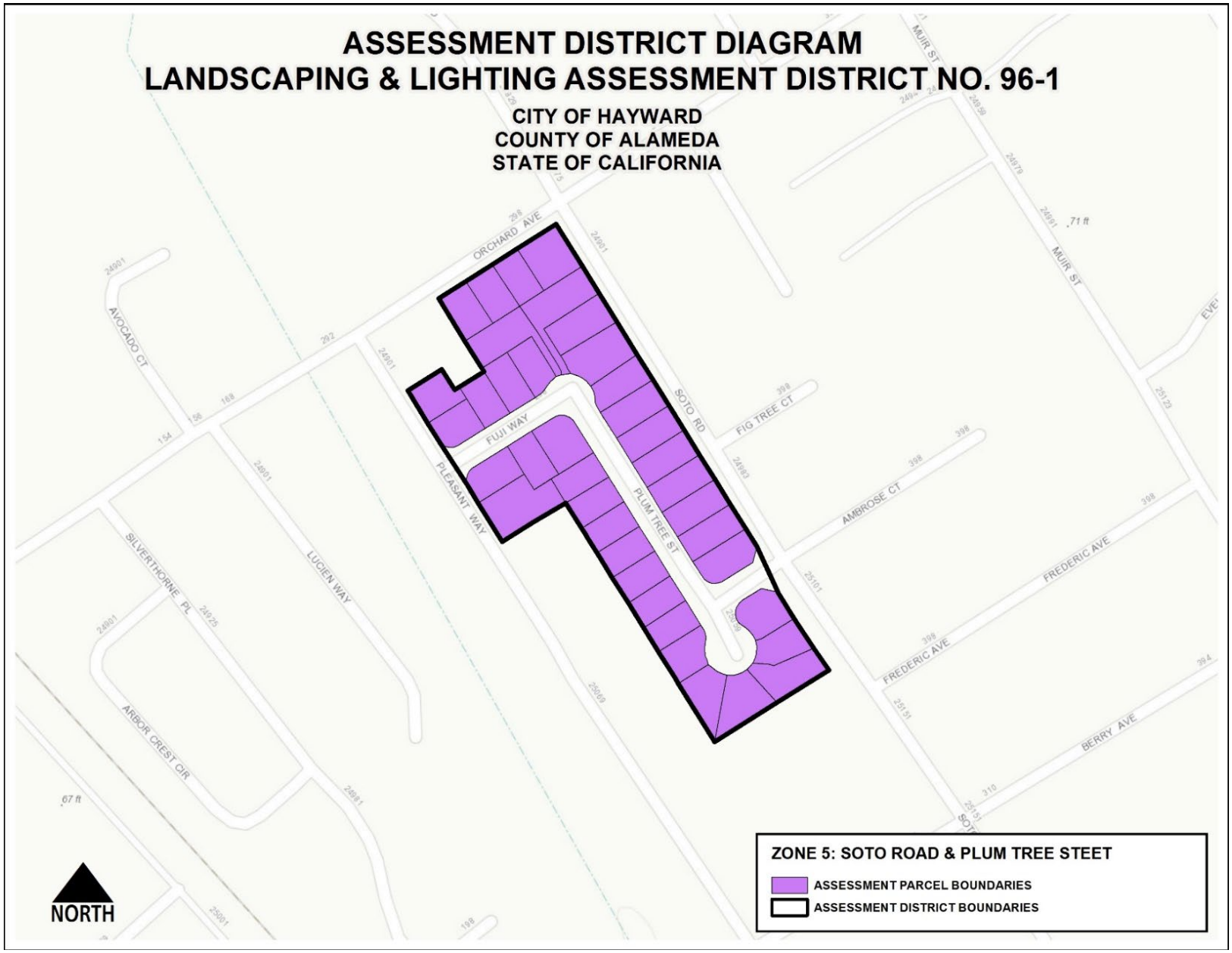
The boundary of the City of Hayward's Landscaping & Lighting Assessment District No. 96-1 is completely within the boundaries of the City of Hayward. The Assessment Diagram which shows the eighteen (18) zones is on file in the Office of the City Clerk of the City of Hayward. The lines and dimensions of each lot or parcel within the District are those lines and dimensions shown on the maps of the Assessor of the County of Alameda, for the year when this report was prepared, and are incorporated by reference herein and made part of this report.

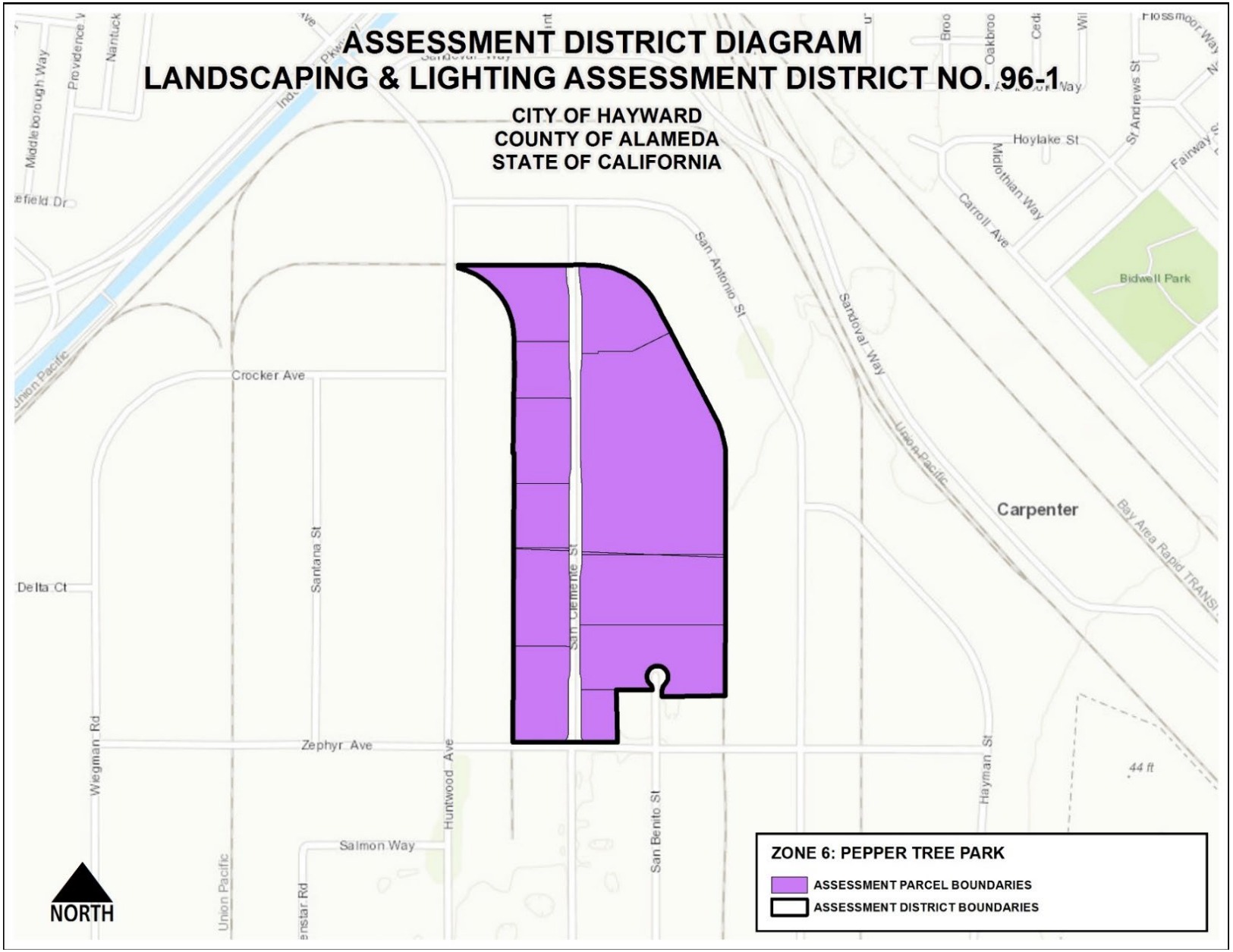

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
HUNTWOOD AVE
PANJON ST
ASTRIDA DR
BALLARD CT
WINN CT
RAINTREE CT
SUN AVE
VENUS ST
LUNA ST
NEPTUNE AVE
SATURN AVE
MERCURY ST
MARS AVE
JUPITER ST
CELIA ST
TRITON ST
LOVERIN CT
ARAGON AVE
COLERIDGE AVE
BRIGHTON ST
Tennyson Park
Tennyson Park
23 ft
25 ft
NORTH
ZONE 1: HUNTWOOD AVENUE & PANJON STREET
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

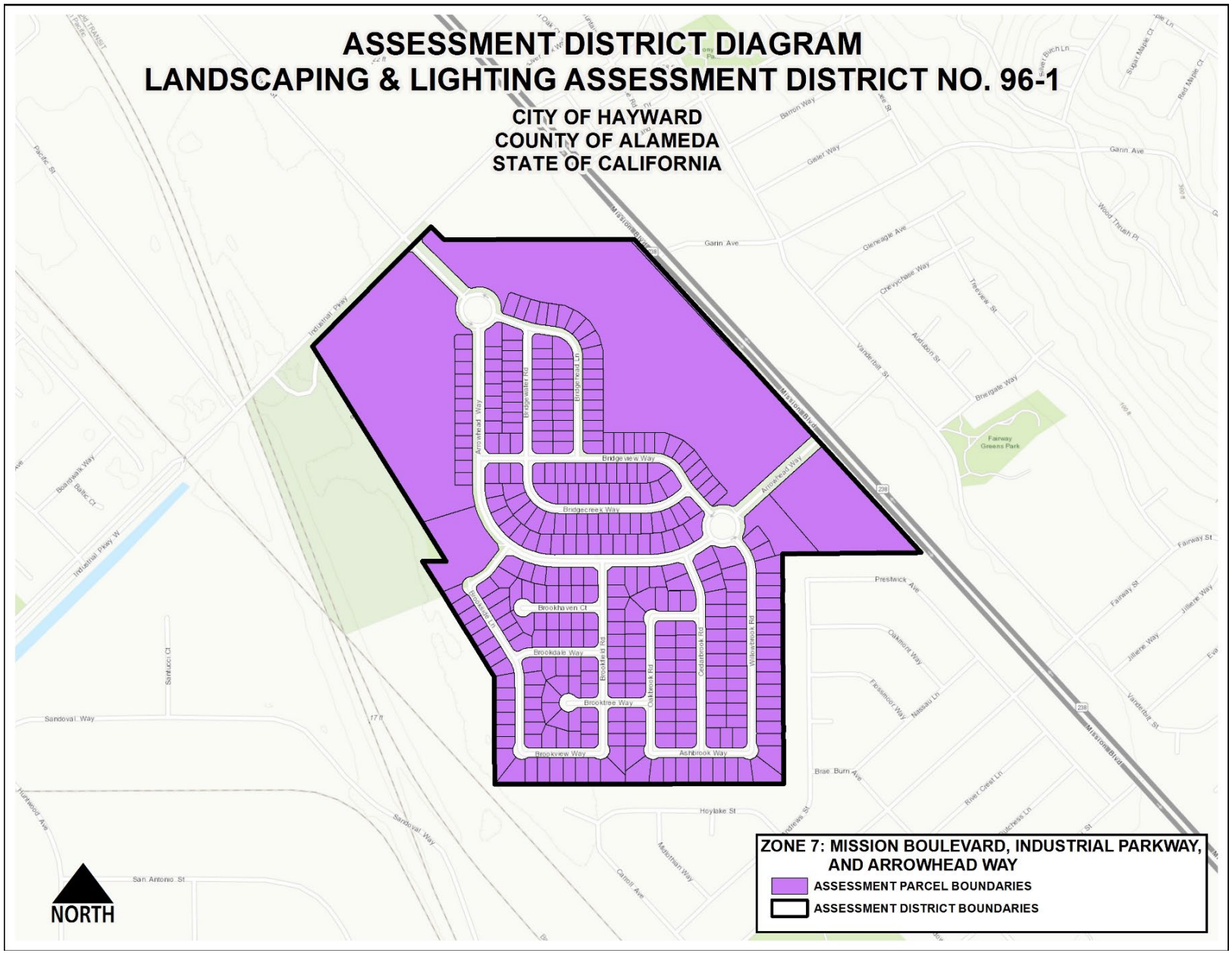

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
HARDER RD
HARDER RD
HARDER RD
Ward Creek
BROOKSTONE WAY
MEADOWMIST DR
GUSHUE ST
TARRAGON ST
MOCINE AVE
MOCINE AVE
EASTMAN CT
HUNTWOOD WAY
HUNTWOOD AVE
NEWTON ST
VIRGINIA ST
GADING CT
NORTH
ZONE 2: HARDER ROAD & MOCINE AVENUE
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

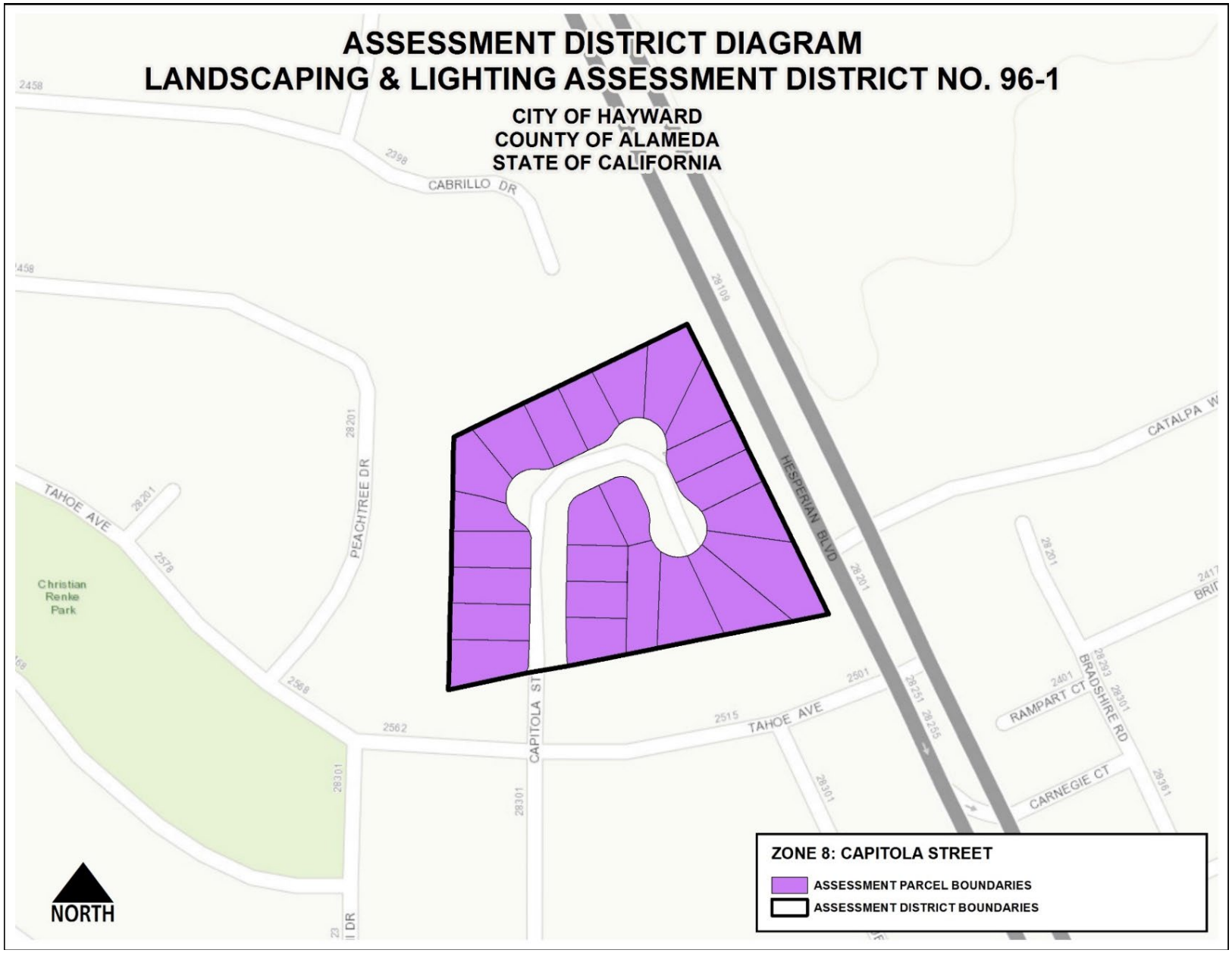

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
WALPERT R
Ward Creek
Hayward Blvd
Fairview Ave
Barn Rock Dr
Fox Hollow Dr
Arundel Dr
JA Lewis Park
NORTH
ZONE 3: HAYWARD BOULEVARD & FAIRVIEW AVENUE
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

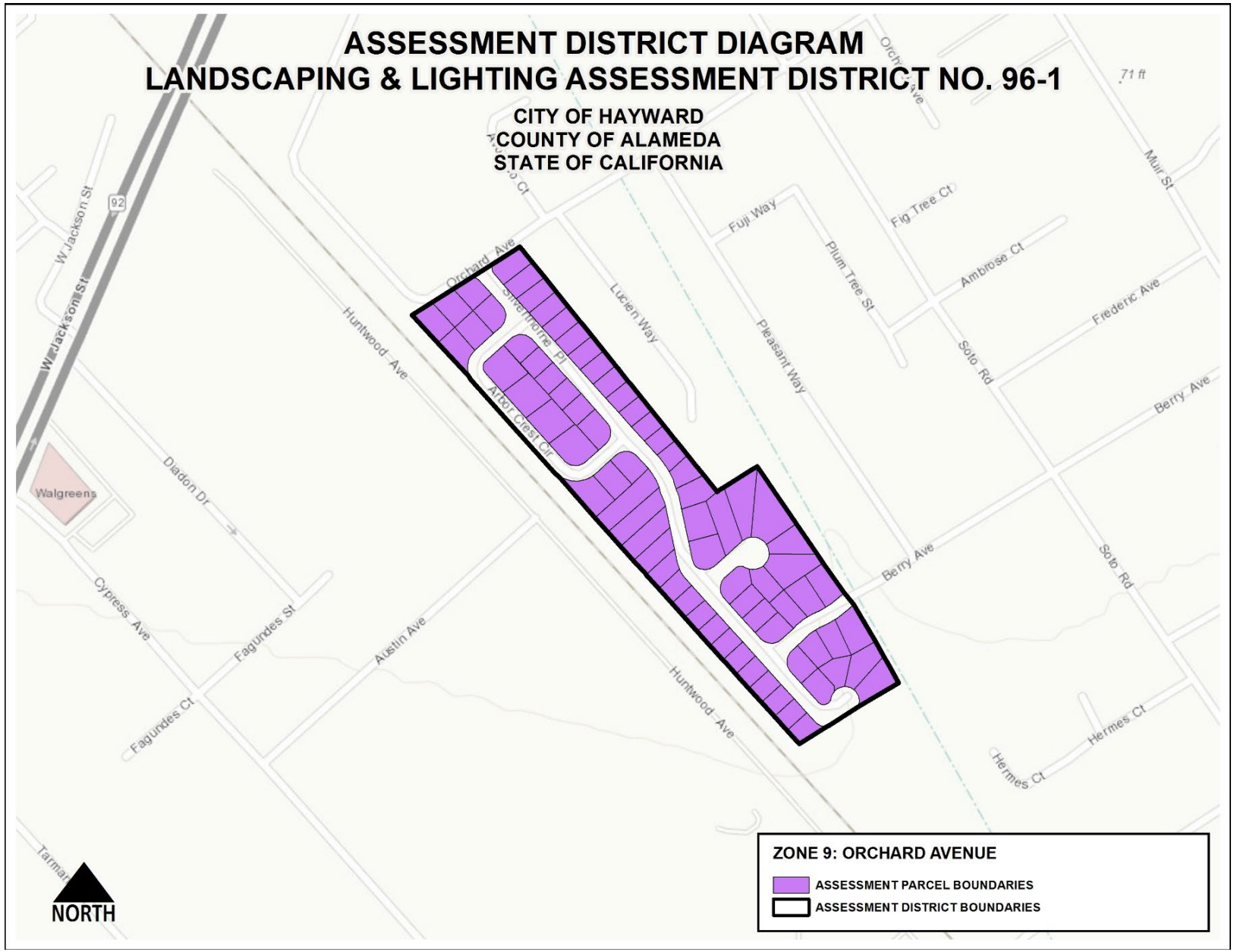

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Salamanca Ave
Almeria Dr
Macatera Ave
Alcazar Ave
Cartagena Ave
Madrid Ave
Granada Dr
Lacorona St
Miranda St
Nottingham Rd
Whitecliff Rd
Fayfair Rd
Windemere Rd
Guildhall Rd
Rochester Ct
Westbourne Ct
Sussex Way
Berkeley Rd
Buckingham Way
Ruus Ln
Simms Ct
Canterbury Ln
Chutney Rd
Bowhill Rd
Stonebrook Ln
Rosecliff Ln
Sebring Ct
Gillingham Ln
Welford Ln
Stratford Rd
Pacheco Way
Industrial Pkwy W
NORTH
ZONE 4: PACHECO WAY, STRATFORD ROAD, RUSS LANE, WARD CREEK
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

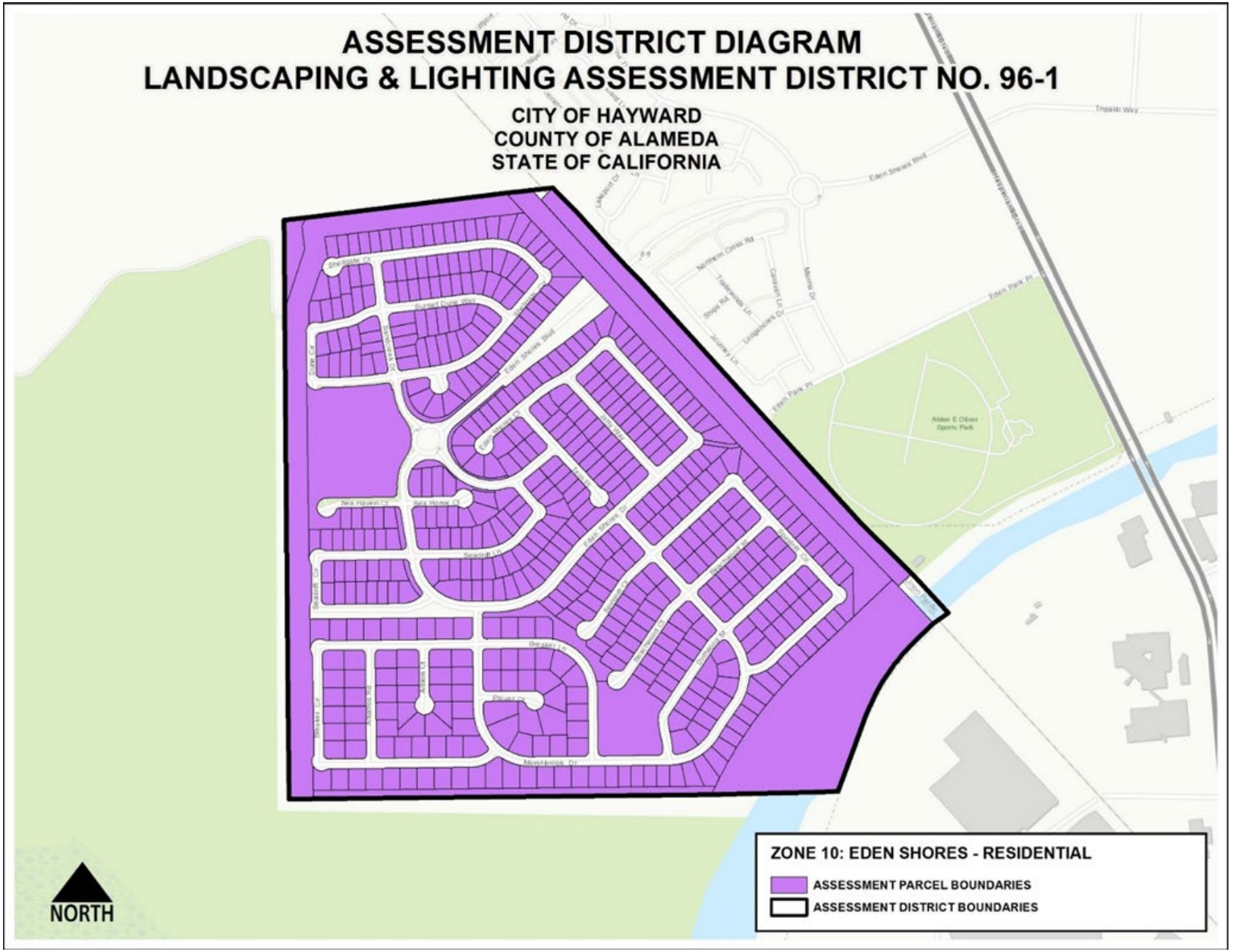

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
ORCHARD AVE
MUIR ST
SOTO RD
FUJI WAY
PLEASANT WAY
PLUM TREE ST
FIG TREE CT
AMBROSE CT
FREDERIC AVE
BERRY AVE
AVOCADO CT
LUCIEN WAY
SILVERTHORNE PL
ARBOR CREST CIR
NORTH
ZONE 5: SOTO ROAD & PLUM TREE STEET
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

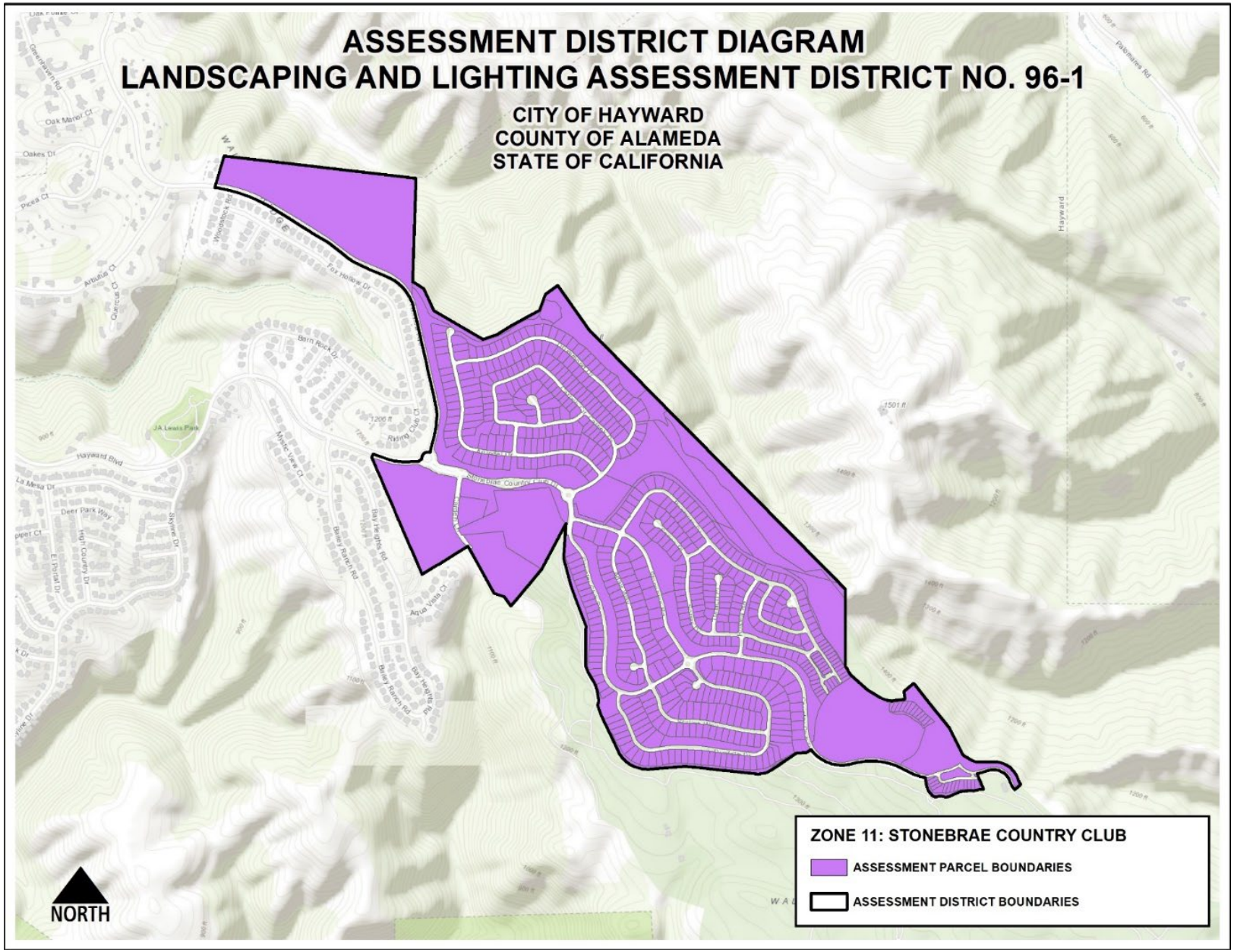

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Middleborough Way
Providence
Nantucket
Hoylake St
St Andrews St
Fairway
Carroll Ave
Bidwell Park
San Antonio St
Sandoval Way
Union Pacific
Crocker Ave
Carpenter
Bay Area Rapid Transit
Delta Ct
Santana St
San Clemente St
Zephyr Ave
Wiegman Rd
Huntwood Ave
Hayman St
San Benito St
Salmon Way
44 ft
NORTH
ZONE 6: PEPPER TREE PARK
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

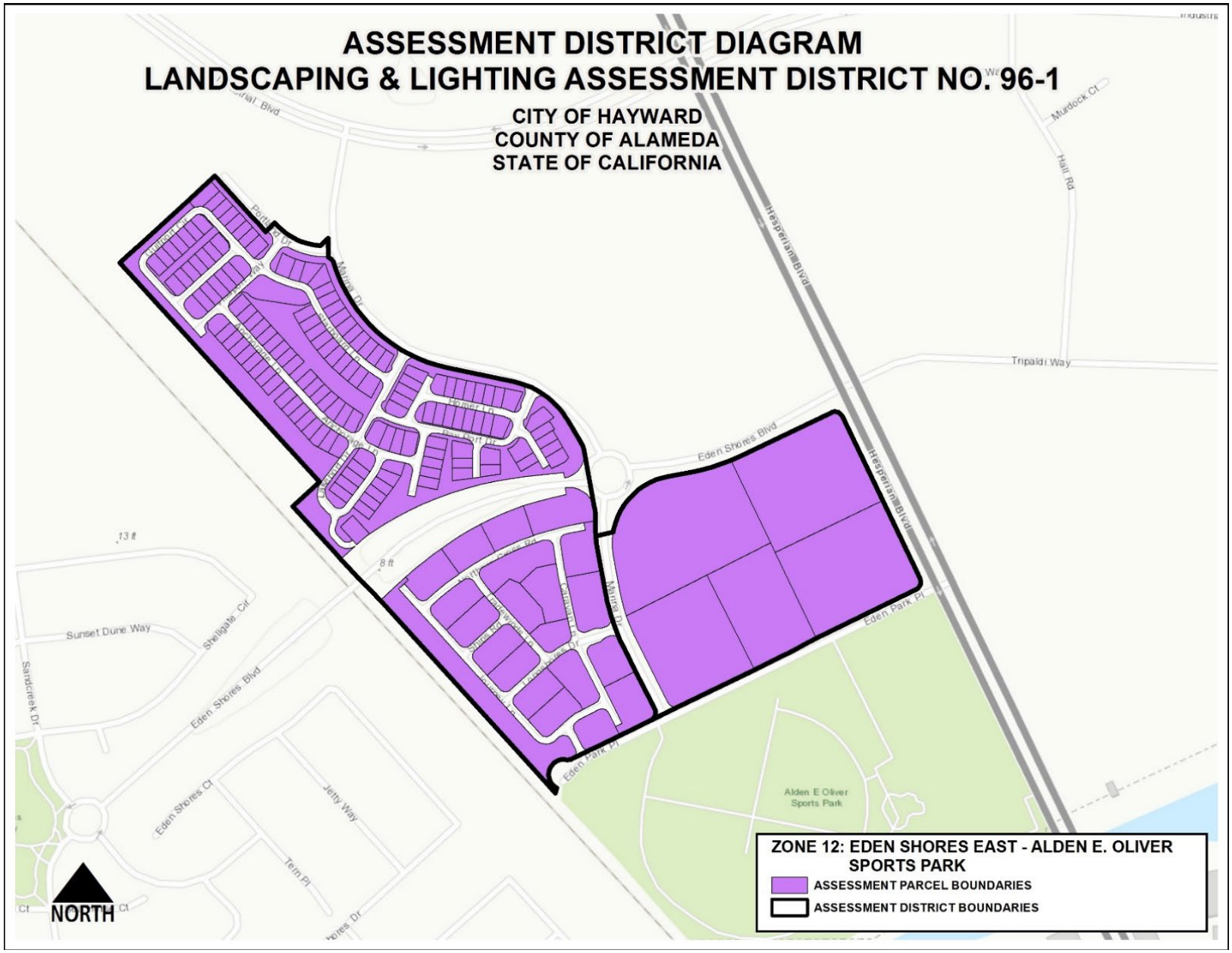

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Garin Ave
Industrial Pkwy
Mission Blvd
Bridgeview Way
Bridgecreek Way
Brookhaven Ct
Brookdale Way
Brooktree Way
Brookview Way
Ashbrook Way
Arrowhead Way
Arrowport Way
Willowbrook Rd
Prestwick Ave
Fairway St
Sandoval Way
Hoylake St
Brae Burn Ave
Fairway Greens Park
NORTH
ZONE 7: MISSION BOULEVARD, INDUSTRIAL PARKWAY, AND ARROWHEAD WAY
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

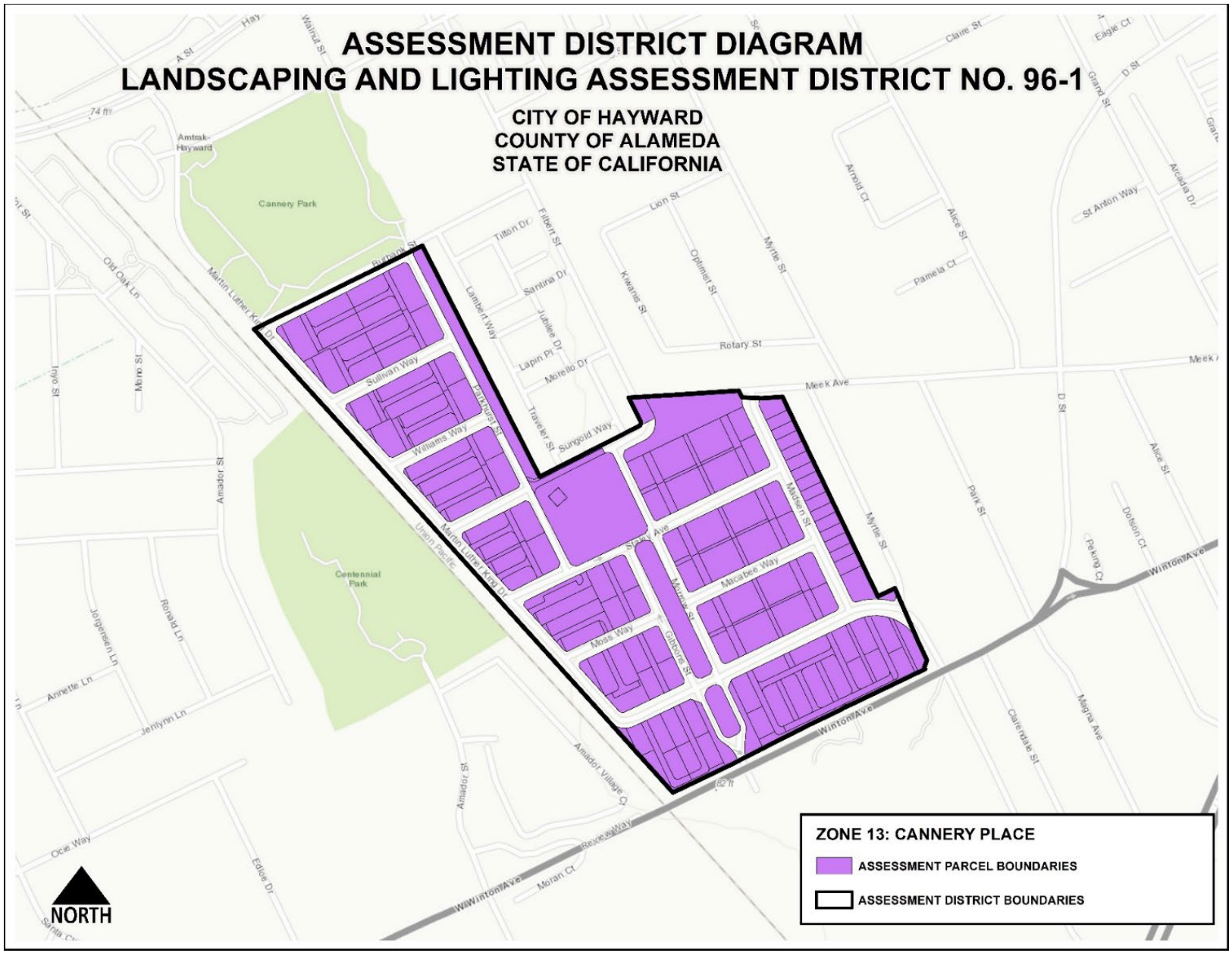

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
CABRILLO DR
TAHOE AVE
PEACHTREE DR
HESPERIAN BLVD
CAPITOLA ST
CATALPA W
RAMPART CT
BRADSHIRE RD
CARNEGIE CT
Christian Renke Park
NORTH
ZONE 8: CAPITOLA STREET
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

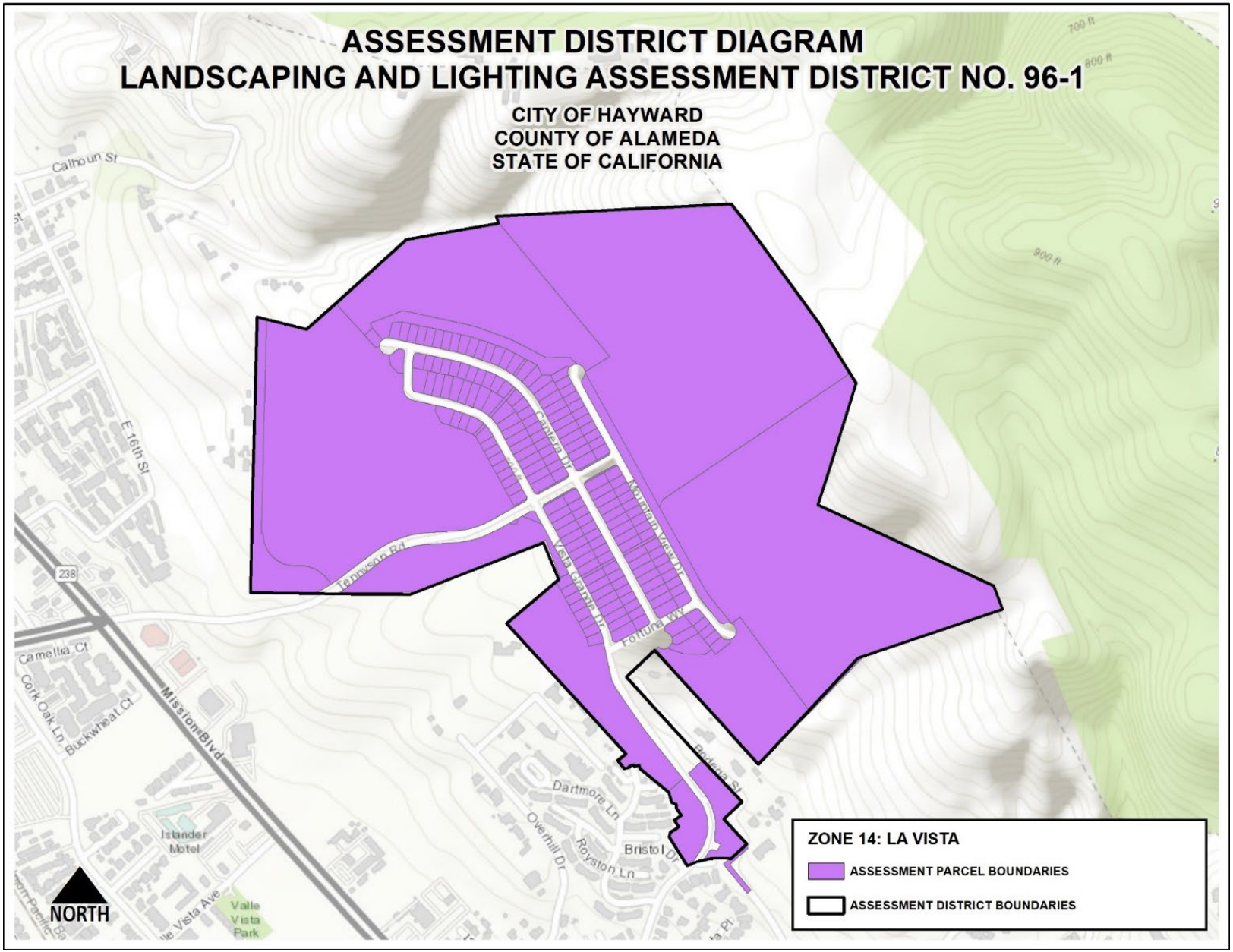

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
W Jackson St
92
Orchard Ave
Huntwood Ave
Lucien Way
Fuji Way
Fig Tree Ct
Plum Tree St
Ambrose Ct
Muir St
Frederic Ave
Solo Rd
Berry Ave
Pleasant Way
Walgreens
Diadon Dr
Cypress Ave
Fagundes St
Fagundes Ct
Austin Ave
Hermes Ct
NORTH
ZONE 9: ORCHARD AVENUE
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

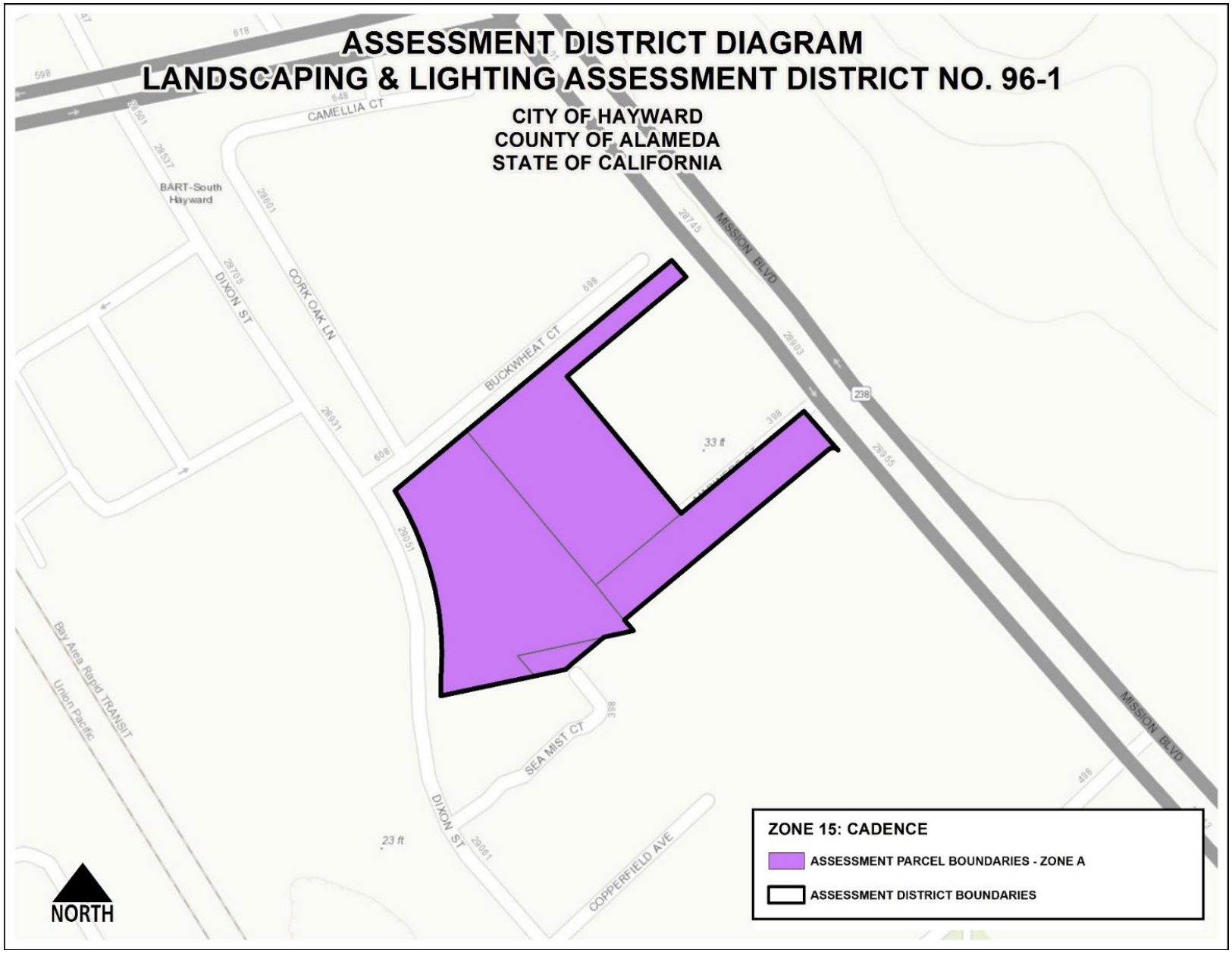

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
NORTH
ZONE 10: EDEN SHORES - RESIDENTIAL
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

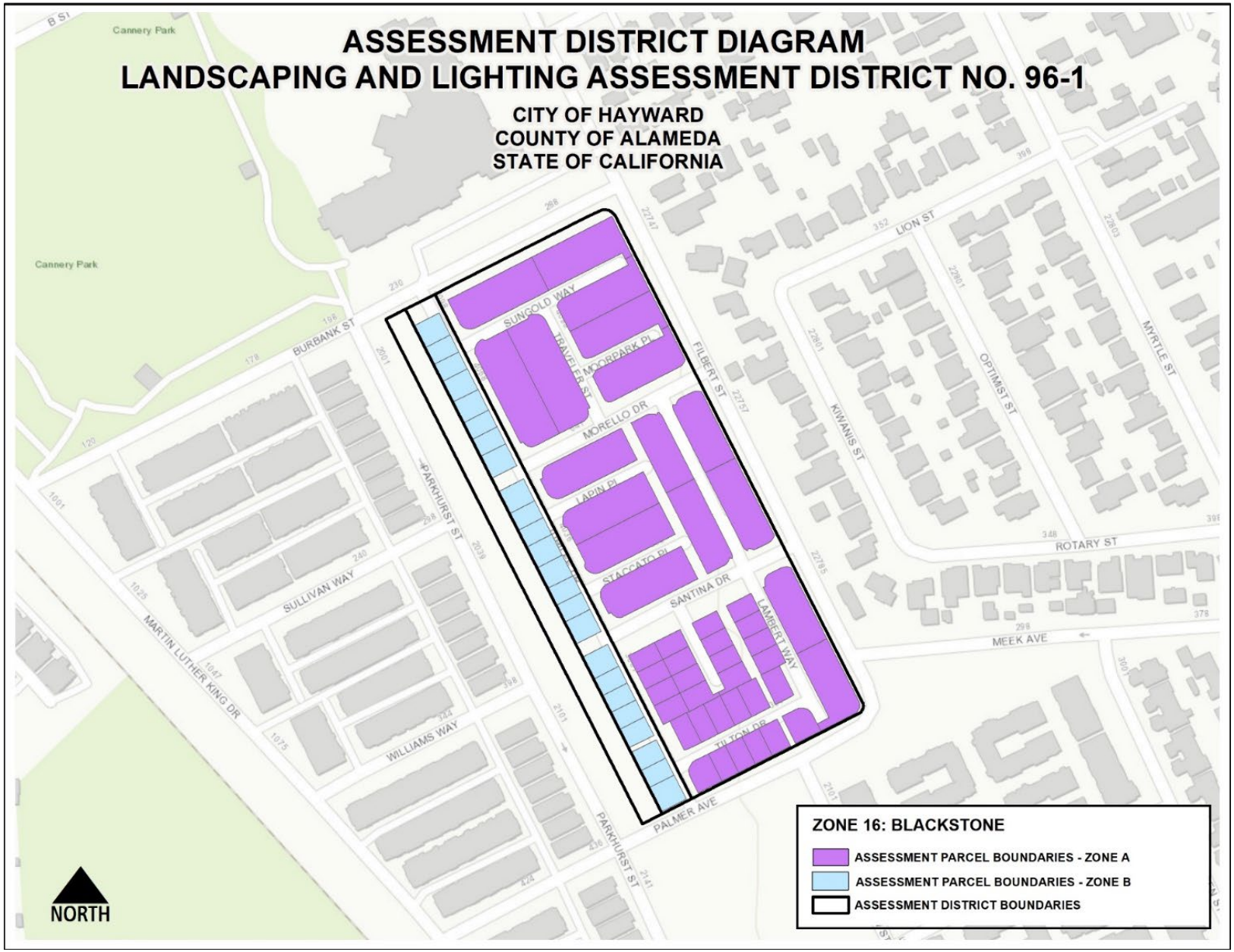

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
ZONE 11: STONEBRAE COUNTRY CLUB
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES
NORTH

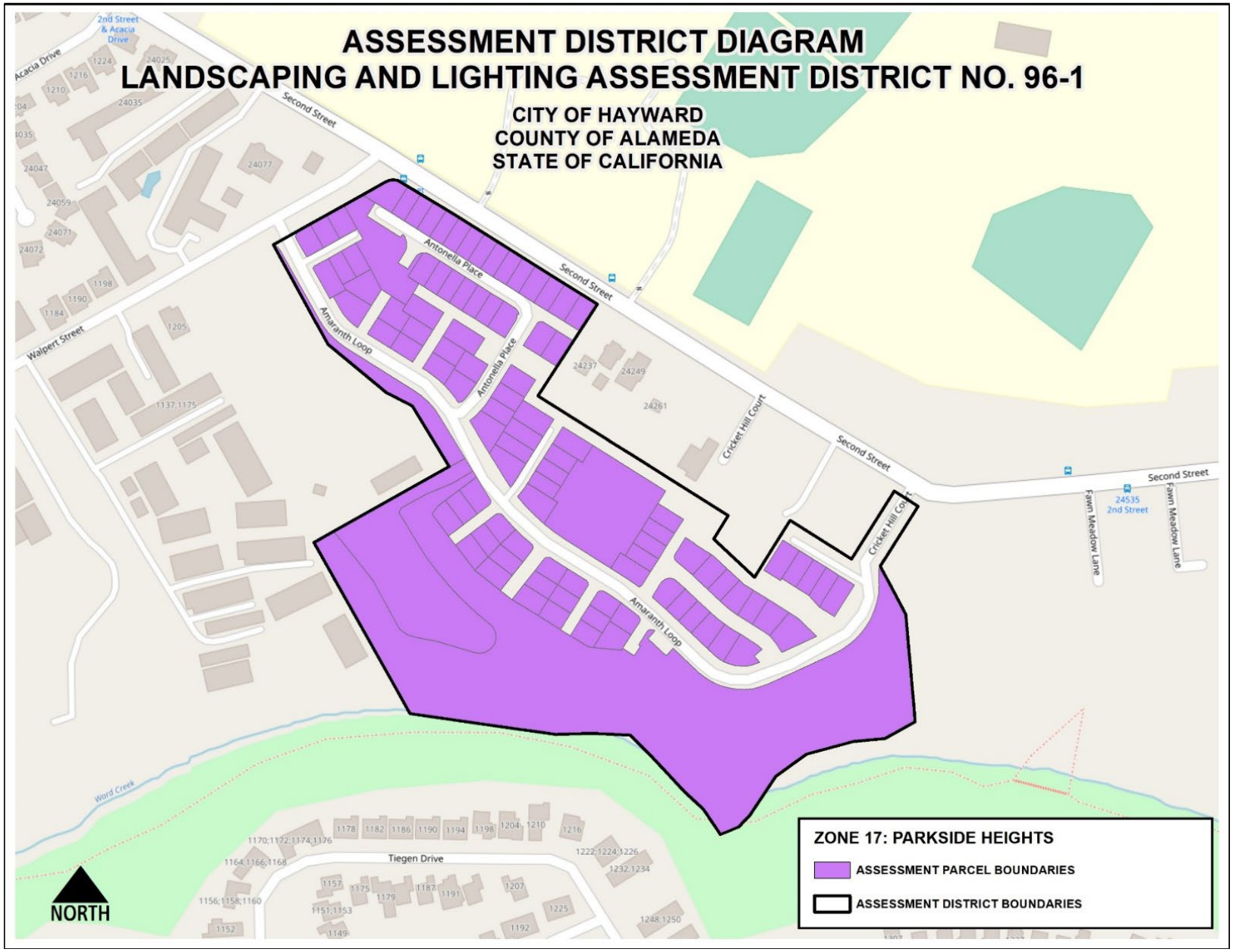

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Hesperian Blvd
Tripaldi Way
Eden Shores Blvd
Eden Park Pl
Sunset Dune Way
Shelligate Cir
Sandcreek Dr
Jetty Way
Tern Pl
Alden E Oliver Sports Park
NORTH
ZONE 12: EDEN SHORES EAST - ALDEN E. OLIVER SPORTS PARK
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

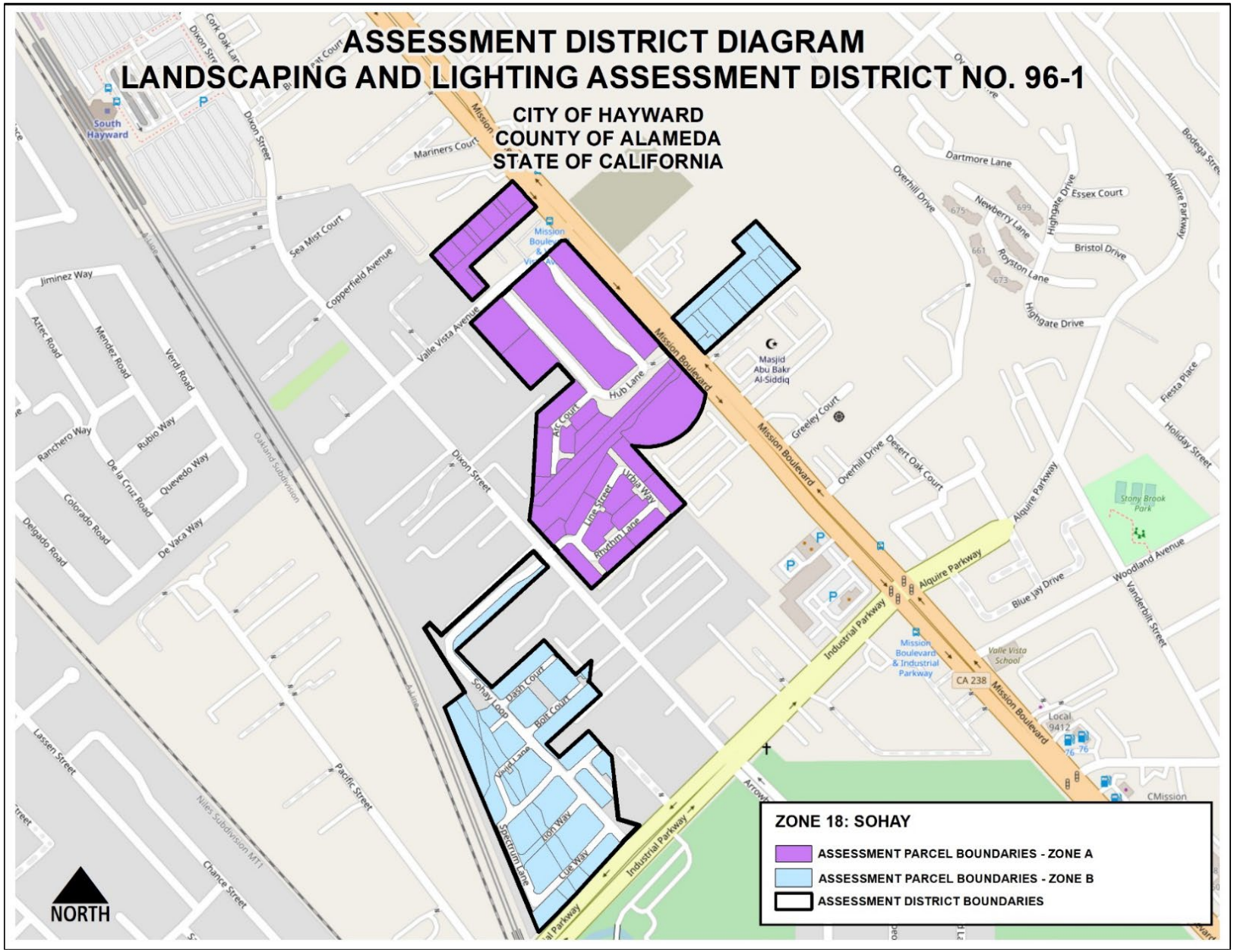

ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Cannery Park
Centennial Park
Amtrak-Hayward
Meek Ave
Rotary St
Lion St
Sunpoint Way
Williams Way
Sullivan Way
Macabee Way
Moss Way
Review Way
Wiltonn Ave
Amador St
Myrtle St
Alice St
Park St
D St
Grand St
Arnold Ct
Pamela Ct
St Anton Way
Claire St
Eagle Ct
Arcadia Dr
Tilton Dr
Filbert St
Santina Dr
Jubilee Dr
Lapin Pl
Morello Dr
Traveler St
Kiwanis St
Optimist St
Lambert Way
Burbank St
Old Oak Ln
Martin Luther King Dr
Tryo St
Mono St
Union Pacific
Matteri St
Gilmore St
Peluna Ct
Dobson Ct
Claredale St
Magna Ave
Jorgensen Ln
Ronald Ln
Annette Ln
Jenlynn Ln
Ocie Way
Edloe Dr
Moran Ct
Amador Village Ct
ZONE 13: CANNERY PLACE
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES
NORTH


ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Calhoun St
E 16th St
238
Camellia Ct
Cork Oak Ln
Buckwheat Ct
Mission Blvd
Islander Motel
Vista Ave
Valle Vista Park
NORTH
Tennyson Rd
Fortuna Wy
Dartmore Ln
Overhill Dr
Royston Ln
Bristol Dr
700 ft
800 ft
900 ft
ZONE 14: LA VISTA
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES


ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING & LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
CAMELLIA CT
BART-South Hayward
CORK OAK LN
DIXON ST
BUCKWHEAT CT
MISSION BLVD
SEA MIST CT
COPPERFIELD AVE
Bay Area Rapid TRANSIT
Union Pacific
.33 ft
.23 ft
NORTH
ZONE 15: CADENCE
ASSESSMENT PARCEL BOUNDARIES - ZONE A
ASSESSMENT DISTRICT BOUNDARIES


ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Cannery Park
Cannery Park
B St
BURBANK ST
SUNGOLD WAY
TRAVELER ST
MOORPARK PL
FILBERT ST
MORELLO DR
LAPIS PL
STACCATO PL
SANTINA DR
LAMBERT WAY
TILTON DR
PARKHURST ST
LION ST
KIWANIS ST
OPTIMIST ST
MYRTLE ST
ROTARY ST
MEEK AVE
SULLIVAN WAY
MARTIN LUTHER KING DR
WILLIAMS WAY
PALMER AVE
NORTH
ZONE 16: BLACKSTONE
ASSESSMENT PARCEL BOUNDARIES - ZONE A
ASSESSMENT PARCEL BOUNDARIES - ZONE B
ASSESSMENT DISTRICT BOUNDARIES


ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Second Street
Antonella Place
Amaranth Loop
Cricket Hill Court
Walpert Street
Acacia Drive
Tiegen Drive
Fawn Meadow Lane
Word Creek
NORTH
ZONE 17: PARKSIDE HEIGHTS
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES


ASSESSMENT DISTRICT DIAGRAM
LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 96-1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
ZONE 18: SOHAY
ASSESSMENT PARCEL BOUNDARIES - ZONE A
ASSESSMENT PARCEL BOUNDARIES - ZONE B
ASSESSMENT DISTRICT BOUNDARIES
NORTH
Mission Boulevard
Industrial Parkway
Alquire Parkway
Dixon Street
Hub Lane
Sohay Loop
Dash Court
Volt Court
Venti Lane
Spectrum Lane
Ion Way
Cue Way
Valle Vista Avenue
Copperfield Avenue
Sea Mist Court
Mariners Court
Dartmore Lane
Newberry Lane
Royston Lane
Bristol Drive
Highgate Drive
Essex Court
Overhill Drive
Desert Oak Court
Greeley Court
Fiesta Place
Holiday Street
Woodland Avenue
Vanderbilt Street
Blue Jay Drive
Stony Brook Park
Valle Vista School
Masjid Abu Bakr Al-Siddiq
Mission Boulevard & Industrial Parkway
CA 238
Local 9412
South Hayward
Jiminez Way
Aztec Road
Mendez Road
Verdi Road
Ranchero Way
Rubio Way
De la Cruz Road
Quevedo Way
Colorado Road
De Vaca Way
Delgado Road
Lassen Street
Pacific Street
Chance Street
Oakland Subdivision
Niles Subdivision MT1

File #: CONS 26-232

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Maintenance Services

SUBJECT

Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Levy Assessments for Fiscal Year 2026-27 for Maintenance District No. 1 - Storm Drainage Pumping Station and Storm Drain Conduit Located at Pacheco Way, Stratford Road and Ruus Lane, and Set June 16, 2026, as the Public Hearing Date

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) to preliminary approve the Engineer's Report and levy assessments for Fiscal Year 2026-27 for Maintenance District No. 1 - Storm Drainage Pumping Station and Storm Drain Conduit located at Pacheco Way, Stratford Road, and Ruus Lane, and set June 16, 2026 as the public hearing date.

SUMMARY

This report is being provided, as required by the Hayward Municipal Code, to preliminarily approve the Engineer's Report, to include the FY 2026-27 annual assessment and budget for Maintenance District No. 1 (MD 1).

MD 1 was formed in 1995 as a financial funding mechanism to fund the ongoing operation, maintenance, repair, and replacement of a Storm Water Lift Station (SWLS) in perpetuity. The SWLS was built by the developer as a condition of development for construction of the Stratford Village neighborhood. The SWLS is the only privately built SWLS in the City, built only to service the Stratford Village neighborhood. Following construction of the facility, the Alameda County Flood Control District (County) was asked to take over ownership and maintenance of the facility since the County operated similar facilities within the City and the County. The agreement signed by both parties calls for the City to act as an intermediary, using District funds to reimburse the County for annual expenses and supply District funds annually for a capital replacement fund.

For Fiscal Year 2026-27, the proposed combined assessment is $341.74 per parcel. This amount consists of the original Maintenance District No. 1 assessment of $243.92 per parcel and the supplemental MD1-2026 assessment of $97.82 per parcel. The combined assessment applies equally to the 174 parcels

within the district and is projected to generate approximately $59,463 in assessment revenue.

The proposed assessment will fund ongoing operations and maintenance, annual administration, reporting, property owner noticing, utilities, and contributions to reserves and the dedicated 2030 Pump Replacement capital fund. The Engineer's Report finds that each parcel within the district receives similar special benefit from the flood control and drainage facilities and that the assessment is apportioned on a per-parcel basis.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Preliminary Engineer's Report

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Maintenance Services Director

SUBJECT: Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Levy Assessments for Fiscal Year 2027 for Maintenance District No. 1 – Storm Drainage Pumping Station and Storm Drain Conduit Located at Pacheco Way, Stratford Road and Ruus Lane, and Set June 16, 2026, as the Public Hearing Date

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FISCAL IMPACT

There is no anticipated fiscal impact to the City's General Fund associated with this action, as all expenses will be paid using funds held in reserve for MD1.

Staff has evaluated the District's fund balance and concurs that funds are adequate for FY 2026-27.

BACKGROUND

On January 5, 1993, the City Council approved the vesting tentative map for Tract 6472, which authorized the subdivision of land on both sides of Stratford Road. Conditions of approval for the development included storm drainage improvements and construction of an approved stormwater pumping facility. The drainage basin includes approximately 29.1 acres, consisting of residential lots, parkland, and collector streets associated with Stratford Road and Ruus Lane.

On June 6, 1995, the City Council adopted Resolution No. 95-103 ordering the formation of Maintenance District No. 1. The district was established to fund the operation and maintenance of storm drainage improvements and the stormwater pumping facility serving the drainage basin. The Stratford Village Storm Water Lift Station was constructed to pump stormwater runoff from the developed area into the Alameda County Flood Control and Water Conservation District's Line B, Zone No. 3A.

Ownership of the lift station was transferred to the Alameda County Flood Control and Water Conservation District under an agreement requiring the City to provide funding for operation, maintenance, capital equipment replacement, and necessary modifications for the optimal performance of the facility. Each year, the City evaluates the funding needs of the district to ensure that sufficient funds are available for continued operation, maintenance, and capital replacement.

The facilities are approximately 30 years old. Recent evaluation of the flood control facilities identified repair, replacement, and rehabilitation needs, including evaluation and design, SCADA upgrades, pump rehabilitation, and other improvements. The total estimated capital improvement need identified in the Engineer's Report is $379,049.

On April 21, 2026, the City Council adopted Resolution No. 26-057 ordering the formation of the

Stratford Village Flood Control Facilities Improvement Assessment District, referred to as MD1-2026, following a successful property-owner ballot proceeding conducted pursuant to Article XIIID of the California Constitution. MD1-2026 levies a supplemental assessment on the same 174 parcels within Maintenance District No. 1 to fund an annual operations budget augmentation and a dedicated 2030 Pump Replacement capital fund. Beginning in Fiscal Year 2027, the original 1995 Maintenance District No. 1 assessment and the MD1-2026 supplemental assessment are administered together as a combined annual levy.

DISCUSSION

In compliance with Section 10-10.25 of the Hayward Municipal Code, an annual Engineer's Report is required to be submitted to the Council. The report is attached (Attachment III), and includes:

(1) Description of the improvements to be operated, maintained, serviced, and replaced;
(2) FY 2026-27 recommended budget;
(3) FY 2026-27 recommended assessment rate; and
(4) Map of the benefit zone (assessment diagram).

The Fiscal Year 2027 Engineer's Report includes the required description of improvements, estimated costs, assessment methodology, assessment diagram, and assessment roll. The improvements funded by the district include the Stratford Village Storm Water Lift Station and related facilities, including pumps, generator, SCADA system, masonry building, and related storm drainage infrastructure.

The operation and servicing of the facilities include personnel, electricity, materials, diesel fuel and oil, hazardous materials cleanup, and other appurtenant facilities necessary to provide adequate stormwater runoff capacity. Maintenance includes the ordinary and usual operations, maintenance, repair, removal, and replacement of all or part of the stormwater lift station.

The original Maintenance District No. 1 assessment remains fixed at $243.92 per parcel and does not include a CPI adjustment mechanism. The MD1-2026 component includes an annual CPI-U adjustment based on the San Francisco-Oakland-Hayward, CA Metropolitan Statistical Area, capped at 3 percent per year. The Engineer's Report states that the February-to-February CPI is used, any CPI above 3 percent may be banked for future years when CPI is below 3 percent, and a negative CPI is treated as 0.0 percent.

The Engineer's Report concludes that the annual Fiscal Year 2027 operating expenses are estimated at $5,758. The remaining assessment revenue will support reserves and an annual contribution of $9,476.23 to the 2030 Pump Replacement dedicated capital fund.

PUBLIC CONTACT

City staff: 1) mailed a postcard notice to property owners to let them know of their recommended FY 2026-27 assessment rate, and to alert them to three Public meetings where they could provide input (June 2, June 10, and June 16); 2) held a virtual community meeting via Zoom on June 3; and

3) will publish a legal notice in the East Bay Times on or before June 6, 2026.

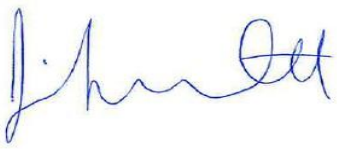
NEXT STEPS

Following this Council meeting, the City is proposing to hold a public hearing on June 16, 2026, to provide an opportunity for any interested person to be heard. After the public hearing, the Council may adopt a resolution setting the annual assessment amount as originally proposed or as modified. Following the adoption of this resolution, the final assessor's roll will be prepared and filed with the County Auditor's office to be included on the FY 2026-27 tax roll. Payment of the assessment for each parcel will be made in the same manner and at the same time as payments are made for property taxes. All funds collected through the assessment must be placed in a special fund and can only be used for the purposes stated within this report. If the Council adopts the attached resolution of intention, it will hold a noticed public hearing on June 16, 2026, to consider approving the Engineer's Report and ordering the levy of assessments for FY 2026-27.

Prepared by: Manny Grewal, Management Analyst

Recommended by: Todd Rullman, Maintenance Services Director

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26__

Introduced by Council Member_____

RESOLUTION OF INTENTION TO PRELIMINARILY APPROVE THE ENGINEER'S REPORT; DECLARING INTENTION TO LEVY ASSESSMENTS FOR FISCAL YEAR 2026-27; AND SETTING JUNE 16, 2026, AS THE PUBLIC HEARING DATE CONCERNING MAINTENANCE DISTRICT NO. 1 - STORM DRAINAGE PUMPING STATION AND STORM DRAIN CONDUIT - PACHECO WAY, STRATFORD ROAD, AND RUUS LANE

WHEREAS, Maintenance District No. 1- Storm Drainage Pumping Station and Storm Drain Conduit –Pacheco Way, Stratford Road, and Ruus Lane (the District) was established by the adoption of Resolution No. 95-103 to provide funds to operate, maintain, and service a storm drainage pumping station and storm drain conduit constructed to provide a means of handling storm water runoff for Tracts 6472, 6560, 6682, and 6683; and

WHEREAS, on April 21, 2026, by Resolution No. 26-057, following a successful property-owner ballot proceeding conducted pursuant to Article XIIID of the California Constitution, the City Council ordered the formation of the Stratford Village Flood Control Facilities Improvement Assessment District (MD1-2026), which levies a supplemental assessment on the same parcels comprising the District to fund operations augmentation and the "2030 Pump Replacement" dedicated capital fund, and which is administered together with the District as a combined annual levy beginning with Fiscal Year 2026-27; and

WHEREAS, the District consists of properties as shown on the Assessment Roll which will be available on file in the Office of the Hayward City Clerk on June 16, 2026; and

WHEREAS, it is the intention of the City Council to order the levy and collection of assessments for the maintenance of the storm drainage pumping station and storm drain conduit pursuant to Part 3, Chapter 26 of Division 7 of the California Streets and Highways Code (commencing with Section 5820 thereof).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward as follows:

1. SCI Consulting Group is hereby designated as the Engineer of Work for purposes of these proceedings and is hereby ordered to prepare a final Engineer's Report in accordance with Section 10-10.25 of the Hayward Municipal Code.

2. The Engineer's Report has been made, filed with the City Clerk, and duly considered

by this City Council and is hereby deemed sufficient and intended to be preliminarily approved. Said report shall stand as the report for all subsequent proceedings relating to the proposed levy of the District assessments for Fiscal Year 2026-27.

3. The proposed assessment for Fiscal Year 2026-27 is a combined per-parcel charge of $341.74, comprising the original 1995 Maintenance District No. 1 maximum base assessment of $243.92 per parcel (unchanged) and the supplemental MD1-2026 base-year assessment of $97.82 per parcel. Each component is levied at its maximum authorized rate.

4. Reference is hereby made to the aforementioned Engineer's Report on file with the City Clerk for a full and detailed description of the improvements, the boundaries of the proposed District, and the proposed assessments upon assessable lots within said District.

5. Public property owned by any public agency and in use in the performance of a public function within said District shall not be assessed, except for Stratford Park, owned by the City of Hayward, which is the only publicly owned property, which will receive a special benefit from the maintenance of the pumping station and storm drains financed by the District.

6. On June 16, 2026, at the hour of 7:00 p.m., a public hearing will be held on the levy of the proposed assessment. Prior to the conclusion of said public hearing, any interested person may file a written protest with the City Clerk, or having previously filed a protest, may file a written withdrawal of that protest. A written protest by a property owner shall contain a description sufficient to identify the property owned by such owner.

7. The City Clerk is hereby directed to cause a notice of said meeting and hearing to be made in the form and manner provided by applicable laws.

IN COUNCIL, HAYWARD, CALIFORNIA _____ 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

Fiscal Year 2027

ENGINEER'S REPORT

City of Hayward

Maintenance District No. 1

May 2026
Preliminary Report

Engineer of Work:

SCIConsultingGroup
Public Finance Consulting Services

4745 Mangels Boulevard
Fairfield, California 94534
707.430.4300
www.sci-cg.com

City of Hayward

City Council

Mark Salinas, Mayor
George Syrop, Mayor Pro Tempore
Angela Andrews, Council Member
Ray Bonilla Jr., Council Member
Dan Goldstein, Council Member
Julie Roche, Council Member
Francisco Zermeño, Council Member

Clerk of the Council

Miriam Lens

City Manager

Jennifer Ott

Maintenance Service Director

Todd Rullman

City Attorney

Michael Lawson

Engineer of Work

SCI Consulting Group

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Introduction

Overview

On January 5, 1993, by Resolution No. 93-010, the City Council approved the vesting tentative map of Tract 6472, which authorized the subdivision of land on both sides of Stratford Road into 148 single-family home lots. Conditions of approval for Tentative Map Tract 6472, which included Final Tract Maps 6472, 6560, 6682 and 6683, included provisions for storm drainage improvements and construction of an approved stormwater pumping facility. The drainage area and the stormwater pumping facility were analyzed in documents prepared by Wilsey & Ham, Civil Engineers. These documents indicated the following: the drainage basin includes 29.1 acres, of which 24.7 acres are residential, 1.9 acres are for a park site, and 2.5 acres are for the collector streets associated with Stratford Road and Ruus Lane. Pacheco Way does not drain into this drainage basin system nor does the industrial property to the south.

In addition to the 143 lots identified above, final Tract Map 6682, with a total of 31 lots located immediately to the east of Chutney Road, was also approved. Therefore, the total number of residential lots in the drainage basin is 174. In addition to the residential lots, there is a park located on one parcel of land.

On April 18, 1995, the City Council approve the preliminary Engineer's report, and on May 23, 1995, a public meeting was held to allow affected property owners an opportunity to speak. On June 6, 1995, by Resolution No. 95-103, the City Council ordered the formation of Maintenance District No. 1 to provide for the operation and maintenance of the storm drainage improvements and the stormwater pumping facility to serve the drainage basin. The FY 1996 Engineer's Report (formation report) included a FY 1996 Engineer's Cost Estimate of $42,686.37.

A Storm Water Lift Station (SWLS) was constructed to pump storm water run-off for the developed area which is adjacent to the Alameda County Flood Control and Water Conservation District's ("Flood Control District") Line B, Zone No. 3A. The plans for the lift station were approved by the City and the Flood Control District. The SWLS was designed with capacity for only the development of the area encompassing the 174 parcels. No added capacity was constructed for run-off from other areas such as the Georgian Manor and Spanish Ranch Mobile Home Parks, which are presently served by a privately owned and operated pumping facility located within each park.

An agreement between the City and the Flood Control District transferred ownership of the SWLS to the Flood Control District. The agreement states that the Flood Control District concurred with the SWLS transfer subject to the City providing the Flood Control District with the funds to operate, maintain, and provide for capital equipment replacement and for modifications that may become necessary for the optimal performance of the SWLS.

Each year the City evaluates the need to increase the annual assessment to ensure there are adequate funds to continue to provide proper operation, maintenance, and capital replacement of the storm water pumping facilities within Maintenance District No. 1. As part of this effort, no later than December 1, the Flood Control District is required to furnish the City with an itemized estimate of the cost to operate, maintain, and supplement the capital equipment replacement fund for the fiscal year commencing on the next July 1.

Should the capital equipment replacement fund be inadequate to cover unscheduled/emergency repairs, equipment replacement or modifications that are found to be necessary for the normal and safe performance of the Storm Water Lift Station (SWLS), the Flood Control District will provide the City with written notice of the need for additional funding.

In past years, there has not been sufficient funds to replace the Maintenance District No. 1 capital facilities when they reach the end of their useful lives.

On April 21, 2026, by Resolution No. 26-057[1], the City Council ordered the formation of the Stratford Village Flood Control Facilities Improvement Assessment District (MD1-2026) following a successful property-owner ballot proceeding conducted pursuant to Article XIIID of the California Constitution. MD1-2026 levies a supplemental assessment in the amount of $97.82 on the same 174 parcels in Maintenance District No. 1 to fund an annual operations budget augmentation and the “2030 Pump Replacement” dedicated capital fund. Beginning with FY 2027, the original 1995 Maintenance District No. 1 assessment and the MD1-2026 assessment are administered together as a combined annual levy on each parcel under this Engineer’s Report. The original 1995 maximum base assessment of $243.92 per parcel remains fixed and has no CPI mechanism; the MD1-2026 component carries an annual CPI-U (San Francisco-Oakland-Hayward, CA MSA) adjustment, capped at 3% per year, applied to the sum of the two assessments. The methodology, benefit findings, and assessment apportionment for the MD1-2026 component are documented in the parallel MD1-2026 Engineer’s Report dated April 2026 and are incorporated herein by reference.

[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=7987059&GUID=695376BE-CF60-4A88-8184-0DFF75ADF81A&Options=&Search=

Legislative Analysis

Proposition 218 Compliance

On November 5, 1996, California voters approved Proposition 218 entitled "Right to Vote on Taxes Act," which added Articles XIIIC and XIIID to the California Constitution. While its title refers only to taxes, Proposition 218 established new procedural requirements for the formation and administration of assessment districts.

Proposition 218 stated that any existing assessment imposed exclusively to finance the capital costs or maintenance and operation expenses for sidewalks, streets, sewers, water, flood control, drainage systems, or vector control on or before November 6, 1996, shall be exempt from the procedures and approval process of Proposition 218, unless the assessments are increased. Maintenance District No. 1 imposes an assessment exclusively for flood control and drainage improvements. Proposition 218 defines increased, when applied to an assessment, as a decision by an agency that does either of the following:

- Increases any applicable rate used to calculate the assessment.
- Revises the methodology by which the assessment is calculated, if that revision results in an increased amount being levied on any person or parcel.

The formation methodology used to calculate the MBA that could be levied in any given year allows the MBA from the prior year to be increased by the prior year's change in the Consumer Price Index. Therefore, based upon the review of the City Attorney, imposing the assessment adjustment each year based upon the prior year's increase in the Consumer Price Index does not require Proposition 218 proceedings.

Noticing, Public Comment, and Public Hearing

Noticing and information regarding this report were provided via the following methods: 1) a notice was mailed to all affected property owners to provide detail of their recommended FY 2027 assessment rate and to alert them to three community meetings where they could provide input (May 27, June 2, June 16); and 2) published a legal notice in the East Bay Times on or before June 6, 2026.

On June 16, 2026, the City is proposing to hold a public hearing to provide an opportunity for any interested person to be heard. After the public hearing, the Council may adopt a resolution setting the annual assessment amounts as originally proposed or as modified. Following the adoption of this resolution, the final assessor's roll will be prepared and filed with the Alameda County Auditor's Office to be included on the FY 2027 tax roll. Payment of the assessment for each parcel will be made in the same manner and at the same time as payments are made for property taxes. All funds collected through the assessment must be placed in a special fund and can only be used for the purposes stated within this report.

Plans and Specifications

Introduction

The annual Engineer's Report includes: (1) a description of the improvements to be operated, maintained, and serviced; (2) an estimated budget, (3) the maximum base assessment rate, and (4) a listing of the proposed collection rate to be levied upon each assessable lot or parcel.

Description of Improvements

The facilities, which have been constructed within the City of Hayward's Maintenance District No. 1 boundaries, and those which may be subsequently constructed, will be operated, maintained, and serviced and are generally described as follows:

The Stratford Village Storm Water Lift Station (SWLS):

- 2 - 15 H.P. Pumps
- 1 - 5 H.P. Pump
- 1 - 3 H.P. Dewatering Pump
- 1 - Generator
- 1 - Supervisory Control and Data Acquisition (SCADA) System
- 1 - Masonry Building to House the SCADA System and Generator

The operation and servicing of these facilities include but are not limited to personnel; electrical energy; materials, including diesel fuel and oil; hazardous materials clean up; and appurtenant facilities as required to provide sufficient run-off capacity.

These existing facilities are approximately 30 years old. A recent evaluation of the flood control facilities shows that various elements of the facility need repair, replacement, or rehabilitation. Those improvements are detailed below in Figure 1.

Figure 1 – Capital Improvements

Element	Cost Estimate
Evaluation / Design	$ 41,560.00
SCADA Upgrades	255,000.00
Pump Rehabilitation	49,248.00
Other Improvements	33,241.00
TOTAL	**$ 379,049.00**

The Improvements will include the installation and maintenance of the Stratford Village Storm Water Lift Station as referenced above, as well as financing costs and other expenses associated with the financing for the improvements, and incidental expenses. “Installation” means the construction or installation of improvements, including, but not limited to, land preparation, such as grading, leveling, cutting, and filling.

Maintenance means the furnishing of services and materials for the ordinary and usual operations, maintenance, and servicing of the SWLS, including repair, removal or replacement of all or part of any of the SWLS.

Fiscal Year 2027 Estimate of Cost and Budget

Estimate of Costs

Chapter 10, Article 10, Section 10-10.25 of the Hayward Municipal Code and as supplemented by the provisions of Chapter 26 of Part 3 of Division 7 of the Streets and Highways Code of the State of California provides that the total cost of operation, maintenance and servicing of the storm drainage improvements and storm water pumping station can be recovered by the District. Incidental expenses including administration of the District, engineering fees, legal fees and all other costs associated with these improvements can also be included.

MD1 Assessment
Tract No. 6472, 6560, 6682, 6683
Formed: June 6, 1995
Resolution Number: 95-103
FY 2027

MD1-2026 Assessment
Formed: April 21, 2026
Resolution Number: 26-057
FY 2027 (Base Year)

MD1 Maximum Base Assessment Rate: **$243.92**
Assessment Amount per Parcel: **$243.92**
Number of Parcels: **174**
Assessment Income: **$42,442.08**

MD1-2026 Maximum Base Assessment Rate: **$97.82**
Assessment Amount per Parcel: **$97.82**
Number of Parcels: **174**
Assessment Income: **$17,020.23**

Combined FY 2027 Levy (per parcel)
Combined Assessment per Parcel ($243.92 + $97.82): **$341.74**
Combined Assessment Income (174 parcels): **$59,462.31**

The following is an overview of the FY 2027 assessment district:

- **Maximum Base Assessment (MBA) Rate**: is unchanged from the original amount of $243.92 per parcel, set when the District was created. The supplemental MD1-2026 assessment adds a FY 2027 base-year maximum of $97.82 per parcel, bringing the combined maximum to $341.74 per parcel for FY 2027.

- **Annual CPI increase**: the maximum base assessment amount cannot be increased annually based upon the prior year's change in the CPI. However, the supplemental MD1-2026 component does carry an annual CPI-U (San Francisco-Oakland-Hayward, CA MSA) adjustment, capped at 3% per year, applied to the sum of the existing 1995 assessment and the MD1-2026 assessment. The February-to-February CPI is used, with any CPI in excess of 3% banked for application in subsequent years when CPI is below 3%. A negative CPI is treated as 0.0%.

- **Assessment revenue:** the FY 2027 amount needed to operate and maintain the facilities and contribute to the capital reserve is: $59,462.31, comprising $42,442.08 from the 1995 MD1 assessment and $17,020.23 from the MD1-2026 supplemental assessment.

- **Annual assessment charge:** each of the 174 parcels shall be apportioned an equal share of the total assessment for this zone as the special benefit derived by the individual parcels is indistinguishable from each other. The FY 2027 combined per-parcel charge is $341.74, comprising the 1995 MD1 charge of $243.92 (unchanged from the FY 2026 amount and at the maximum base assessment) and the MD1-2026 base-year charge of $97.82. Each component is at its maximum authorized rate and is sufficient for maintaining levels of service, contributing to the capital reserve, and funding the 2030 Pump Replacement program.

- **Proposition 218:** Future increases in the assessment amount above the MBA amount would require the noticing and balloting of property owners per the requirements of Proposition 218.

Figure 2 – 2027 Estimate of Cost

City of Hayward
MD1 - Stratford Pump Station (Pacheco Wy., Stratford Rd., Russ Ln., & Ward Crk.)
Fund 270, Project 03745
MD1 Established 1993 - 174 Parcels
MD1-2026 Established 2026 - 174 Parcels

	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed	FY 2028 Projected
Assessment (MD1)				
Maximum Base Assessment	243.92	243.92	243.92	251.24
Annual Per Parcel Assessment	**243.92**	**243.92**	**243.92**	**251.24**
# of Parcels	174	174	174	174
Total MD1 Assessment	**42,442**	**42,442**	**42,442**	**43,715**
Assessment (MD1-2026)				
Maximum Base Assessment	-	-	97.82	100.75
Annual Per Parcel Assessment	**-**	**-**	**97.82**	**100.75**
# of Parcels	-	-	174	174
Total MD1-2026 Assessment	**-**	**-**	**17,021**	**17,531**
Total Combined Assessment	**-**	**-**	**59,463**	**3,050,446**
Revenue				
41210 - Annual Assessment Revenue	42,149	42,442	59,463	61,247
County Tax Collection Fee (1.7%)	*(722)*	*(722)*	*(1,011)*	*(1,041)*
44110 - Other (Interest)	3,787	3,787	3,787	3,787
Total Revenue	`	**45,508**	**62,239**	**63,993**
Expenditure				
61510 - Utilities: PGE	2,921	3,574	4,000	4,000
62210 - Property Owner Noticing	359	-	110	110
62242 - Annual Reporting	768	1,253	805	805
Pump Station O&M - ACFCD	20,923	-	-	-
Proposition 218	7,500	-	-	-
City Administration	3,658	-	843	843
Total Expenditure	**36,130**	**4,827**	**5,758**	**5,758**
Account Balance				
Beginning Account Balance	52,231	61,316	101,997	158,478
Net Change (Revenue - Expenditures)	*9,085*	*40,681*	*56,481*	*58,235*
Ending Account Balance	**61,316**	**101,997**	**158,478**	**216,712**

Method of Apportionment

Chapter 10, Article 10, Section 10-10.25 of the Hayward Municipal Code and as supplemented by the provisions of Chapter 26 of Part 3 of Division 7 of the Streets and Highways Code of the State of California permits the establishment of assessment districts by agencies to finance the maintenance and operation of drainage and flood control services, which include the operation, maintenance, and servicing of pump stations.

Proposition 218 requires that maintenance assessments must be levied according to benefit rather than according to assessed value. In addition, Article XIIID, Section 4(a) of the California Constitution limits the amount of any assessment to the proportional special benefit conferred on the property.

Because assessments are levied on the basis of benefit, they are not considered a tax, and, therefore, are not governed by Article XIIIA of the California Constitution.

Article XIIID of the California Constitution provides that publicly owned properties must be assessed unless there is clear and convincing evidence that those properties receive no special benefit from the assessment. Exempted from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements, and rights-of-ways.

The land uses within Maintenance District No. 1 consist of 174 residential parcels and one park parcel. These parcels receive a special benefit in that the pumping station and the storm drains protect the residential parcels and park parcel from storm water flooding. Even though there are only minor structures located on the park parcel it does receive special benefit from flood control improvements and services.

It is estimated that all residential and park parcels derive similar benefits from the flood control improvements and services, therefore the method for spreading the annual costs is on a per parcel basis.

The projected Fiscal Year 2027 maintenance and operation for MD1 are estimated to be $59,463. The annual FY 2027 operating expenses are estimated to be $5,758, with an annual contribution of $9,476.23 to the 2030 Pump Replacement dedicated capital fund and remaining fund allocated to reserves. The combined collection rate for Fiscal Year 2027 will be at the maximum authorized rate for each component, totaling $341.74 per parcel ($243.92 for the 1995 MD1 component and $97.82 for the MD1-2026 component).

Assessment

WHEREAS, the City Council of the City of Hayward, County of Alameda, California, Pursuant to Chapter 26 of Part 3 of Division 7 of the Streets and Highways Code of the State of California, and Chapter 10, Article 10, Section 10-10.25 of the Hayward Municipal Code, and in accordance with Resolution No. 26-XXX, preliminarily approving the Engineer's Report, as adopted by the City Council of the City of Hayward, on June 2, 2026, and in connection with the proceedings for;

WHEREAS, said Resolution directed the undersigned Engineer of Work to prepare and file a report presenting an estimate of costs, a diagram for the Assessment District and an assessment of the estimated costs of the improvements upon all assessable parcels within the Assessment District, to which Resolution and the description of said proposed improvements therein contained, reference is hereby made for further particulars;

NOW, THEREFORE, the undersigned, by virtue of the power vested in me and the order of the City Council of the City of Hayward, hereby make the following assessments to cover the portion of the estimated cost of Improvements, and the costs and expenses incidental thereto to be paid by the Assessment District.

As required, an Assessment Diagram is hereto attached and made a part hereof showing the exterior boundaries of the Assessment District. The distinctive number of each parcel or lot of land in the Assessment District is its Assessor Parcel Number appearing on the Assessment Roll.

I do hereby assess and apportion said net amount of the cost and expenses of the Improvements, including the costs and expenses incident thereto, upon the parcels and lots of land within said Assessment District, in accordance with the special benefits to be received by each parcel or lot from the improvements, and more particularly set forth in the Estimate of Costs and Method of Assessment hereto attached and by reference made a part hereof.

The assessments are made upon the parcels or lots of land within Assessment District, in proportion to the special benefits to be received by the parcels or lots of land, from the Improvements.

Each parcel or lot of land is described in the Assessment Roll by reference to its parcel number as shown on the Assessor's Maps of the County of Alameda for the fiscal year 2027. For a more particular description of said property, reference is hereby made to the deeds and maps on file and of record in the office of the County Recorder of the County.

I hereby place opposite the Assessor Parcel Number for each parcel or lot within the Assessment Roll, the amount of the assessment for the fiscal year 2027 for each parcel or lot of land within said Maintenance District No. 1.

Dated: May 15, 2026

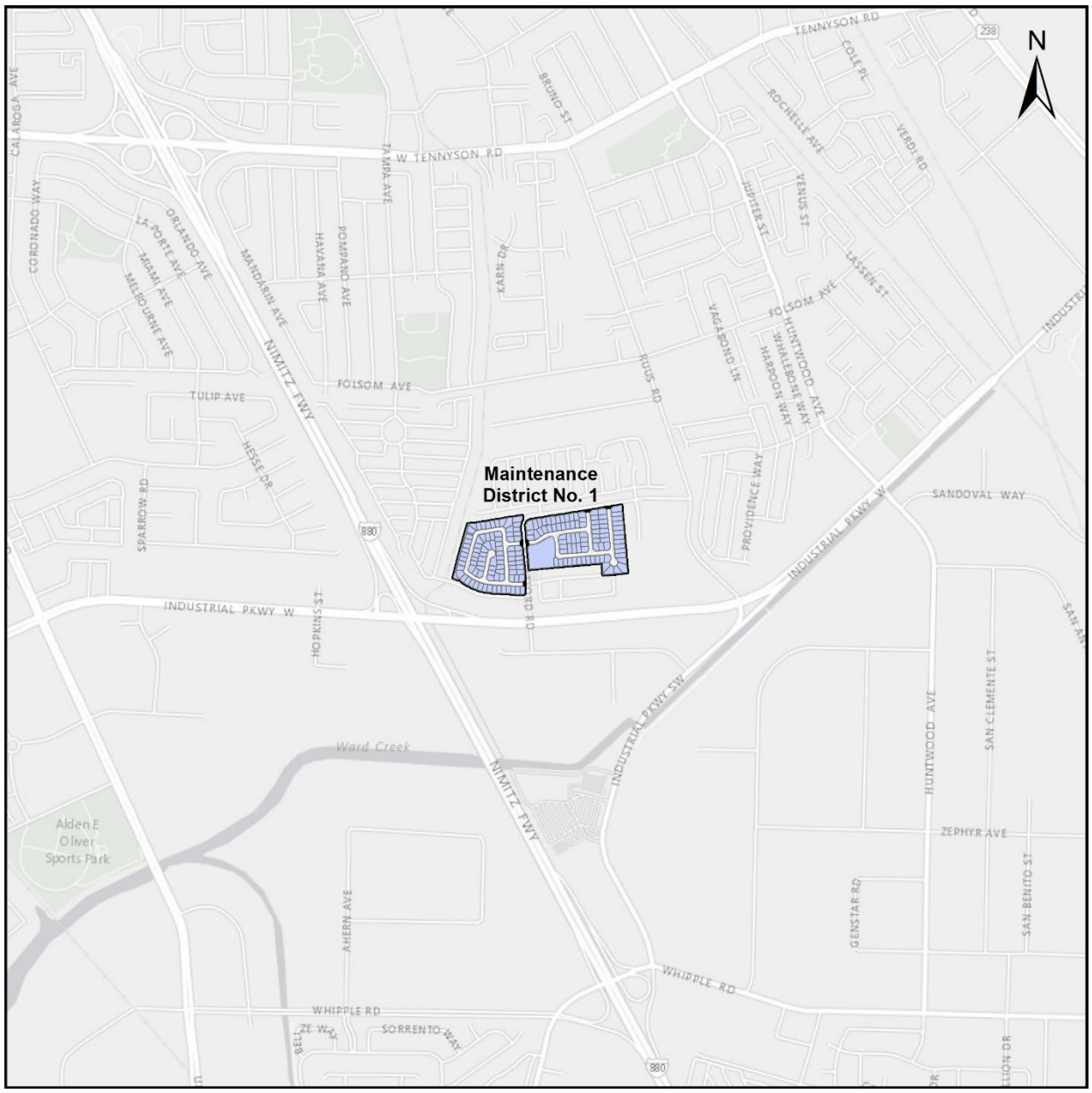


Engineer of Work

By _____

John W. Bliss, License No. C052091

Vicinity Map

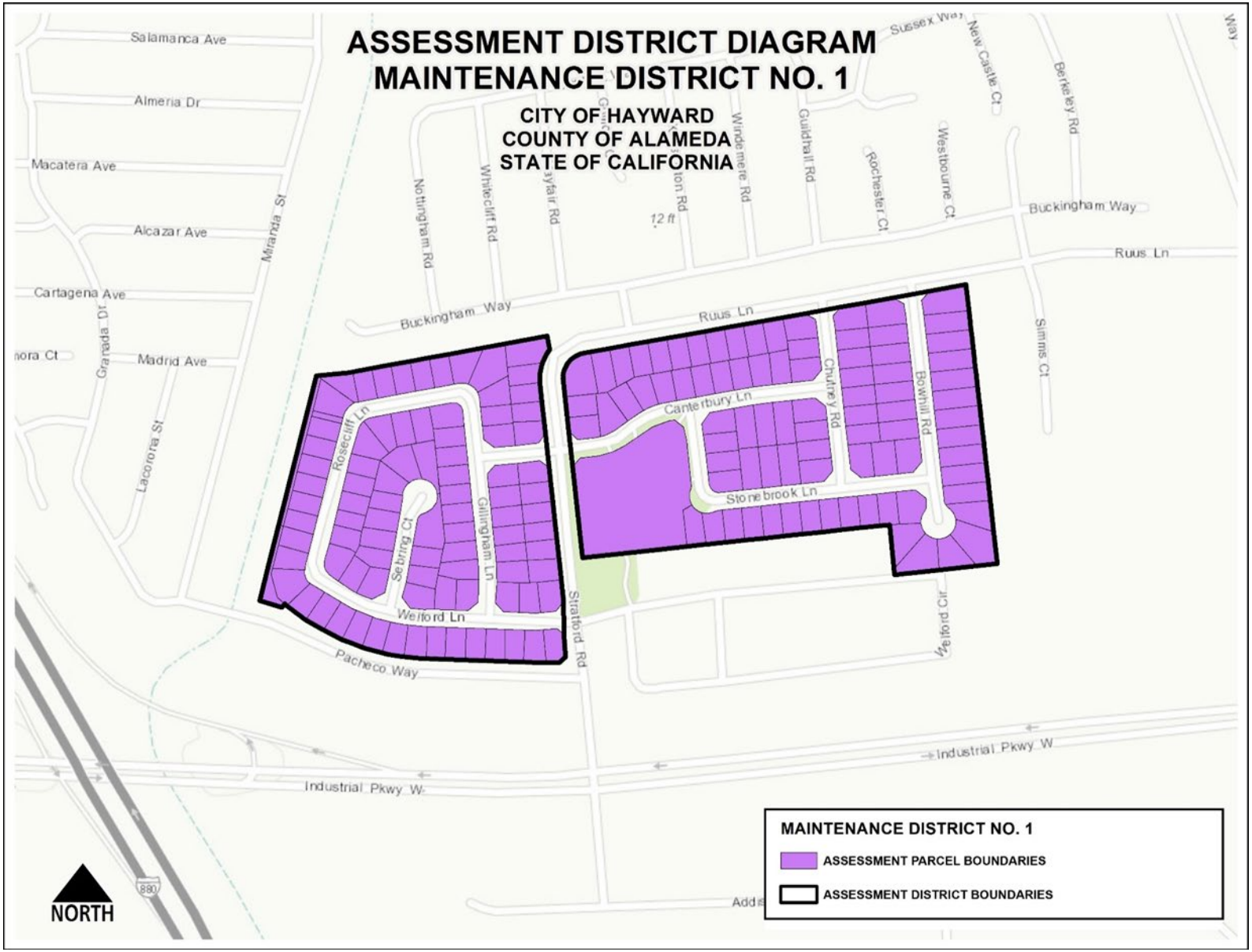


Assessment Diagram

The boundary of the City of Hayward's Maintenance District No. 1 is on file in the Office of the Hayward City Clerk and is incorporated in this report on page 13.

A detailed description of the lines and dimensions of each lot or parcel within the Assessment District are those lines and dimensions shown on the maps of the Assessor of the County of Alameda for Fiscal Year 2027.

For additional information as to the bearings, distances, monuments, easements, etc. of subject subdivisions, reference is hereby made to Final Tract Maps No. 6472, 6560, 6682 and 6683 filed in the Office of the Recorder of Alameda County.


ASSESSMENT DISTRICT DIAGRAM
MAINTENANCE DISTRICT NO. 1
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Salamanca Ave
Almeria Dr
Macatera Ave
Alcazar Ave
Cartagena Ave
Madrid Ave
Granada Dr
Lacorora St
Miranda St
Nottingham Rd
Whitecliff Rd
Fayfair Rd
Windemere Rd
Guildhall Rd
Rochester Ct
Westbourne Ct
New Castle Ct
Berkeley Rd
Buckingham Way
Ruus Ln
Simms Ct
Canterbury Ln
Chutney Rd
Bownill Rd
Stonebrook Ln
Rosecliff Ln
Sebring Ct
Gillingham Ln
Welford Ln
Pacheco Way
Stratford Rd
Industrial Pkwy W
NORTH
MAINTENANCE DISTRICT NO. 1
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

Appendix A - Assessment Roll

A list of names and addresses of the owners of all parcels within the City of Hayward's Maintenance District No. 1 are shown on the last equalized Property Tax Roll of the Assessor of the County of Alameda. This list is keyed to the Assessor's Parcel Numbers as shown on the Assessment Roll on file in the Office of the Hayward City Clerk.

File #: CONS 26-233

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Maintenance Services

SUBJECT

Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Levy Assessments for Fiscal Year 2027 for Maintenance District No. 2 - Eden Shores Storm Water Facilities and Water Buffer, and Set June 16, 2026, as the Public Hearing Date

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) of intention to preliminarily approve the Engineer's Report (Attachment III), levy assessments for FY 2027, and set June 16, 2026 as the public hearing date.

SUMMARY

Maintenance District No. 2 (MD 2) was formed in 2003 to fund the ongoing operation, maintenance, administration, and capital replacement of the water buffer and storm water facilities that border the Eden Shores residential community. This annual report is being provided, as required by the Hayward Municipal Code, to approve the annual assessment rate and expenditure budget.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	Preliminary Engineer’s Report

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Maintenance Services Director

SUBJECT: Adopt a Resolution of Intention to Preliminarily Approve the Engineer's Report and Levy Assessments for Fiscal Year 2027 for Maintenance District No. 2 – Eden Shores Storm Water Facilities and Water Buffer, and Set June 16, 2026, as the Public Hearing Date

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) of intention to preliminarily approve the Engineer's Report (Attachment III), levy assessments for FY 2027, and set June 16, 2026 as the public hearing date.

SUMMARY

Maintenance District No. 2 (MD 2) was formed in 2003 to fund the ongoing operation, maintenance, administration, and capital replacement of the water buffer and storm water facilities that border the Eden Shores residential community. This annual report is being provided, as required by the Hayward Municipal Code, to approve the annual assessment rate and expenditure budget.

FISCAL IMPACT

There is no anticipated fiscal impact to the City's General Fund associated with this action, as all expenses will be paid using funds held in reserve for MD2. Staff has evaluated the District's fund balance and concurs that funds are adequate for FY 2027.

BACKGROUND AND DISCUSSION

On June 24, 2003, the Council ordered the formation of MD 2 to provide for the maintenance, operation, administration, and capital replacement of a water buffer and storm water pre-treatment facility. The water buffer consists of landscaping, recirculating pumps and filters, maintenance roads, pedestrian bridge, and anti-predator and perimeter fencing. The Eden Shores Maintenance District includes three residential tracts (7317, 7360, 7361) totaling 534 homes. The funds collected from the property owners within MD 2 pay for the ongoing annual operation, maintenance, administration, and capital contribution to operate and maintain this important infrastructure. Capital funds are collected and maintained so that the district has the financial resources available

to utilize to repair or replace sections of fencing, pumps, or bridge components in the future.

In compliance with Section 10-10.25 of the Hayward Municipal Code, an annual Engineer's Report is required to be submitted to the Council. The report is attached (Attachment III), and includes:

(1) Description of the improvements to be operated, maintained, serviced, and replaced;
(2) FY 2027 recommended budget;
(3) FY 2027 recommended assessment rate; and
(4) Map of the benefit zone (assessment diagram).

Based upon revenues required to fund operations and maintenance, and maintain a capital replacement fund, staff is recommending a FY 2027 per parcel charge of $308.36, which is an increase the assessment rate from FY 2026 ($280.33).

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not relate to any of the projects outlined in the Council's Strategic Roadmap.

PUBLIC CONTACT

City staff: 1) mailed a postcard notice to property owners to let them know of their recommended FY 2027 assessment rate, and to alert them to three Public meetings where they could provide input (June 2, June 10, and June 16); 2) held a virtual community meeting via Zoom on June 3; and 3) will publish a legal notice in the East Bay Times on or before June 6, 2026.

NEXT STEPS

Following this Council meeting, the City is proposing to hold a public hearing on June 16, 2026, to provide an opportunity for any interested person to be heard. After the public hearing, the Council may adopt a resolution setting the annual assessment amount as originally proposed or as modified. Following the adoption of this resolution, the final assessor's roll will be prepared and filed with the County Auditor's office to be included on the FY 2027 tax roll. Payment of the assessment for each parcel will be made in the same manner and at the same time as payments are made for property taxes. All funds collected through the assessment must be placed in a special fund and can only be used for the purposes stated within this report. If the Council adopts the attached resolution of intention, it will hold a noticed public hearing on June 16, 2026, to consider approving the Engineer's Report and ordering the levy of assessments for FY 2027.

Prepared by: Manny Grewal, Management Analyst

Recommended by: Todd Rullman, Maintenance Services Director

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member ____

RESOLUTION OF INTENTION TO PRELIMINARILY APPROVE ENGINEER'S REPORT, DECLARING INTENTION TO LEVY ASSESSMENTS FOR FISCAL YEAR 2027, AND SETTING JUNE 16, 2026, AS THE PUBLIC HEARING DATE CONCERNING MAINTENANCE DISTRICT NO. 2 - EDEN SHORES STORM WATER FACILITIES AND WATER BUFFER

WHEREAS, Maintenance District No. 2 - Eden Shores Storm Water Facilities and Water Buffer (the "District") was established by the adoption of Resolution No. 03-102 to provide funds to operate, maintain, and service a storm water facility and the water buffer bordering the residential portion of Eden Shores, which encompasses the three residential tracts 7316, 7360, and 7361 in the Eden Shores development, totaling 534 homes.

WHEREAS, the District consists of properties as shown on the Assessment Roll which will be available on file in the Office of the Hayward City Clerk on June 16, 2026.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward, as follows:

1. SCI Consulting Group is hereby designated as Engineer of Work for purposes of these proceedings and is hereby ordered to prepare a Final Engineer's Report in accordance with Article XIIID of the California Constitution.

2. The Engineer of Work has prepared a Preliminary Engineer's Report in accordance with Section 10-10.25 of the Hayward Municipal Code. Said report has been made, filed, and duly considered by this City Council and is hereby deemed sufficient and intended to be preliminarily approved. Said report shall stand as the report for all subsequent proceedings related to the proposed levy of District assessments for Fiscal Year 2027.

3. It is the intention of the City Council to order the levy and collection of assessments for the maintenance of the storm water facility and water buffer pursuant to Part 3, Chapter 26 of Division 7 of the California Streets and Highways Code (commencing with Section 5820 thereof).

4. The proposed assessment for the District for Fiscal Year 2027 is $308.36, which is an increase from the previous fiscal year's assessment of $280.33. The maximum base assessment amount for the District is subject to an annual adjustment equal to the

change in the San Francisco-Oakland-Hayward the Consumer Price Index for All Urban Consumers (CPI-U) from the previous year. The maximum base assessment amount for the District for Fiscal Year 2027 has been increased from the previous year's maximum base assessment amount of $1,183.42 by 2.477%, which is equal to the percentage increase in CPI-U from February 2025 to February 2026. The maximum base assessment amount for the District for Fiscal Year 2027 is $1,212.74.

5. Reference is hereby made to the aforementioned report on file with the City Clerk for a full and detailed description of the improvements, the boundaries of the proposed District, and the proposed assessments upon assessable lots within said District.

6. On June 16, 2026, at the hour of 7:00 p.m., a public hearing will be held on the levy of the proposed assessment.

7. Prior to the conclusion of said public hearing, any interested person may file a written protest with the City Clerk, or having previously filed a protest, may file a written withdrawal of that protest. A written protest by a property owner shall contain a description sufficient to identify the property owned by such owner. The City Clerk is hereby directed to cause a notice of said meeting and hearing to be made in the form and manner provided by applicable laws.

IN COUNCIL, HAYWARD, CALIFORNIA _____ 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

Fiscal Year 2027

ENGINEER'S REPORT

City of Hayward

Maintenance District No. 2

May 2026
Preliminary Report

Engineer of Work:

SCIConsultingGroup
Public Finance Consulting Services

4745 Mangels Boulevard
Fairfield, California 94534
707.430.4300
www.sci-cg.com

City of Hayward

City Council

Mark Salinas, Mayor
George Syrop, Mayor Pro Tempore
Angela Andrews, Council Member
Ray Bonilla Jr., Council Member
Dan Goldstein, Council Member
Julie Roche, Council Member
Francisco Zermeño, Council Member

Clerk of the Council

Miriam Lens

City Manager

Jennifer Ott

Maintenance Service Director

Todd Rullman

City Attorney

Michael Lawson

Engineer of Work

SCI Consulting Group

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Introduction

Overview

On April 16, 2002, by Resolution No. 02-043, the City Council approved the Final Map of Tract 7317 for a 114-lot residential subdivision, with 109 single-family homes, located on the northerly side of Eden Shores Boulevard and westerly of the Union Pacific Railroad.

On November 26, 2002, by Resolution No. 02-171, the City Council approved the Final Map of Tract 7361 for a 120 lot residential subdivision, with 116 single-family homes, located on the southerly side of Eden Shores Boulevard and westerly of the Union Pacific Railroad.

On June 3, 2003, by Resolution No. 03-083, the City Council approved the Final Map for Tract 7360, for a 318-lot residential subdivision, with 309 single-family homes located on the southwesterly side of Eden Shores Drive and westerly of the Union Pacific Railroad. The additional lots in each subdivision, 27 in total, will be landscaped areas, parks, wetlands or buffer areas.

Conditions of approval for Tracts No. 7317, 7360 and 7361, included provisions for construction of a water buffer channel and storm-water pretreatment pond, masonry walls, anti-predator fences, and landscaping within the proposed development area. Maintenance District No. 2 provides a funding source to operate and maintain these improvements, including the furnishing of water and electrical energy along with debris removal, weeding, trimming, and pest control spraying.

On June 24, 2003, by Resolution No. 03-102, the City Council ordered the formation of Maintenance District No. 2 to provide the funding for the operation and maintenance of these facilities. The FY 2004 Final Engineer's Report (formation report) included a FY 2004 budget which proposed $343,875.00 in expenditures at buildout for an anticipated 525 assessable parcels which equated to Maximum Base Assessment (MBA) Rate of $655.00 per parcel. This MBA rate which may be levied is increased each fiscal year by the prior year's change in the Consumer Price Index.

Legislative Analysis

Proposition 218 Compliance

On November 5, 1996, California voters approved Proposition 218 entitled "Right to Vote on Taxes Act," which added Articles XIIIC and XIIID to the California Constitution. While its title

refers only to taxes, Proposition 218 established new procedural requirements for the formation and administration of assessment districts.

Proposition 218 stated that any existing assessment imposed exclusively to finance the capital costs or maintenance and operation expenses for sidewalks, streets, sewers, water, flood control, drainage systems, or vector control on or before November 6, 1996, shall be exempt from the procedures and approval process of Proposition 218, unless the assessments are increased. Proposition 218 defines increased, when applied to an assessment, as a decision by an agency that does either of the following:

- Increases any applicable rate used to calculate the assessment.
- Revises the methodology by which the assessment is calculated, if that revision results in an increased amount being levied on any person or parcel.

The formation methodology used to calculate the MBA that could be levied in any given year allows the MBA from the prior year to be increased by the prior year's change in the Consumer Price Index. Therefore, based upon the review of the City Attorney, imposing the assessment adjustment each year based upon the prior year's increase in the Consumer Price Index does not require Proposition 218 proceedings.

Noticing, Public Comment, and Public Hearing

Noticing and information regarding this report were provided via the following methods: 1) a notice was mailed to all affected property owners to provide detail of their recommended FY 2027 assessment rate and to alert them to three community meetings where they could provide input (May 27, June 2, June 16); and 2) published a legal notice in the East Bay Times on or before June 6, 2026.

On June 16, 2026, the City is proposing to hold a public hearing to provide an opportunity for any interested person to be heard. After the public hearing, the Council may adopt a resolution setting the annual assessment amounts as originally proposed or as modified. Following the adoption of this resolution, the final assessor's roll will be prepared and filed with the Alameda County Auditor's Office to be included on the FY 2027 tax roll. Payment of the assessment for each parcel will be made in the same manner and at the same time as payments are made for property taxes. All funds collected through the assessment must be placed in a special fund and can only be used for the purposes stated within this report.

Plans and Specifications

Introduction

The annual Engineer's Report includes: (1) a description of the improvements to be operated, maintained, and serviced; (2) a listing of the proposed collection rate to be levied upon each assessable lot or parcel; and (3) an estimated budget.

Description of Improvements

The facilities, which have been constructed within the City of Hayward's Maintenance District No. 2 boundaries, and those which may be subsequently constructed, will be operated, maintained, and serviced and are generally described as follows:

- Water Buffer Channel;
- Storm-water Pre-Treatment Pond;
- Masonry Walls;
- Anti-predator Fences; and
- Miscellaneous Landscaping

The operation, maintenance and servicing of these improvements include, but are not limited to personnel, water (for irrigation and buffer replenishment), electrical energy, materials (including diesel fuel and oil), debris removal, weeding, trimming, pest control spraying, etc.

Fiscal Year 2027 Estimate of Cost and Budget

Estimate of Costs

Chapter 10, Article 10, Section 10-10.25 of the Hayward Municipal Code and as supplemented by the provisions of Chapter 26 of Part 3 of Division 7 of the Streets and Highways Code of the State of California provides that the total cost of operation, maintenance and servicing of the water buffer channel, water treatment pond, masonry walls, anti-predator fences and landscaping can be recovered by the District. Incidental expenses including administration of the District, engineering fees, legal fees and all other costs associated with these improvements can also be included.

Tract No. 7317, 7360 & 7361
Formed: June 24, 2003
Resolution Number: 03-102
FY 2027

Maximum Base Assessment Rate: **$1,212.74**
Assessment Amount per Parcel: **$308.36**
Number of Parcels: **534**
Assessment Income: **$164,664**

The following is an overview of the FY 2027 assessment district:

- **Maximum Base Assessment (MBA) Rate:** was increased from the prior year's MBA rate of $1,183.42 to **$1,212.74** by applying CPI-U for the San Francisco-Oakland-Hayward MSA (**2.477%** for the period February 2025 to February 2026).

- **Annual CPI increase:** the MBA amount can increase annually based upon the prior year's change in the CPI.

- **Assessment revenue:** the FY 2027 amount needed to operate and maintain the facilities and contribute to the capital reserve is: **$164,664.**

- **Annual assessment charge:** each of the 534 parcels shall be apportioned an equal share of the total assessment for this zone as the special benefit derived by the individual parcels is indistinguishable from each other. The FY 2027 per parcel charge will increase from the previous year from $280.33 to **$308.36**. This amount is below the MBA and is sufficient for maintaining levels of service and for keeping a reserve balance. In future years, if there is a need for additional funds, the assessment amount may be increased up to the MBA amount.

- **Proposition 218:** Future increases in the assessment amount above the MBA amount would require the noticing and balloting of property owners per the requirements of Proposition 218.

Figure 1 – 2027 Estimate of Cost

City of Hayward
MD 2 - Eden Shores Water Buffer
Fund 271, Project 03718
Established 2003 - 534 Parcels

	FY 2025 Estimated	FY 2026 Proposed	FY 2027 Projected	FY 2028 Projected
Assessment				
Maximum Base Assessment	1,152.44	1,183.42	1,212.74	1,242.77
Annual Per Parcel Assessment	**272.17**	**280.33**	**308.36**	**370.04**
# of Parcels	534	534	534	534
Total Assessment	**145,338**	**149,696**	**164,664**	**197,599**
Revenue				
41210 - Annual Assessment Revenue	144,564	149,696	164,664	197,599
County Tax Collection Fee (1.7%)	*(2,471)*	*(2,545)*	*(2,799)*	*(3,359)*
44110 - Other (Interest)	25,143	3,700	3,700	3,700
Total Revenue	**167,237**	**150,851**	**165,565**	**197,940**
Expenditure				
61160 - One-Time Project/Maintenance	8,700	35,000	95,000	30,000
61160 - Fire Hazard Mitigation (Goats)		9,000	9,000	9,000
61170 - Landscape Maintenance	28,320	60,000	60,000	60,000
61170 - Pond Maintenance			40,000	40,000
61510 - Utilities: PGE	22,424	23,760	25,000	25,000
61530 - Utilites: Water	78,476	86,240	95,000	95,000
62210 - Property Owner Noticing		23	345	345
62242 - Annual Reporting	1,283	524	2,470	2,470
City Administration	4,592	4,730	7,069	7,398
Total Expenditure	**143,796**	**219,277**	**333,884**	**269,213**
Account Balance				
Beginning Account Balance	367,696	391,137	322,711	154,394
Net Change (Revenue - Expenditures)	*23,441*	*(68,426)*	*(168,319)*	*(71,273)*
Ending Account Balance	**391,137**	**322,711**	**154,392**	**83,121**

Method of Apportionment

Chapter 10, Article 10, Section 10-10.25 of the Hayward Municipal Code and as supplemented by the provisions of Chapter 26 of Part 3 of Division 7 of the Streets and Highways Code of the State of California permits the establishment of assessment districts by agencies for the purpose of providing certain public improvements which include the operation, maintenance and servicing of water buffer channels, water treatment ponds, masonry walls, predator fences and landscaping.

Proposition 218 requires that maintenance assessments must be levied according to benefit rather than according to assessed value. In addition, Article XIIID, Section 4(a) of the California Constitution limits the amount of any assessment to the proportional special benefit conferred on the property.

Because assessments are levied on the basis of benefit, they are not considered a tax, and, therefore, are not governed by Article XIIIA of the California Constitution.

Article XIIID of the California Constitution provides that publicly owned properties must be assessed unless there is clear and convincing evidence that those properties receive no special benefit from the assessment. Exempted from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements, and rights-of-ways.

The properties benefiting from the operation, maintenance and servicing of water buffer channels, water treatment ponds, masonry walls, predator fences and landscaping consist of the 534 single- family residential lots located within Tracts No. 7317, 7360 and 7361.

Each of the 534 single-family residential lots receives a special benefit in that they are able to be developed because protection of the adjacent open space has been provided through the construction of these improvements. The special benefit derived by the individual parcels is indistinguishable between parcels. Therefore, all residential parcels derive the same benefit and the corresponding method of assessment for residential land uses is based on a per parcel basis.

The estimated Fiscal Year 2027 proposed assessment revenue is $164,664. The proposed assessment for the District for Fiscal Year 2027 is $308.36 per parcel, which is an increased amount compared to the previous fiscal year's assessment. The MBA amount for the District is subject to an annual adjustment equal to the change in the applying CPI-U for the San Francisco-Oakland-Hayward MSA from the previous year. The MBA amount for the District for Fiscal Year 2027 has been increased from the previous year's MBA amount of $1,183.42 by 2.477%, which is equal to the percentage increase in CPI-U from February 2025 to February 2026. The MBA amount for the District for Fiscal Year 2027 is $1,212.74.

Assessment

WHEREAS, the City Council of the City of Hayward, County of Alameda, California, Pursuant to Chapter 26 of Part 3 of Division 7 of the Streets and Highways Code of the State of California, and Chapter 10, Article 10, Section 10-10.25 of the Hayward Municipal Code, and in accordance with the Resolution of Intention, being Resolution No. 26-XXX, preliminarily approving the Engineer's Report, as adopted by the City Council of the City of Hayward, on June 2, 2026, and in connection with the proceedings for;

WHEREAS, said Resolution directed the undersigned Engineer of Work to prepare and file a report presenting an estimate of costs, a diagram for the Assessment District and an assessment of the estimated costs of the improvements upon all assessable parcels within the Assessment District, to which Resolution and the description of said proposed improvements therein contained, reference is hereby made for further particulars;

NOW, THEREFORE, the undersigned, by virtue of the power vested in me and the order of the City Council of the City of Hayward, hereby make the following assessments to cover the portion of the estimated cost of Improvements, and the costs and expenses incidental thereto to be paid by the Assessment District.

As required, an Assessment Diagram is hereto attached and made a part hereof showing the exterior boundaries of the Assessment District. The distinctive number of each parcel or lot of land in the Assessment District is its Assessor Parcel Number appearing on the Assessment Roll.

I do hereby assess and apportion said net amount of the cost and expenses of the Improvements, including the costs and expenses incident thereto, upon the parcels and lots of land within said Assessment District, in accordance with the special benefits to be received by each parcel or lot from the improvements, and more particularly set forth in the Estimate of Costs and Method of Assessment hereto attached and by reference made a part hereof.

The assessments are made upon the parcels or lots of land within Assessment District, in proportion to the special benefits to be received by the parcels or lots of land, from the Improvements.

Each parcel or lot of land is described in the Assessment Roll by reference to its parcel number as shown on the Assessor's Maps of the County of Alameda for the fiscal year 2027. For a more particular description of said property, reference is hereby made to the deeds and maps on file and of record in the office of the County Recorder of the County.

I hereby place opposite the Assessor Parcel Number for each parcel or lot within the Assessment Roll, the amount of the assessment for the fiscal year 2027 for each parcel or lot of land within said Maintenance District No. 2.

Dated: May 12, 2026

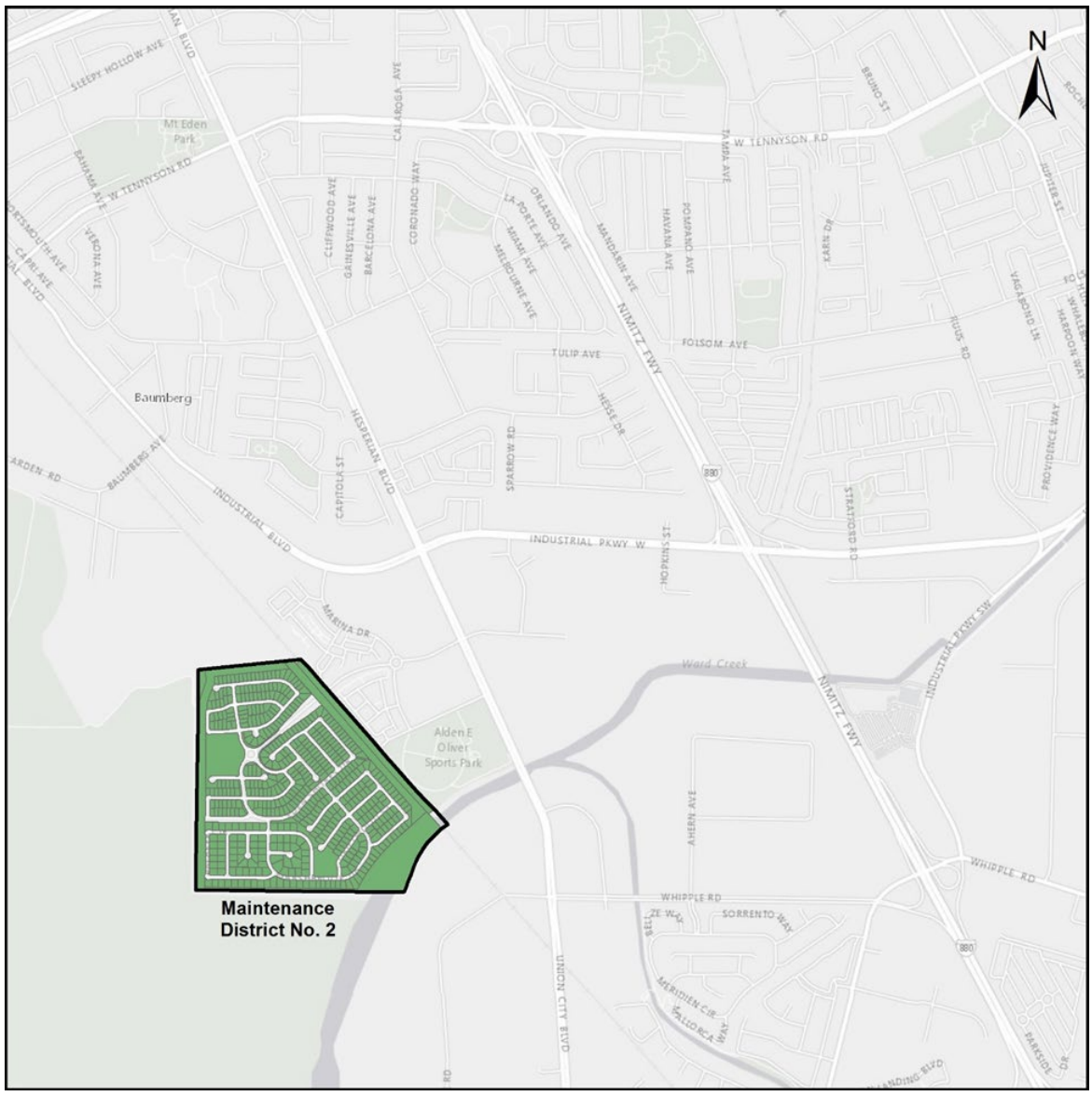


Engineer of Work

By _____

John W. Bliss, License No. C52091

Vicinity Map

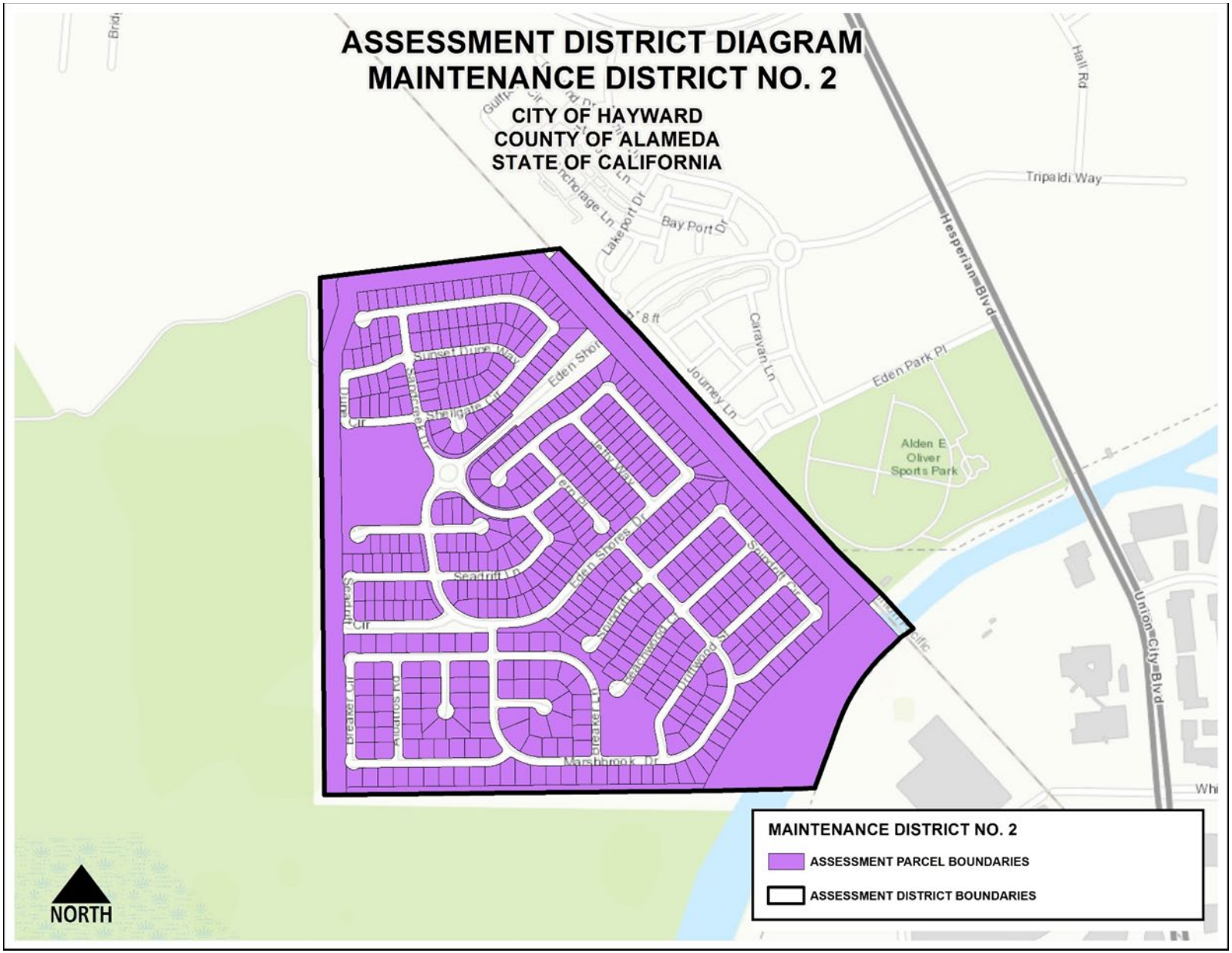


Assessment Diagram

The Assessment District Diagram for the City of Hayward's Maintenance District No. 2 (Eden Shores) is on file in the Office of the Hayward City Clerk and is incorporated in this report in Appendix “A”.

A detailed description of the lines and dimensions of each lot or parcel within the Assessment District are those lines and dimensions shown on the maps of the Assessor of the County of Alameda for Fiscal Year 2027.

For additional information as to the bearings, distances, monuments, easements, etc. of subject subdivisions, reference is hereby made to Final Tracts Maps No. 7317, 7360 and 7361 filed in the Office of the Recorder of Alameda County


ASSESSMENT DISTRICT DIAGRAM
MAINTENANCE DISTRICT NO. 2
CITY OF HAYWARD
COUNTY OF ALAMEDA
STATE OF CALIFORNIA
Tripaldi Way
Hesperian Blvd
Hall Rd
Bay Port Dr
Caravan Ln
Journey Ln
Eden Park Pl
Alden E. Oliver Sports Park
Union City Blvd
Eden Shores Dr
Marshbrook Dr
NORTH
MAINTENANCE DISTRICT NO. 2
ASSESSMENT PARCEL BOUNDARIES
ASSESSMENT DISTRICT BOUNDARIES

Appendix A - Assessment Roll

A list of names and addresses of the owners of all parcels within the City of Hayward's Maintenance District No. 2 are shown on the last equalized Property Tax Roll of the Assessor of the County of Alameda. This list is keyed to the Assessor's Parcel Numbers as shown on the Assessment Roll on file in the Office of the Hayward City Clerk.

File #: CONS 26-236

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Adopt a Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Professional Services Agreement with Tartaglia Engineering for Construction Management Services and Additional Design Services Related to the C.3 Stormwater Compliance for the Hayward Executive Airport Taxiway A1 and Taxiway Z West Reconstruction Project by $1,202,300 for a Not-to-Exceed Maximum Compensation Amount of $1,850,300

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment II) authorizing the City Manager to negotiate and execute Amendment No. 2 to the Professional Services Agreement (PSA) with Tartaglia Engineering (Tartaglia) for construction management services for the Hayward Executive Airport - Taxiway A1 and Taxiway Z West Reconstruction Project (Project), to increase the contract amount by $1,203,300, for a total not-to-exceed maximum compensation amount of $1,850,300. This amendment also includes additional design services related to C.3 stormwater treatment compliance. Funding in the amount of $110,000 will be appropriated from Project 06864 (Taxiway Zulu West Pavement Rehabilitation Construction).

SUMMARY

The Hayward Executive Airport (Airport) uses both in-house engineering staff and outside consultants to assist with the design and construction management of capital projects. The Airport uses outside consultants due to their engineering expertise and knowledge of Federal Aviation Administration (FAA) regulations and standards.

The Project includes the rehabilitation of Taxiway Zulu between Taxiway Delta and Taxiway Foxtrot, the rehabilitation of Taxiway Alpha 1, and a realignment of Taxiway Zulu at Taxiway Delta. A request for qualifications (RFQ) was prepared and released in accordance with the City's procurement policy and FAA guidelines for construction management services for the Project. Three Statements of Qualifications were received. After reviewing and considering the merits of each Statement of Qualifications, the review panel selected Tartaglia as the most qualified firm for the construction management services.

The total cost for construction management services is estimated at $1,092,300. The funding for this contract is included as part of the adopted FY 2026 Capital Improvement Program (CIP) under Project 06864 (Taxiway Zulu West Pavement Rehabilitation Construction), with 95% of the cost for the services for the Project to be reimbursed by the FAA. The Project also received a State of California Division of Aeronautics grant in the amount of $200,000.

In addition, the Project is subject to C.3 stormwater treatment requirements. Based on coordination with regulatory agencies and evaluation of site constraints within the active airport environment, the City is pursuing alternative compliance measures. Additional design services are required to support this effort, including coordination, documentation, and preparation of supporting materials for approval. These services will be performed by Tartaglia as part of this amendment.

The total cost for construction management services and additional design services associated with C.3 stormwater compliance will not exceed $1,192,300. To fully encumber the total cost of the requested contract increase amount of $1,192,300 will be appropriated from Project 06864.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Professional Services Agreement with Tartaglia Engineering for Construction Management Services and Additional Design Services Related to the C.3 Stormwater Compliance for the Hayward Executive Airport Taxiway A1 and Taxiway Z West Reconstruction Project by $1,202,300 for a Not-to-Exceed Maximum Compensation Amount of $1,850,300

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment II) authorizing the City Manager to negotiate and execute Amendment No. 2 to the Professional Services Agreement (PSA) with Tartaglia Engineering (Tartaglia) for construction management services for the Hayward Executive Airport – Taxiway A1 and Taxiway Z West Reconstruction Project (Project), to increase the contract amount by $1,203,300, for a total not-to-exceed maximum compensation amount of $1,850,300. This amendment also includes additional design services related to C.3 stormwater treatment compliance. Funding in the amount of $110,000 will be appropriated from Project 06864 (Taxiway Zulu West Pavement Rehabilitation Construction).

SUMMARY

The Hayward Executive Airport (Airport) uses both in-house engineering staff and outside consultants to assist with the design and construction management of capital projects. The Airport uses outside consultants due to their engineering expertise and knowledge of Federal Aviation Administration (FAA) regulations and standards.

The Project includes the rehabilitation of Taxiway Zulu between Taxiway Delta and Taxiway Foxtrot, the rehabilitation of Taxiway Alpha 1, and a realignment of Taxiway Zulu at Taxiway Delta. A request for qualifications (RFQ) was prepared and released in accordance with the City's procurement policy and FAA guidelines for construction management services for the Project. Three Statements of Qualifications were received. After reviewing and considering

the merits of each Statement of Qualifications, the review panel selected Tartaglia as the most qualified firm for the construction management services.

The total cost for construction management services is estimated at $1,092,300. The funding for this contract is included as part of the adopted FY 2026 Capital Improvement Program (CIP) under Project 06864 (Taxiway Zulu West Pavement Rehabilitation Construction), with 95% of the cost for the services for the Project to be reimbursed by the FAA. The Project also received a State of California Division of Aeronautics grant in the amount of $200,000.

In addition, the Project is subject to C.3 stormwater treatment requirements. Based on coordination with regulatory agencies and evaluation of site constraints within the active airport environment, the City is pursuing alternative compliance measures. Additional design services are required to support this effort, including coordination, documentation, and preparation of supporting materials for approval. These services will be performed by Tartaglia as part of this amendment.

The total cost for construction management services and additional design services associated with C.3 stormwater compliance will not exceed $1,192,300. To fully encumber the total cost of the requested contract increase, $1,192,300 will be appropriated from Project 06864.

FISCAL IMPACT

There are no impacts to the General Fund or Measure C.

The total estimated costs for the construction management services and additional design services associated with C.3 stormwater compliance are as follows:

Project Tasks	**Costs**
Construction Management Services (Inspection, material testing, & related tasks)	$1,092,300
C.3. Stormwater Compliance	$110,000
Total	$1,202,300

The adopted FY 2026 CIP Budget included funding for the consultant agreement in the Airport Capital Fund (Fund 621), which is an Enterprise Fund. In addition, funding is included under Projects 06864, with 95% of the cost for the Project to be reimbursed by the FAA. The Project also received a State of California Division of Aeronautics grant in the amount of $200,000.

The Airport is operated as a financially independent Enterprise Fund. It receives no financial support from the City's General Fund and solely relies on the revenue it generates to fund its annual operating and capital improvement budgets. FAA regulations require the Airport to be as financially self-sustaining as possible, which is also an objective of City Council.

BACKGROUND

The Airport has historically used a combination of in-house staff and consultants to support design and construction management of various Airport-related capital projects. Consultants are retained for their specialized expertise and familiarity with FAA regulations and standards.

On June 20, 2023[1], City Council authorized a PSA with Tartaglia for design services for the Taxiway Reconstruction Project in a not-to-exceed amount of $648,000. The agreement was executed on August 11, 2023, with a termination date of December 31, 2025.

On April 15, 2025[2], the City Council approved the plans and specifications prepared by Tartaglia, authorized the City Manager to submit grant funding applications to federal & state agencies and further authorized the call for bids for construction of the Project.

On October 21, 2025[3], the City Council approved Addenda Nos. 1 through 7 and awarded the construction contract for the Project to DeSilva Gates Construction.

On March 2, 2026, Amendment No. 1 to the PSA was executed to extend the termination date to December 31, 2027.

On March 10, 2026, in compliance with City procurement policy and FAA guidance, Airport staff and the Purchasing Division distributed an RFQ to aviation consultants for providing construction management services. After reviewing and considering the merits of the three Statements of Qualifications received, Tartaglia was selected as the most qualified firm.

DISCUSSION

Tartaglia will provide construction management services for the Taxiway Zulu and Taxiway Alpha 1 Reconstruction Project at Airport. They will oversee construction activities to ensure the work is delivered in accordance with the Project plans, specifications, and applicable FAA and regulatory requirements. Tartaglia will serve as the primary liaison between the City, contractor, and regulatory agencies, helping maintain clear communication and coordination throughout the Project.

During construction, Tartaglia will provide on-site observation and oversight of contractor operations to support quality and safety compliance. Their services will include construction survey and layout support to establish and verify field control, along with monitoring progress, documenting construction activities, and working with the contractor and design team to address field conditions and resolve issues as they arise. They will also support

[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=6264031&GUID=AC9BBDE2-46C0-4798-914E-39E4C9BF3EC8&Options=&Search=
[2] https://hayward.legistar.com/LegislationDetail.aspx?ID=7299985&GUID=289C59F3-944D-49CA-B8B0-FAACB95BFD77&Options=&Search=
[3] https://hayward.legistar.com/LegislationDetail.aspx?ID=7708363&GUID=536527C1-7CE4-4DD8-B3BD-87C8240CA1B8&Options=&Search=

project administration functions such as coordination meetings, progress tracking, and review of contractor requests to help keep the Project on schedule and within scope.
Tartaglia will also assist the City with overall contract administration and regulatory coordination, including supporting FAA-related requirements and maintaining proper project documentation. At the conclusion of construction, they will coordinate final inspections and closeout activities to confirm the Project is completed in accordance with all requirements and ready for acceptance.

In addition to construction management services, Tartaglia will provide supplemental design services to address C.3 stormwater treatment requirements associated with the Project. Due to operational and safety constraints within the active airport environment, including concerns related to ponding and potential wildlife attractants, traditional on-site treatment measures are not feasible. These services will support the development of alternative compliance strategies, including coordination with regulatory agencies, preparation of technical documentation, and integration of the selected approach into the overall Project.

ECONOMIC IMPACT

The Airport provides both direct and indirect economic value to the City and surrounding areas. Maintenance and rehabilitation of airfield pavement, electrical systems, drainage improvements, and graded infield areas adjacent to and between runways and taxiways, preserving and enhancing these features to FAA design standards, are essential goals for the long-term functionality and safe use of the Airport. The identified taxiway reconstruction Project is in line with those goals. Maintaining airfield facilities including runways, taxiways, aprons, and other airfield pavements, is cost prohibitive without grant funding.

The Project will generate work for skilled and unskilled tradespeople during the construction phase.

STRATEGIC ROADMAP

While the City's Airport was not contemplated in the Fiscal Year 2025 Strategic Roadmap, the proposed taxiway improvement supports the Invest in Infrastructure core priority, specifically:

Objective 1: Invest in multi-modal transportation.

Objective 2: Invest in City-owned facilities & property.

SUSTAINABILITY FEATURES

The Airport is strongly committed to developing projects that are environmentally responsible. Project documents require the contractor to pulverize existing asphalt pavement and aggregate base in-place, blend the material, and place the recycled product

back into the structural section as a sub-base material. Additionally, all miscellaneous metals and removed concrete are to be delivered to a certified recycling facility.

PUBLIC CONTACT

The agenda and staff report for this item have been posted on the City's website and distributed to interested parties.

NEXT STEPS

If the City Council approves this request, the City Manager will finalize negotiations and execute the contract amendment with Tartaglia.

Prepared by: Sammy Lo, Senior Civil Engineer

Reviewed by: Dave Hung, Acting Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____

Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 2 TO THE PROFESSIONAL SERVICES AGREEMENT WITH TARTAGLIA ENGINEERING FOR CONSTRUCTION MANAGEMENT SERVICES AND ADDITIONAL DESIGN SERVICES RELATED TO C.3 STORMWATER COMPLIANCE FOR THE HAYWARD EXECUTIVE AIRPORT TAXIWAY A1 AND TAXIWAY Z WEST RECONSTRUCTION PROJECT BY $1,202,300 FOR A NOT-TO-EXCEED MAXIMUM COMPENSATION AMOUNT OF $1,850,300

WHEREAS, the City of Hayward ("City") owns and operates the Hayward Executive Airport ("Airport"); and

WHEREAS, the Airport has historically utilized both consultants and in-house engineering staff to support the design and construction management of Airport capital improvement projects due to their engineering expertise and knowledge of Federal Aviation Administration ("FAA") regulations and standards; and

WHEREAS, on June 20, 2023, the City Council authorized a Professional Services Agreement ("PSA") with Tartaglia Engineering ("Tartaglia") for design services associated with the Airport Pavement Rehabilitation Project in a not-to-exceed amount of $648,000; and

WHEREAS, on March 2, 2026, Amendment No. 1 to the PSA was executed to extend the term of the agreement through December 31, 2027; and

WHEREAS, on March 10, 2026, in accordance with City procurement policy and FAA guidance, Airport staff and the Purchasing Division distributed a Request for Qualifications ("RFQ") for construction management services for the Hayward Executive Airport Taxiway A1 and Taxiway Z West Reconstruction Project ("Project"); and

WHEREAS, after reviewing and considering the merits of the Statements of Qualifications received, Tartaglia was determined to be the most qualified firm to provide construction management services for the Project; and

WHEREAS, the Project is also subject to C.3 stormwater treatment requirements, and additional design services are necessary to support alternative compliance measures associated with stormwater treatment within the active airport environment; and

WHEREAS, the total cost for construction management services and additional design services related to C.3 stormwater compliance will not exceed $1,202,300; and

WHEREAS, funding for these services is included in the Adopted FY 2026 Capital Improvement Program under Project No. 06864 (Taxiway Zulu West Pavement Rehabilitation Construction), with a substantial portion of eligible project costs anticipated to be reimbursed through FAA grant funding.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the City Manager is hereby authorized to execute Amendment No. 2 to the Professional Services Agreement with Tartaglia Engineering for construction management services and additional design services related to C.3 stormwater compliance for the Hayward Executive Airport Taxiway A1 and Taxiway Z West Reconstruction Project, in an amount of $1,203,300 for a total maximum compensation not-to-exceed $1,850,300, in a form approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: WS 26-014

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Safe Streets Downtown Project (The Loop): Update and Recommendations

RECOMMENDATION

That the City Council receive an update for the Safe Streets Downtown Project, receive public comments, provide feedback, and approves staff recommendations to move forward and develop concepts and cost estimates.

SUMMARY

In 2014, the Route 238 Corridor Improvement Project Phase 1 was completed that created a one-way loop street system in Downtown Hayward commonly referred to as *The Loop*. Since then, the Loop has been a source of serious concern for pedestrian safety and accessibility throughout downtown. In 2026, two fatal pedestrian collisions occurred on the Loop within a span of two weeks. On average, 1.5 people die or are seriously injured on the Loop every year.

The Safe Streets Downtown Plan (Project), a federal grant-funded planning project, has the goal of addressing these traffic safety concerns. The Project started in February 2025 and activities included background research, collection of traffic safety and operational data, technical analyses, and broad community outreach.

The Project's Phase 1 Outreach started in May 2025 and was intended to understand the needs of the community. Details of the Phase 1 outreach are included as Attachment II. Phase 2 Outreach started in July 2025. One of the major events of the Phase 2 outreach was the community design charrette held on September 17, 2025, where participants had the opportunity to design the changes they wanted to see for the Loop. Almost all the ideas from those who attended the design charrette fit in a category of two visions, one that converted downtown into a grid layout and the other that kept a similar alignment to the Loop that is today but introduced major traffic calming measures and lane reductions.

Based on the feedback, the project team identified four options as candidates for further study and outreach. These options were: (1) Baseline Project, (2) Reconnecting the Grid, (3) Current Alignment

with Place Focus, (4) Current Alignment with Movement Focus for Foothill Boulevard. Options 2 and 3 were generated by the community and stakeholders through the design charrette event. Feedback was received regarding the four proposed options from the Council Infrastructure and Airport Committee CIAC) at the October 22, 2025 meeting and two options were approved to move forward for further study and outreach. Those options, were Option 2 and 3, which were renamed and renumbered to Downtown Grid (Option 1) and Civic Ave. (Option 2). Both the Downtown Grid and Civic Ave. options would convert the Loop's one-way street configuration to two-way.

The project team conducted a Traffic Operations and Diversion Analysis and continued the Phase 2 round of public outreach to gather feedback on participants' preferences to the two options, as well as preferences on the future direction of B Street and C Street. The options proposed for feedback are shown in Attachment V. The online survey, the main method of gathering feedback, was open from January 26, 2026 to April 30, 2026. Methods of outreach to notify residents and business owners included contacting previous participants through the project's email contact list, focus group meetings, social media, and the City's Stack newsletter. In addition, utility bill inserts with directions to take the project survey were sent electronically or mailed to the City residents. A total of 350 survey responses were received. Details of Phase 2 outreach are included as Attachment III.

Staff recommendations were made after a thorough review of the technical analyses with consideration of feedback received from outreach efforts. The Civic Ave. option with a continuous D Street was advantageous because it provides similar pedestrian and bicycle safety benefits compared to the Downtown Grid option, but with significantly less congestion impacts. At many downtown intersections proposed with the Civic Ave option, the congestion difference is multiple magnitudes less than the Downtown Grid option, although both options do increase congestion in comparison to the existing configuration. For B Street, staff recommends the Two-Way option, with a possibility of a temporary pedestrian plaza to be explored further in the future after additional analysis and evaluation is conducted. Lastly, staff recommend proceeding with the C Street proposal that includes a two-way cycle track between Mission Boulevard and Foothill Boulevard. The recommendations are summarized on the table below.

	Staff Recommendations
Downtown Loop	Civic Ave. Option
D Street Option	Continuous
B Street	Two-Way
C Street	Two-Way with Cycle Track between Mission Blvd. and Foothill Blvd.

After receiving feedback and approval from City Council on the options to move forward with, the project team will work on developing a more detailed concept with a cost estimate. A third and last round of outreach will be conducted to receive feedback on the concept, with expectation to have a final concept and cost estimate presented to City Council for approval in Q1 2027.

The recommendation of the Civic Ave. option provides direction to the vision of the Safe Streets Downtown project, culminating from over a year's worth of outreach and analysis. This direction will

assist staff seek in seeking future funding for the project. There is still flexibility to evaluate different variations within this option and completing any other needed technical studies in future project phases. Staff would much appreciate City Council's comments and feedback on the breadth and depth of the current public outreach before embarking on the much more involved, rigorous, and costly next steps.

ATTACHMENTS

Attachment I Staff Report
Attachment II Phase 1 Engagement Summary
Attachment III Phase 2 Engagement
Attachment IV Traffic Operations and Diversion Analysis
Attachment V Conceptual Options

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Safe Streets Downtown Project (The Loop): Update and Recommendations

RECOMMENDATION

That the City Council receive an update on the Safe Streets Downtown Project, receive public comments, and provide feedback and direction on staff recommendations for moving forward and developing concepts and cost estimates.

SUMMARY

In 2014, the Route 238 Corridor Improvement Project Phase 1 was completed that created a one-way loop street system in Hayward Downtown commonly referred to as *The Loop*. Since then, the Loop has been a source of serious concern for pedestrian safety and accessibility throughout downtown. In 2026, two fatal pedestrian collisions occurred on the Loop within a span of two weeks. On average, 1.5 people die or are seriously injured on the Loop every year.

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Based on the feedback, the project team identified four options as candidates for further study and outreach. These options were: (1) Baseline Project, (2) Reconnecting the Grid, (3) Current Alignment with Place Focus, (4) Current Alignment with Movement Focus for

Foothill Boulevard. Options 2 and 3 were generated by the community and stakeholders through the design charrette event. Feedback was received regarding the four proposed options from the Council Infrastructure and Airport Committee (CIAC) in October 2025 and two options were approved to move forward for further study and outreach. Those options were Option 2 and 3, which were renamed and renumbered to Downtown Grid (Option 1) and Civic Ave. (Option 2). Both the Downtown Grid and Civic Ave. options would convert the Loop's one-way street configuration to two-way.

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The recommendation of the Civic Ave. option provides direction to the vision of the Safe Streets Downtown project, culminating from the public outreach and technical analysis conducted. This direction will assist staff seek in seeking future funding for the project. There is still flexibility to evaluate different variations within this option and completing any other needed technical studies in future project phases. Staff would much appreciate City Council's comments and feedback on the breadth and depth of the current public outreach before embarking on the much more involved, rigorous, and costly next steps.

FISCAL IMPACT

This Project does not impact the General Fund or Measure C. It is funded by Safe Streets & Roads for All federal grant funds. Funding has not been secured for future environmental, design, and construction phases.

BACKGROUND

Alameda County, like many other counties in the San Francisco Bay Area, experienced high population growth in the second half of the 20th century. Driven by post-World War II suburbanization and demographic shifts, the City of Hayward population increased nearly ten-fold. Due to this increased growth and congestion in the region, a decades long initiative was started by Caltrans in 1961 to create a bypass freeway that would run parallel to Mission Boulevard and I-880. This bypass freeway was proposed to run through the City of Hayward and parts unincorporated Alameda County. This proposal generated community backlash mostly from those living in the hillside developments related to funneling regional traffic through the hillside, and in 1971, a lawsuit, La Raza vs. Volpe, was filed in federal court on behalf of residents that would be displaced by the freeway construction. After years of legal difficulties from multiple lawsuits, Caltrans abandoned plans for the bypass in 2003.

Without the freeway bypass project, solutions were sought to increase roadway capacity for handling the increased local and regional traffic demands. Through these efforts, the Route 238 Corridor Improvement Project was created. Using funds from sold properties purchased with the intent of building the bypass, along with other local and regional funding, the City completed the first phase of the Route 238 Corridor Improvement Project in 2014. The Route 238 Corridor Improvement Project Phase 1 featured large capital infrastructure changes, including changes in traffic circulation, lane directions, road alignments, and implementation of a one-way loop street system in Downtown Hayward. Comprised of segments from A Street, Mission Boulevard, and Foothill Boulevard, this one-way loop street system had the purpose of alleviating regional congestion by funneling traffic through Downtown Hayward. The one-way loop street system became known and is commonly referred to as *The Loop* by the community.

Shortly after the Loop was completed and opened to the public, the community expressed disdain for the project. The project brought in a large volume of regional traffic through Downtown Hayward, making it difficult to access shops and amenities by local residents

and visitors. Numerous City residents expressed that navigating the Loop is difficult for them, and for that reason, they are reluctant to visit the Downtown.

Although the Loop achieved its purpose in rerouting traffic to accommodate regional traffic demands, unintended negative impacts to transportation safety and the economic vitality of downtown were apparent.

On July 7, 2023, Staff applied for a U.S. Department of Transportation Safe Streets and Roads for All grant to develop a Speed Management Plan and a High Injury Network Safety Plan. Staff proposed a comprehensive safety evaluation and development of conceptual plans to improve traffic safety for many of the City's main arterials, including the streets that make up the Loop. On October 27, 2023, the City was awarded $3,252,000 in funding with a requirement of $813,000 in City matching funds. Of the $4,065,000 total in grant and matching funds, only a portion of the funds would be used for the Downtown area of the High Injury Network Plan.

On October 18, 2024, Staff published a request for proposals for the first set of corridors to be studied for the High Injury Network Plan. After a review of the proposals received, staff recommended Fehr & Peers to be the City's consultant to prepare the Downtown Area portion of the High Injury Network Safety Plan. On January 21, 2025[1] City Council approved to execute a contract with Fehr & Peers consultants for a not-to-exceed amount of $950,000. The contract was executed on February 20, 2025.

Initial Project Activities

Project activities began in February 2025. To establish consistency with other safety projects, the Project was renamed to Safe Streets Downtown.

The Project's Phase 1 Outreach started in May 2025. The project team employed multiple methods to gather community and stakeholder feedback. A project website was created to allow participation through an electronic survey. Participants of the survey could also select locations on an interactive map to comment on. Throughout downtown, 33 sidewalk decals were installed on the sidewalk. The sidewalk decals contained a QR code linked to the project website. By the time the survey closed in July, 397 survey responses and 181 map comments were collected.

A number of focus groups were held to get specific feedback from groups of interest. On May 14, 2025, business owners and the Chamber of Commerce were a part of a focus group. Other focus groups held were a City employee focus group, due to the City being the largest employer in Downtown Hayward and a senior citizen focus group with additional representation from Community Resources for Independent Living (CRIL).

Project team staff also attended and tabled at various downtown events such as the Farmer's Market, Downtown Street Party, and the Hayward Public Library Community HUB

[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=7096317&GUID=5B5E1ADD-C61F-411A-B463-7528C894906F&Options=&Search=

opening ribbon cutting. An individual presentation was made to the Hayward Youth Commission to gather feedback from 24 Hayward Youth Commissioners.

There were four recurring themes commonly heard from outreach activities that confirmed what many have known about the loop:

- Unsafe driving behavior
- Driving is confusing
- Biking and walking feels unsafe
- Need for economic and placemaking support

Phase 2 of public outreach started in July 2025. One of the major events of the Phase 2 outreach was to host a community design charrette. Held on September 17, 2025 at the Hayward Public Library, community members and interested stakeholders participated in a hands-on workshop to redesign the downtown area. Throughout the event, participants generally showed a preference for converting Loop streets to two-way operation and maintaining intersections as 90-degree with traffic signals. While there was some concern that regional cut-through traffic would oppose a redesign, there was also strong support for placemaking and pedestrian-oriented improvements geared towards Hayward residents, businesses, and visitors that would contribute to a more vibrant downtown. Participants also noted the importance of maintaining on-street parking, paired with improved enforcement and parking management to support business activity.

Council Infrastructure and Airport Committee Review

The project team reviewed the ideas generated from the design charrette event and the results of the outreach and proposed four options to be studied further. The four options included a Baseline Project option, Reconnecting the Grid, Current Alignment with Place Focus, and Current Alignment with Movement Focus for Foothill Boulevard. The results of outreach were presented to CIAC for feedback and approval to study further. CIAC feedback eliminated Option 1 and Option 4, leaving Option 2 and 3 to be further studied. Below is a summary of the options presented to CIAC on October 22, 2025.

> <u>Option 1: Baseline Project</u>
> A baseline, near-term option that includes minimal changes to the Loop outside of systemic intersection safety improvements. Limited placemaking can be provided through parklets and planters in the right-of-way.
>
> <u>Option 2: Reconnecting the Grid (Community Generated)</u>
> Removal of segments of Foothill Boulevard from the circulation network. This option also includes a strong reconfiguration of travel lanes on Mission Boulevard, A Street, and the remaining segments of Foothill Boulevard.

Option 3: Current Alignment with Place Focus (Community Generated)
Maintain the current circulation network on the Loop and implement placemaking improvements on A Street, Mission Boulevard, and Foothill Boulevard. This option includes a strong reconfiguration of travel lanes for those streets.

Option 4: Current Alignment with Movement Focus for Foothill Boulevard
Maintains the current circulation network on the Loop and retains more capacity for Movement on Foothill Boulevard. This option includes reconfiguration of travel lanes on Mission Boulevard and A Street.

After recommendation from CIAC to study two options going forward, Option 2 "Reconnecting the Grid" was renamed to "Downtown Grid" and Option 3 "Current Alignment with Place Focus" was renamed to "Civic Ave." Going forward, in all outreach and technical documentation, the Downtown Grid option was designated as Option 1 and the Civic Ave. option was designated as Option 2.

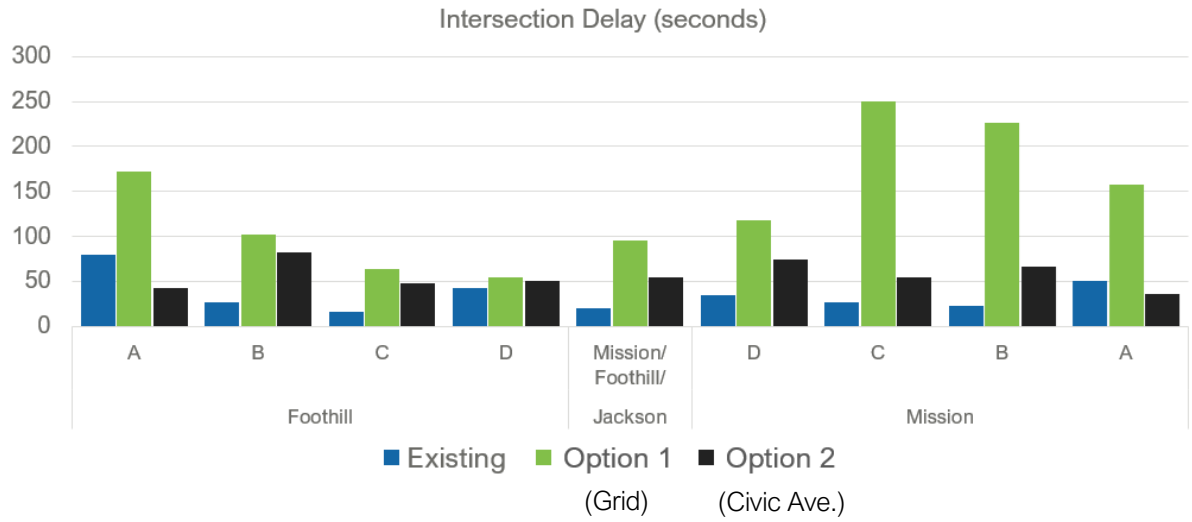
DISCUSSION

The next phase of the project involved completing additional technical analyses to better inform residents and stakeholders of the two remaining options. It also includes a continuation of the Phase 2 round outreach to obtain feedback on preferred long-term options preferred, including preferences for non-Loop streets like B Street and C Street.

Traffic Operations and Diversion Analysis

Technical analysis was conducted to better understand the traffic, congestion, and diversion effects the two proposed options would have. This required identifying and collecting traffic volume data at key points within the project area, calculating intersection metrics, analyzing origin-destination data, and routing traffic to likely patterns that account for changes in roadway capacity and other factors.

Intersection delay, often referred to as control delay, is defined as the additional travel time (in seconds) experienced by vehicles at an intersection. It is the most common metric for measuring travel time impacts at an intersection due to traffic control signals, stop signs, conflicting traffic, and other factors. The traffic operations analysis found that the Downtown Grid option will experience a greater amount of intersection delay compared to the Civic Ave. option, with some Downtown Grid intersections producing on the order of three or four times more intersection delay on Mission Boulevard than the Civic Ave. option. Both options compared to the current existing configuration will introduce more overall intersection delay with the Civic Ave. option being the less impactful of the two options. Below is chart of the existing condition, Option 1 (Downtown Grid), and Option 2 (Civic Ave.) compared by intersection delay.



The diversion analysis modeled existing afternoon peak hour traffic volumes and found that both options will divert traffic to other neighborhood streets. For the Downtown Grid option, traffic currently taking Foothill Boulevard will divert to E Street and 2nd Street. This is due to Foothill Boulevard no longer being continuous. For the Civic Ave. option, traffic currently taking Foothill Boulevard will likely divert to Grand Street or other parallel routes. This is due to the greatly reduced capacity of Foothill Boulevard as traffic approaches from Jackson Street. Another area of anticipated diversion is at Fletcher Lane & Walpert Street to 2nd Street, also due to the greatly reduced capacity of Foothill Boulevard.

More detailed documentation of the Traffic Operations and Diversion Analysis is provided as Attachment IV.

Public Outreach

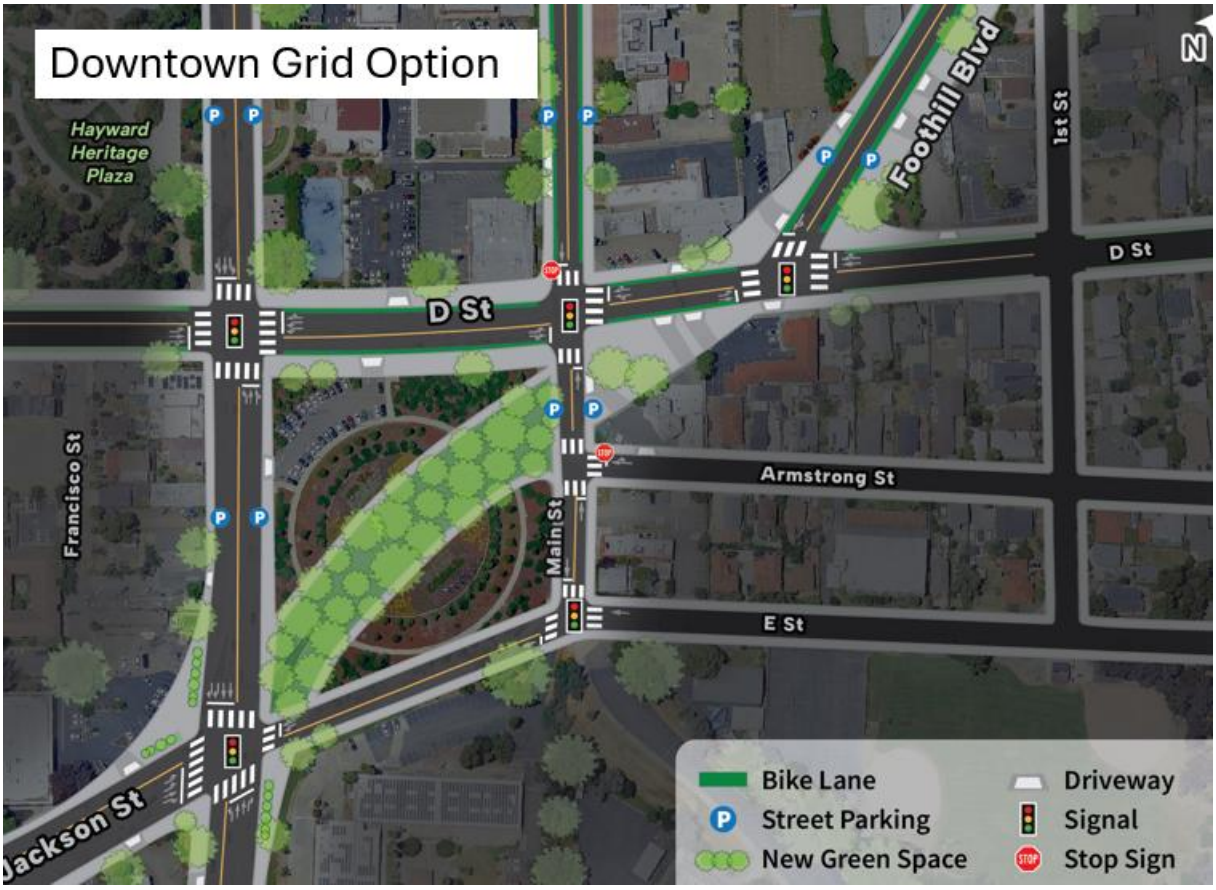
An online survey was created for residents and stakeholders to learn about and provide input on the multiple options. The survey consisted of six sections: Step 1: Goals, Step 2: Downtown Grid Option, Step 3: Civic Avenue Option, Step 4: Tell us what you think. Step 5: B Street, Step 6: C Street. The options that were available for consideration are shown in Attachment V.

The online survey was made available to the public on January 26, 2026, and remained open through April 30, 2026. The online survey included twelve different languages to select from. A total of 350 survey responses were received. The survey was complex and involved six steps with a variety of different questions and options to consider. After the first step of the survey, each of the five following steps operated like a separate survey. This allowed participants to give feedback according to their interest. Methods of outreach to notify residents and business owners included contacting previous participants through the project's email contact list, focus group meetings, social media, and the City's Stack newsletter. In addition, utility bill inserts with directions to take the project survey in were sent electronically or mailed to the City residents, depending on the method of how they receive their utility bill. The insert had an English and Spanish version.

Step 2 and 3 of the survey sought detailed feedback on the Downtown Grid and the Civic Ave. options. The main question of which option respondents showed a preference for, the Civic Avenue option was preferred over the Downtown Grid option, 58% vs 42% or 192 vs. 139 respondents, respectively.

Downtown Grid vs. Civic Ave Options: 331 Responses	
Downtown Grid	139 responses (42%)
Civic Ave.	**192 responses (58%)**

For the Downtown Grid option, the most common support identified the bike lanes on Foothill Boulevard and retaining four lanes on A Street. The most common concerns cited reduced capacity on Foothill Boulevard and removal of the Foothill Boulevard segment between Mission Boulevard and Main Street. Regarding Mission Boulevard containing four travel lanes, feedback was mixed with approximately half the comments supporting the capacity and the other half having concerns about more cut-through traffic and speeding.



For the Civic Avenue option, the most common support cited the bike lanes on Mission Boulevard and A Street, retaining Foothill Boulevard as a through street and adding a planted median, and more feasible and less disruptive to construct compared to the Downtown Grid option. The Civic Avenue option also received mixed feedback, approximately half in support and half against the reduction of travel lanes on Mission Boulevard and A Street and that Foothill Boulevard would still carry significant regional traffic cutting through the City. A small proportion of comments mentioned that the Civic Avenue option still prioritizes cars and would like to see more safety improvements for pedestrians and bicyclists.

The survey also asked about the Civic Avenue option decision on whether to keep D Street continuous where it connects to Foothill Boulevard or to split the connection into two separate intersections. For this survey question, 303 responses were received and the option of D Street continuing straight through downtown had 51% support. The non-continuous D Street option received 28% while 21% cited no preference.





Split or Continuous D Street: 303 Responses	
Split	85 responses (28%)
Continuous	**154 responses (51%)**
No Preference	64 responses (21%)

The survey had four options to choose for B Street. The first option consisted of keeping B Street one-way and reducing it from two lanes to one lane. The second option converted B Street to two way. The third option proposed half a block of B Street to be converted into a pedestrian plaza with traffic calming features on car-traveled segments of B Street. This option may impact deliveries, loading/unloading, and buses routing. The Pedestrian Plaza received the most support with 43% of 317 responses. It was followed by the Two-Way Option with 30%, followed by 21% for the One-Way Option and 6% for Other/No Preference. Written feedback received included, concerns about maintenance and safety of a potential pedestrian plaza, concerns about food delivery drivers blocking travel lanes for the single-lane options, and desire to add bike lanes.

B Street Options – One Way



B Street Options – Two way



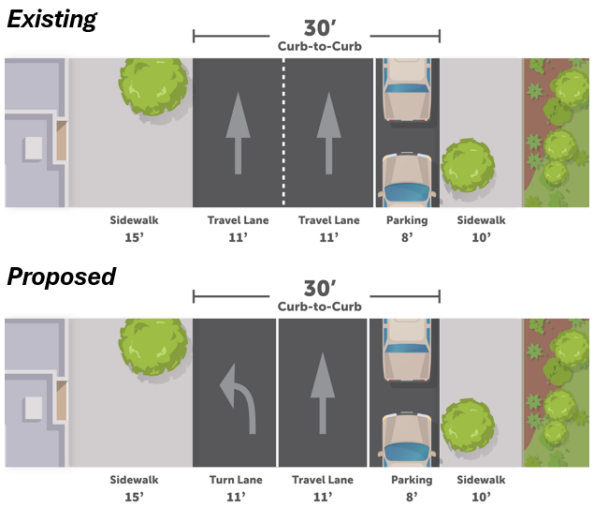
B Street Options – Pedestrian Plaza



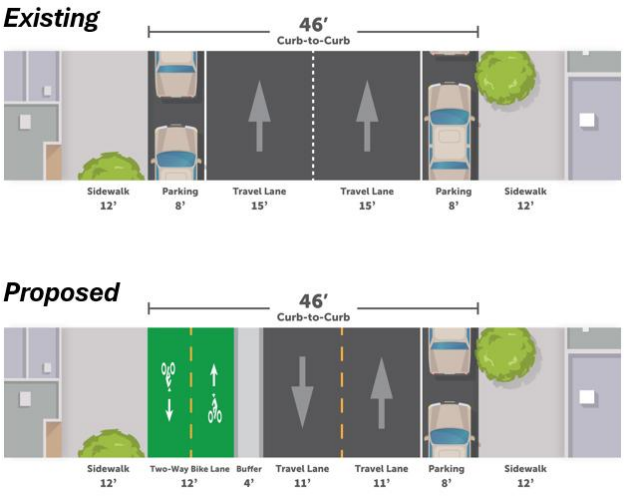
B Street Options: 317 Responses	
One-Way	67 responses (21%)
Two-Way	95 responses (30%)
Pedestrian Plaza	**136 responses (43%)**
Other/No Preference	19 responses (6%)

One concept was proposed for C Street. This concept proposed a twelve-foot two-way cycle track on the west side of C Street between Mission Boulevard and Foothill Boulevard. The proposal for C Street converts C Street from one-way to two-way from Mission Boulevard to 2nd Street. The survey results for this concept proposal are summarized below.

C Street – Watkins to Mission



C Street – Mission to Foothill



C Street Proposed Changes: 267 Responses	
Strongly Disagree	45 responses (17%)
Disagree	28 responses (10%)
Neutral	53 responses (20%)
Agree	**80 responses (30%)**
Strongly Agree	61 responses (23%)

Recommendation

	Staff Recommendations
Downtown Loop	Civic Ave. Option
D Street Option	Continuous
B Street	Two-Way with Pedestrian Plaza Pilot
C Street	Two-Way with Cycle Track between Mission Blvd. and Foothill Blvd.

Staff recommend the Civic Ave. option with a continuous D Street. Although both the Downtown Grid and Civic Ave. options would greatly increase traffic safety, the Civic Ave. option is able to do so with much less congestion and operational impacts. This recommendation also aligns with community feedback that favored this option. The recommendation of the Civic Ave. option provides direction to the vision of the Safe Streets Downtown project, is able to meet the projects safety, access, and economic vitality goals, and culminates from the technical analysis and public outreach conducted. There is still flexibility to evaluate different variations within this option and completing any other needed technical studies in future project phases. Staff seeks City Council comments and feedback on the breadth and depth of the current public outreach before embarking on the much more involved, rigorous, and costly next steps.

For B Street, staff recommend converting B Street to two-way operation, one lane in each direction. Recommending the two-way operation does not align with the majority of community feedback, which supported the pedestrian plaza option (43%) followed by the two-way concept (30%). After careful consideration, this recommendation was made with the understanding that many details and options still need to be considered on how a pedestrian plaza would be implemented, and what other evaluation and outreach is needed to demonstrate feasibility. The leaves the option open for the City to explore a possible pilot on a temporary basis in the future.

Staff recommend moving forward with the proposed C Street concept of conversion to two-way with a two-way cycle track on the west side of the street from Mission Boulevard to Foothill Boulevard. This recommendation provides increased safety benefit and high quality bicycle infrastructure. The recommendation aligns with community feedback, where the majority of participants selected “agree” (30%) and “strongly agree” (23%) with the proposed concept.

ECONOMIC IMPACT

The Safe Streets Downtown Plan will develop a design concept for the Downtown Area, which when implemented, will help reduce the likelihood of serious injuries and fatalities. Vehicle crashes have a significant economic cost, both to those directly impacted and to other users of the transportation system. The increased safety and access to the downtown area, as well as potential placemaking enhancements, will also help support the local economy.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Invest in Infrastructure. Specifically, this item relates to the implementation of the following projects:

Project N1: Continue to implement major corridor traffic calming initiatives
Project N8: Evaluate safety enhancements for the Downtown Loop

SUSTAINABILITY FEATURES

This project includes safety improvements that would increase multimodal connectivity in Downtown Hayward's street network. Support of non-car modes of transportation will help reduce pollution and greenhouse gas emissions.

PUBLIC CONTACT

Public outreach for this project was conducted through various outreach events from May 2025 to September 2025. This includes focus groups, tabling at City events, hosting a design charrette, and an electronic survey accessible through the project website. Preliminary options were presented to CIAC on October 22, 2025. From January 2026 through April 2026, a second round of outreach was conducted which included a survey made available on the project's website. Methods of outreach included the use of previous email lists, social media posting, the STACK newsletter, and sending survey instructions to all residents through utility bill inserts.

NEXT STEPS

After receiving feedback and approval from City Council on the options to move forward with, the project team will work on developing a more detailed concept to get an understanding of full project costs. A third and last round of outreach for the planning phase will be conducted to receive feedback on the concept, with expectation to have a concept and cost estimate presented to City Council for approval in Q1 2027. There is still flexibility to evaluate different variations within this option and completing any other needed technical studies in future project phases. Staff seeks City Council comments and feedback on the breadth and depth of the current public outreach before embarking on the much more involved, rigorous, and costly next steps.

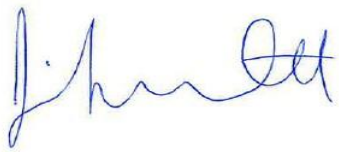
Table 1. Safe Streets Downtown Timeline

	(Expected) Completion Date
Phase 1 Outreach	August 2025
Select Alternatives for Further Study	October 2025
Phase 2 Outreach	April 2026
Selection of Preferred Alternative	June 2026
Phase 3 Outreach	October 2026
Conceptual Plan & Cost Estimates	Q1 2027

Prepared by: Byron Tang, Deputy Director of Public Works - Transportation

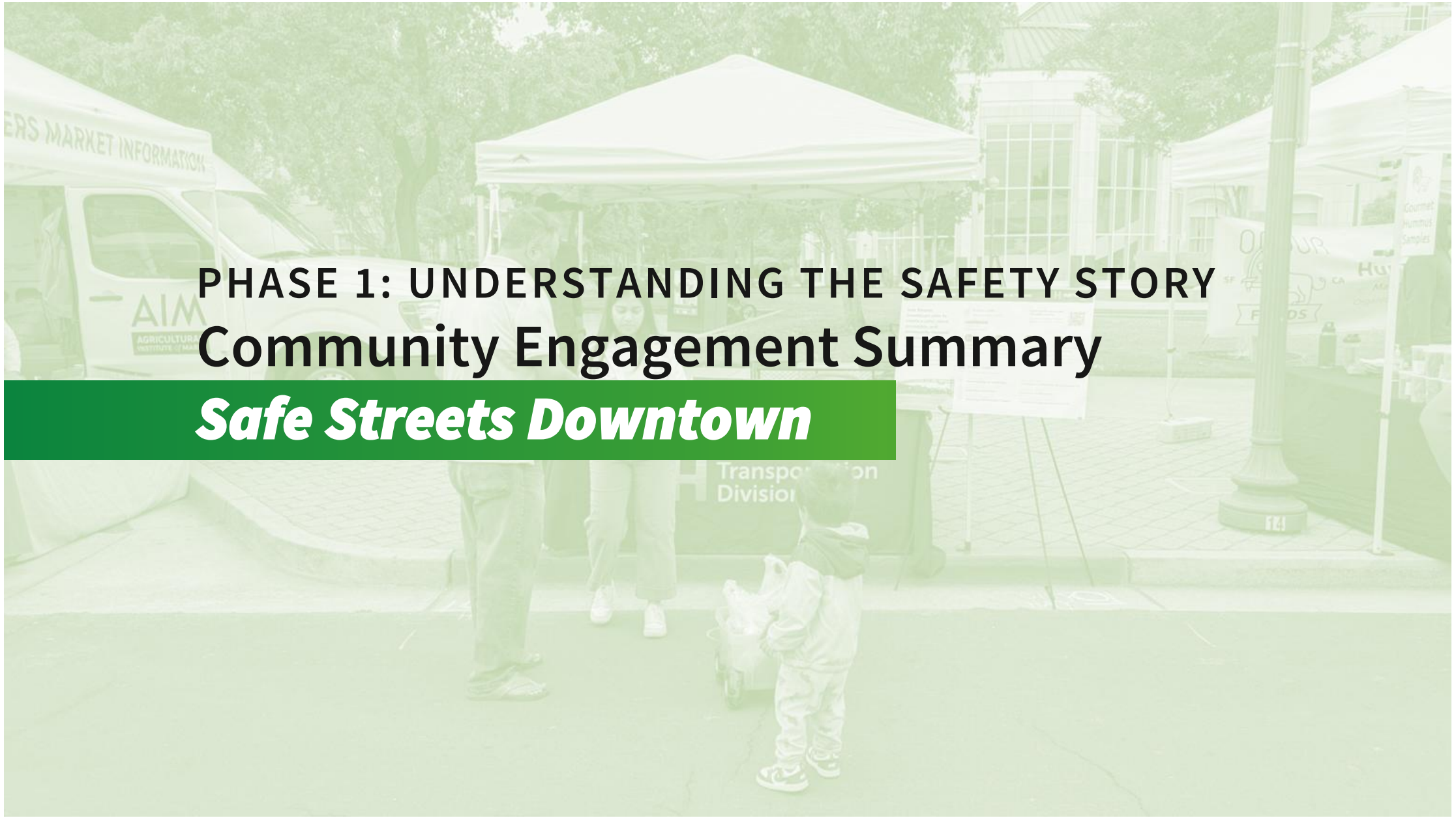
Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____

Jennifer Ott, City Manager



PHASE 1: UNDERSTANDING THE SAFETY STORY

Community Engagement Summary

Safe Streets Downtown



Engagement Goals and Objectives

Engagement Goals and Objectives

Goal	Objective *Completed as Part of Phase 1*
People who live, work, play, and travel through Downtown Hayward are aware of the project and provide input on vision and needs	• Utilize in-person and online messaging to generate widespread awareness.
Hear from all who may potentially be impacted by project	• Identify target audiences and best venues to reach these groups.
Develop a clear, shared vision that highlights the need for change and benefits of future project	• Clearly articulate project purpose and safety need. • Provide opportunities for co-creating designs. • Provide a clear narrative on trade-offs or constraints.
Community input is translated into implementable strategies	• Create a clear narrative on how engagement will be used to inform solutions. • Thoroughly and accurately record input at all engagement events.
Arrive at a preferred alternative understood and supported by the stakeholders	• Provide feedback loop so that final design acknowledges when it is solving a safety need or addressing a community desire. • Reach agreement agency partners on a set of design/policy options for the project.



What were the opportunities to participate?

The City engaged over 500 people as part of Phase 1 between May –August 2025.

3
Languages

(All outreach materials provided in English and Spanish; one focus group provided in Cantonese)

2,000
Website visitors

400
Individual online contributors

90%
Of survey respondents live in Hayward

~100
People engaged in-person

8
In-person events

Phase 1 offered six different ways to participate, in three languages.

Focus Groups

May 2025

Two meetings aimed at hearing from target audiences, such as business owners and people who work in Downtown Hayward.

Ad-Hoc Meetings/Events

July-August 2025

Two meetings, including presentations at a Hayward Youth Council Meeting and a Resident Council meeting at a senior living center.

Roadway Safety Audit

May 2025

One walk audit/field visit with key technical stakeholders and City staff to identify needs and opportunities.

Website with Online Survey

May-August 2025

One project website with interactive online survey. 33 sidewalk decals were installed throughout the project area to generate visits to the website and survey responses.

Pop-Ups

June 2025

Two community-centered events or locations with simple, concise, and visually engaging engagement materials to gather and draw attention broadly from community members.



What did we hear?

We heard four major themes.

Recurring themes heard across in-person and online engagement include:

Unsafe Driver Behavior

Aggressive driving behavior, including speeding, red light running, and failure to yield to pedestrians, creates an unsafe environment for all modes.

Driving Is Confusing

The Loop is confusing and frustrating for drivers to navigate due to complex intersections, difficult merges, and heavy traffic.

Biking and Walking Feels Unsafe

High speeds and volumes, long crosswalks and wait times, and lack of bicycle facilities make the Loop feel unsafe for walking and biking.

Need Economic and Placemaking Support

Improved public spaces and a revitalized commercial area are needed to give people a reason to go downtown.

Focus Group #1: City of Hayward Staff | May 29, 2025

Attendance: 4 staff members
Objective: Learning about how people working in Downtown travel to/within Downtown, safety challenges they face, other key destinations in Downtown outside of work
Languages: English

Key Issues:

- Long wait times and crossing distances for pedestrians wanting to cross the Loop
- Safety concerns are limiting staff's ability to bike to work
- Circulation along the Loop feels confusing
- Crossing Mission Blvd during lunch time feels unsafe due to speeding

Key Opportunities:

- Hayward has the foundations for a thriving downtown such as good restaurants, other destinations - need to make it more walkable
- Two-way conversion can help slow down speeds

Focus Group #2: Business Owners and Chamber of Commerce | May 14, 2025

Attendance: 9 people, including business owners and an AC Transit representative
Objective: Discussing safety and other transportation related issues around their businesses, loading and delivery needs
Languages: English and Spanish

Key Issues:

- Speeds and volumes along the Loop make Downtown less walkable
- Losing business to other nearby downtown areas such as Castro Valley
- On-street parking near businesses is often taken by food delivery service drivers

Key Opportunities:

- Creating designated loading zones for food delivery drivers
- Improving wayfinding and signage for drivers getting to downtown
- Enforcing parking restrictions, especially on B St
- Near term improvements – speed humps, lighting

Focus Group #3: Seniors | August 12, 2025

Attendance: 25 seniors at Ivy Park Senior Living, Executive Director of CRIL
Objective: Discussing the safety and other transportation related issues experienced by seniors living near the Loop
Languages: English and Cantonese

Key Issues:

- Walking to destinations like Safeway, the dollar store, and BART feels unsafe
- Intersection crossings are hard for people with limited mobility
- Sidewalk quality makes it difficult to use a wheelchair/mobility device
- High speeds and red light running

Key Opportunities:

- Longer crossing times
- Need more directional curb ramps
- Adding more signage alerting drivers to slow down near the senior living center
- Need for daylighting on 2nd St

Hayward Youth Commission | May 12, 2025

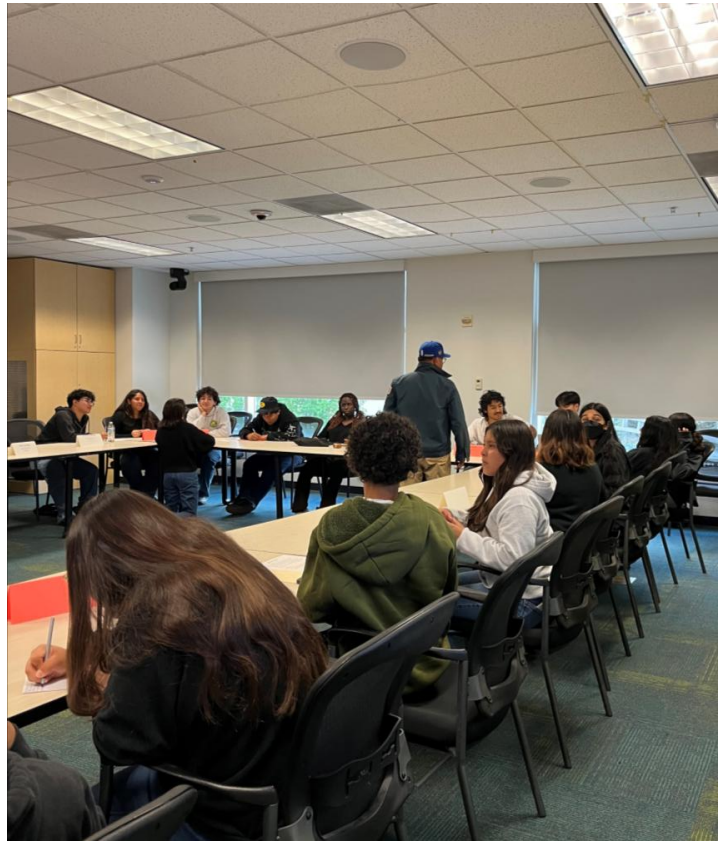
- **Attendance:** 24 Commissioners, Mayor Salinas
- **Objective:** Understand what it is like for youth to travel within Downtown, what are the safety issues they see, and what would make it more fun for youth to visit downtown
- **Languages**: English and Spanish

Key Issues:

- High number of lanes and speeding
- Drivers not yielding to pedestrians
- Long wait times for pedestrian phase

Key Opportunities:

- Two-way conversion
- Adding bike infrastructure
- Improving sidewalk quality
- Improving streetscape – more trees, street art



Hub Library Ribbon Cutting | June 6, 2025

- **Attendance:** 20 people from including City staff, academic staff and coordinators, and non-profit and community-based organizations:
  - Eden Youth
  - 4CS
  - Hayward Promise Neighborhoods
- **Objective:** Engage and build ongoing relationships with community organizations
- **Languages**: English and Spanish

- Discussed issues and opportunities around project area
- Shared information on the project website and survey
- Requested future opportunities to engage non-profits and CBO partners in future project stages

Pop-Ups: Farmers' Market and Summer Block Party | June 7, 2025 and June 12, 2025

- **Attendance:** 85 people engaged
- **Objective:** Engage members of the public in a pop-up format to understand safety challenges and key destinations.
- **Languages**: English and Spanish
- Discussed safety issues, including speeding, red light running, and confusing intersections.





Roadway Safety Audit | May 20, 2025

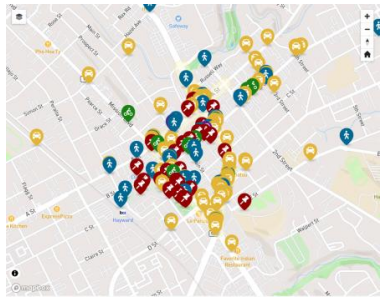
- **Attendance:** 6 people in attendance including City of Hayward Public Works and Development Services staff and AC Transit staff.
- **Objective:** Identify unsafe infrastructure and user behavior through field-based observations.
- **Languages**: English
- Discussed safety issues, including speeding, red light running, and confusing intersections.
- Discussed potential solutions, including traffic calming, intersection improvements, bike facilities, and lane reductions.



Specific Feedback

- **181 map comments** received via website and in-person pop-up events
- Community members identified **key destinations** they like to visit in downtown, as well as **safety challenges** related to walking, biking, driving, and taking transit.





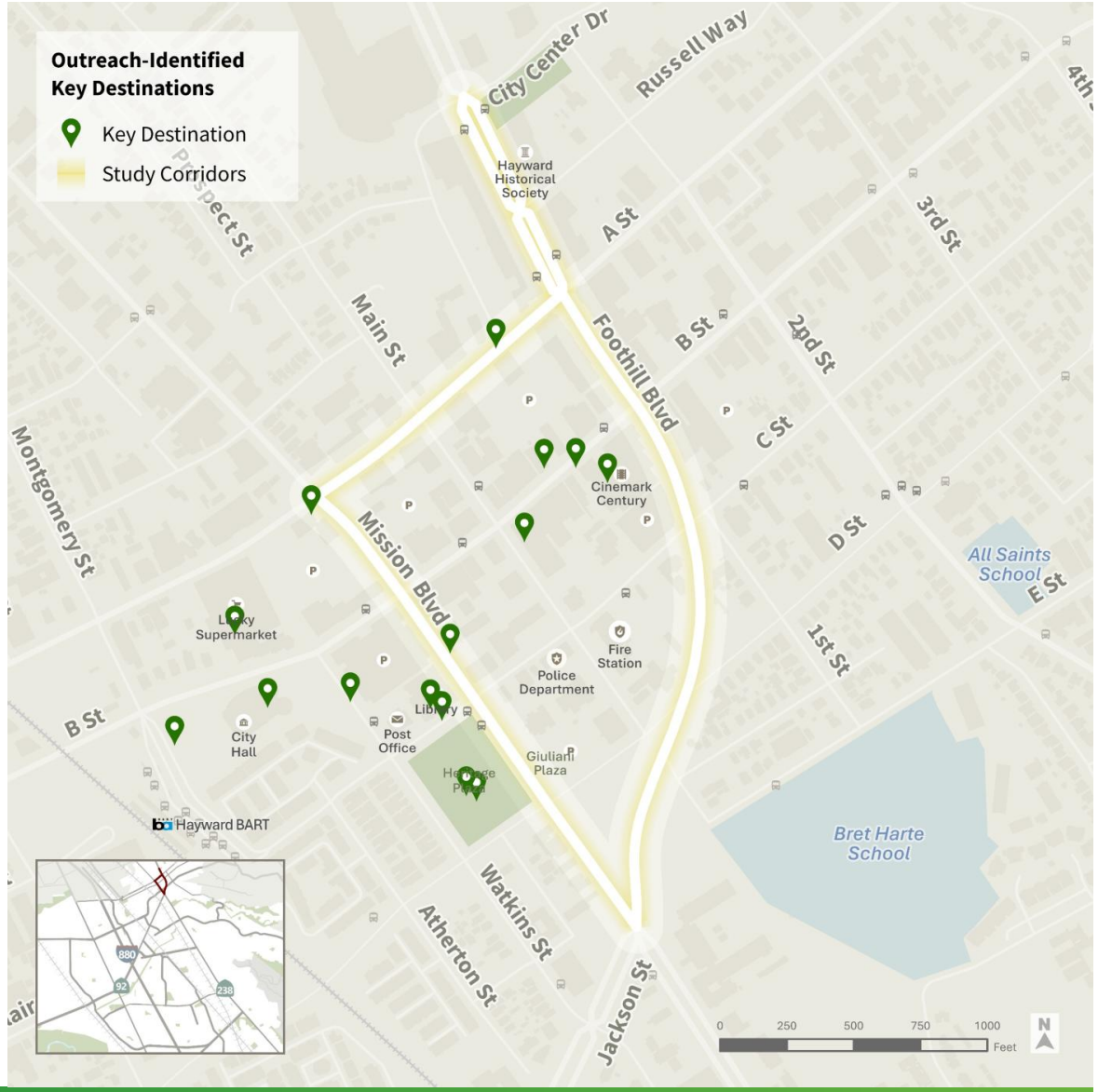


Key Destinations

Specific Feedback

Key destinations highlighted by respondents include:

- Library
- City Hall
- Park
- Farmers' market
- Various stores and restaurants in downtown.



Safety Challenges

Specific Feedback

- Intersections along **A St and Foothill Blvd** received the highest density of comments identifying safety challenges.
- Respondents shared their experiences with safety issues, including poor visibility, aggressive driving, and pedestrian collisions or near-misses.



Safety Challenges

Specific Feedback

At the **A St & Mission Blvd** intersection, respondents highlighted pedestrian conflicts, unsafe merging, and a confusing driving environment.

*"When I am walking around downtown, I refuse to cross here because **I've seen so many near misses** with cars making the right from A to Mission."*

*"There are so many turns and lane changes…**I'm always worried I'm going to crash** or somebody's going to come out of nowhere."*



Safety Challenges

Specific Feedback

At the **A St & Main St** intersection, respondents highlighted red light running and unsafe turns.

*"I cross this intersection multiple times a week. Rarely do I not encounter a driver **running the red light** on A St going westbound."*

*"Dangerous to cross, as the northbound Main Street **traffic turning left to A Street** is not paying attention to the pedestrians or oncoming traffic."*



Safety Challenges

Specific Feedback

At the **A St & Foothill Blvd** intersection, respondents highlighted lack of lane signage, unsafe merging, and poor yielding behavior.

- *"It's not clear at this point which lanes will turn to Mission, making **last-minute lane adjustments** more common once cars get past Main St."*
- *"This intersection is confusing, it **backs up constantly**, and the merge is dangerous."*
- *"The people driving and making a right turn onto A Street **don't slow down or stop** when the light is green"*



Safety Challenges

Specific Feedback

At the **D St & Foothill Blvd** intersection, respondents highlighted red light running and poor driveway visibility.

*"There's a **gas station exit/entrance** that's past the traffic light, and from time to time I'll see a car exit from the gas station and cross the intersection, even if the light isn't green."*

*"Red light running on D and Foothill - once when I was driving, **two cars could have hit me** if I didn't brake."*



Safety Challenges

Specific Feedback

At the **Foothill Blvd & Mission Blvd** intersection, respondents highlighted issues with signal timing and drivers blocking intersections.

- *"People always **block the intersection and crosswalks**, especially during commuting hours."*
- *"There's a small stretch between two **lights that are almost never timed together**, so there's often backups trying to get to that next light and then wait again for that light once you get there."*



Key Takeaways

Long Form Survey

- **397 responses**
- The online survey focused on:
  - How people typically travel around downtown
  - What changes would encourage people to visit downtown more
  - How people would improve the experience of traveling to and within downtown
- Driving is the most common mode of transportation in downtown, with **3 in 4** respondents driving more than a few times a week.
- **43%** walk in downtown more than a few times a week.

Key Takeaways

Long Form Survey

Themes from the survey comments aligned with what the City heard through other forms of engagement.

Driving Experience

34% of respondents described driving on the Loop as confusing and stressful.

Safety and Driver Behavior

46% named bicycle and pedestrian safety and unsafe driver behavior, such as speeding and red light running, as key issues.

Economic Vitality and Placemaking

77% highlighted the need for economic development and amenities such as benches, lighting, and trees.

Key Takeaways

Long Form Survey

28% wanted to see improved bicycle or pedestrian safety in downtown.

*"I only ever walk within the Loop and **avoid crossing the Loop streets on foot** because the cars are so fast and disregard pedestrian safety.*

*"The crosswalks along Mission favor the cars so even when the crossing light is pressed, pedestrians will have to **wait a long time** for the light to change."*

*"The downtown area is very high traffic and there are **no protected bike lanes**."*

18% expressed concerns about aggressive driving, speeding, and red light running.

*"Do something about the **speeding and the running of red lights**. I avoid the intersection of D Street and Foothill after nearly being hit twice by a speeder running a red light."*

*"There are too many **anxious drivers that think speed is the answer** with no regard to the safety of other drivers and pedestrians."*

Key Takeaways

Long Form Survey

34% named a two-way conversion of the Loop as a change that would encourage them to visit downtown more.

*"Get rid of the Loop, which is just a **freeway through the middle of town** with all the dangers that come with a freeway."*

*"I would love to see the **street traffic return to how it used to be**. As a lifelong Hayward resident, I was extremely disappointed…I feel that it was created to accommodate commuters who do not live in Hayward rather than Hayward residents."*

34% said the driver experience on the Loop needs to be improved with less congestion, less confusing navigation, and easier parking.

*"Fix the **traffic light timing** -- Sometimes, only 2-3 cars go on the green light and the light changes to yellow/red right after."*

*"It is impossible to know lanes are going to become turn lanes, so **cars have to change multiple lanes quickly** to make their turns."*

*"**Less complicated parking** and access to the businesses on Foothill."*

Key Takeaways

Long Form Survey

38% expressed personal safety and cleanliness concerns, highlighting the need for lighting and maintenance.

*"If the area was **cleaner and brighter** and I felt safe, I would love to spend my money in Hayward instead of traveling to Dublin or Pleasanton to shop or eat."*

*"Our city has so much potential, but I feel like we don't give it enough TLC. More **cleanups or consistent cleaning**. So much trash around.."*

39% expressed the need for economic development and placemaking, including trees, benches, and lighting.

*"Downtown needs more **family-friendly businesses**."*

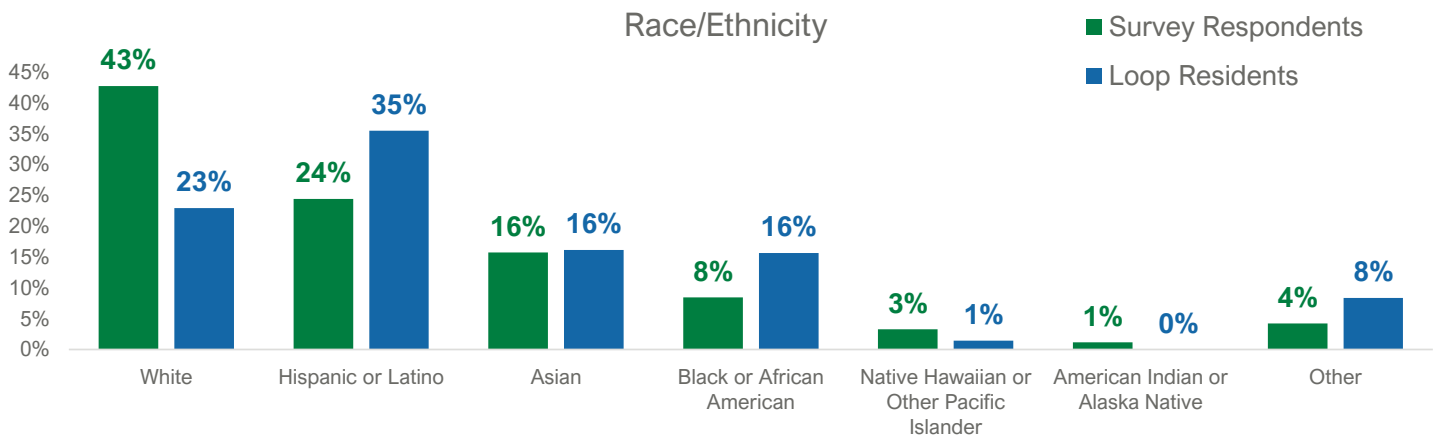
*"More options for **shopping, restaurants, and services.**"*

*"I'd also invest in the streetlights in downtown to make it safer and even be creative with color lights in certain areas to make it more **decorative and inviting** for visitors."*

Demographics

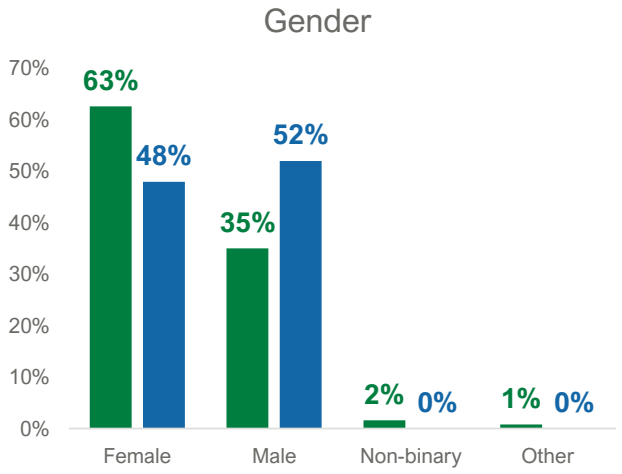
Long Form Survey

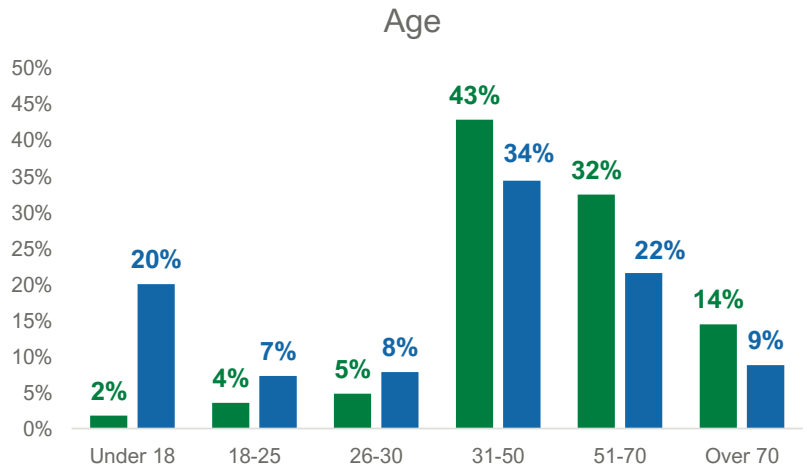
While respondents reflected all racial groups, Hispanic/Latino and Black respondents were underrepresented in the survey.



Note: The Loop is defined as Census Tract 4354.

Women and people over the age of 30 were overrepresented in the survey.

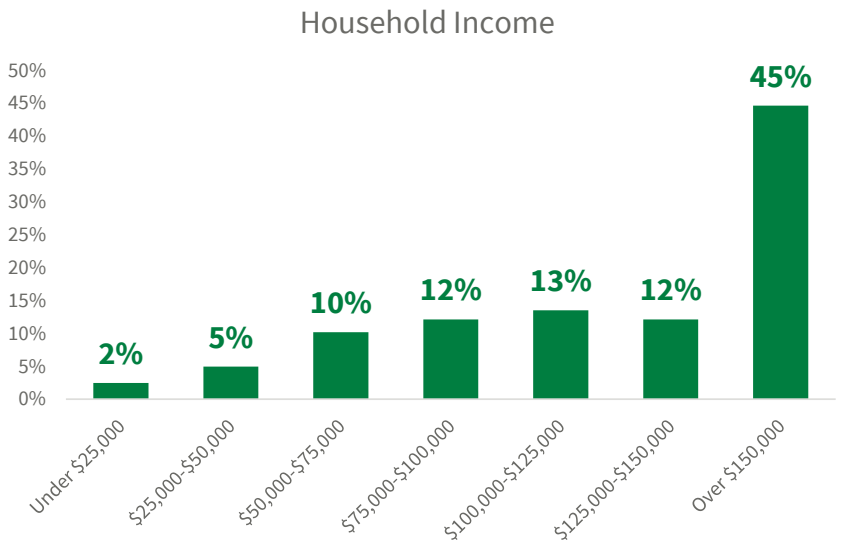




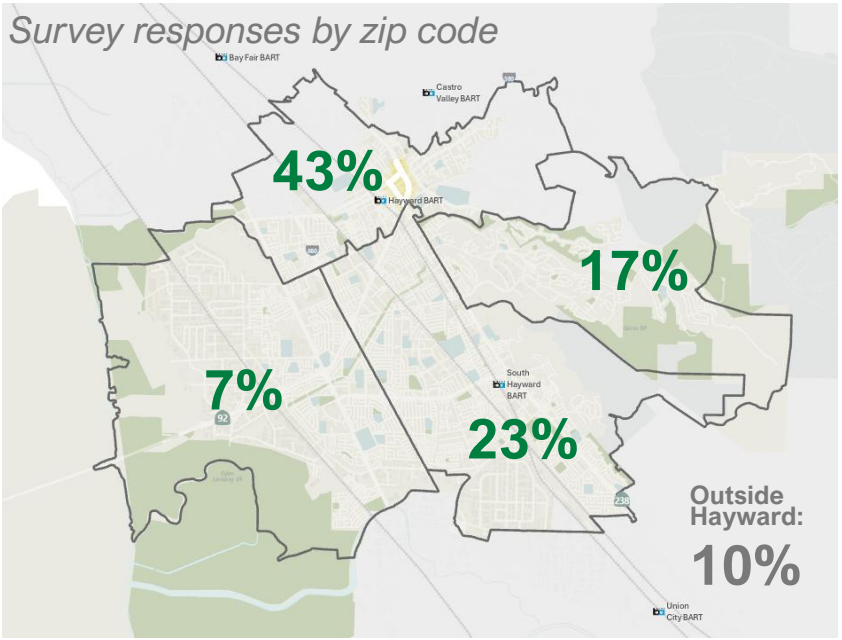
Demographics

Long Form Survey

Respondents skewed higher income compared to people living near the Loop, with nearly half making over $150,000. 30% of households on the Loop are low-income.



43% of respondents lived near the Loop (94541 zip code). **90%** of respondents were Hayward residents.





PHASE 2: EVALUATING ALTERNATIVES

Community Engagement Summary

September 2025 – April 2026

Safe Streets Downtown

5/8/26



Engagement Goals and Objectives

Engagement Goals and Objectives

Goal	Objective
People who live, work, play, and travel through Downtown Hayward are aware of the project and provide input on vision and needs	• Utilize in-person and online messaging to generate widespread awareness.
Hear from all who may potentially be impacted by project	• Identify target audiences and best venues to reach these groups.
Develop a clear, shared vision that highlights the need for change and benefits of future project	• Clearly articulate project purpose and safety need. • Provide opportunities for co-creating designs. • Provide a clear narrative on trade-offs or constraints.
Community input is translated into implementable strategies	• Create a clear narrative on how engagement will be used to inform solutions. • Thoroughly and accurately record input at all engagement events.
Arrive at a preferred alternative understood and supported by the stakeholders	• Provide feedback loop so that final design acknowledges when it is solving a safety need or addressing a community desire. • Reach agreement agency partners on a set of design/policy options for the project.

Phase 2 Engagement

Phase 2 engagement focused on…



Designs for Mission, A, and Foothill

What should the modal priorities be on each street?



The Loop's Overall Circulation Network

Should the Loop be one-way or two-way?



Benefits and Tradeoffs of Different Options

Who benefits and who loses with each design?


What were the opportunities to participate?

The City engaged the public in 7 ways as part of Phase 2 between July 2025-April 2026.

Design Charrette

Attendance: ~20 people

Structure: Interactive small group activities to re-envision each Loop street plus presentation

Objective: Engage public, business leaders, and technical stakeholders in co-creating designs for the Loop

Open House

Attendance: ~10 people

Structure: Discussion and review of design ideas prepared by public in earlier design charrette with option to create new ideas

Objective: Obtain feedback on community-created designs from members of the public

CIAC Meeting

Engagement: 3 councilmembers

Structure: Short presentation followed by discussion.

Objective: Obtain feedback on which of the 4 long-term visions the City should study further

Online Survey

Engagement: ~350 responses

Structure: Learn about and provide input on multiple design options for Loop streets plus B, C, and D Streets

Objective: Obtain feedback on preferred long-term vision, B St, and C St options

The City engaged the public in 7 ways as part of Phase 2 between July 2025-April 2026.



CRIL 1:1 Meeting

Small group meeting on feedback from CRIL employees and customers on their preferences on the design options.



AC Transit 1:1

Meeting with AC Transit staff about potential bus needs, agency preferences, and bus routing implications of options.



Local Businesses 1:1

Focus group with local downtown business owners about long term vision and benefits and tradeoffs associated with each.

Design Charrette: Key Questions and Outcomes

Discussion Questions

- How do we want to use Downtown streets?
- Should the Loop be one-way or two-way?
- What big ideas should the City study?

Outcomes

Four community-designed visions for:

(1) Circulation around Downtown

(2) Corresponding design ideas for Mission Blvd, A St, and Foothill Blvd



Open House: Key Questions and Outcomes

Key Questions

- Which of the community-designed options should the City advance to CIAC?
- Are there other options or configurations you would add?

Outcomes

- **Participant preferences** for how to re-envision the loop
- Feedback on **benefits and tradeoffs** of each community-designed option



CIAC Meeting: Key Questions and Outcomes

Key Questions

- Which three options should the City move forward with additional analysis on?
- What should be the process for the City formally selecting a preferred option?

Outcomes

- Direction on moving forward with two long-term options: Downtown Grid and Civic Avenue
- Direction selecting preferred option through online survey followed by and council meeting

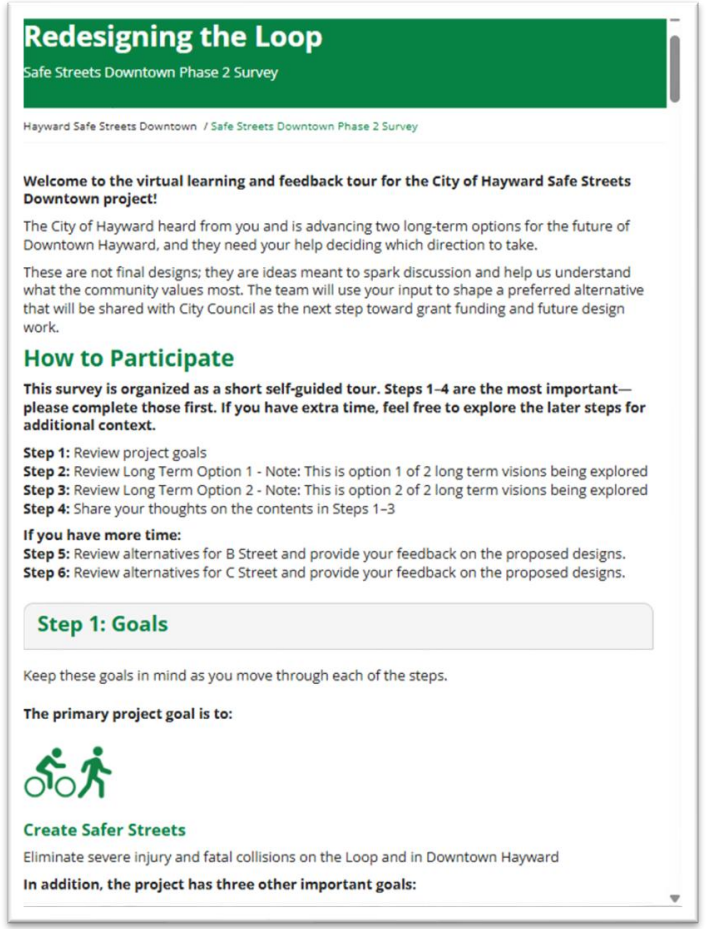
Online Survey: Key Questions and Outcomes

Key Questions

- Which of two long-term visions would you like the city to move forward with?
- How would you like to reimagine B St and C St?
- What are the benefits and tradeoffs associated with each option?

Outcomes

- Understanding of **preferences for reenvisioning the Loop**
- Understanding of **benefits and tradeoffs** associated with each option
- Understanding of the preference **B St and C St vision**



Redesigning the Loop

Safe Streets Downtown Phase 2 Survey

Hayward Safe Streets Downtown / Safe Streets Downtown Phase 2 Survey

Welcome to the virtual learning and feedback tour for the City of Hayward Safe Streets Downtown project!

The City of Hayward heard from you and is advancing two long-term options for the future of Downtown Hayward, and they need your help deciding which direction to take.

These are not final designs; they are ideas meant to spark discussion and help us understand what the community values most. The team will use your input to shape a preferred alternative that will be shared with City Council as the next step toward grant funding and future design work.

How to Participate

This survey is organized as a short self-guided tour. Steps 1–4 are the most important—please complete those first. If you have extra time, feel free to explore the later steps for additional context.

Step 1: Review project goals
Step 2: Review Long Term Option 1 - Note: This is option 1 of 2 long term visions being explored
Step 3: Review Long Term Option 2 - Note: This is option 2 of 2 long term visions being explored
Step 4: Share your thoughts on the contents in Steps 1–3

If you have more time:
Step 5: Review alternatives for B Street and provide your feedback on the proposed designs.
Step 6: Review alternatives for C Street and provide your feedback on the proposed designs.

Step 1: Goals

Keep these goals in mind as you move through each of the steps.

The primary project goal is to:

Create Safer Streets

Eliminate severe injury and fatal collisions on the Loop and in Downtown Hayward

In addition, the project has three other important goals:



What We Heard

General Themes from Design Charrette and Open House

Preference for Two-Way Circulation

- Clear preference for two-way circulation on the Loop
- Some retention of capacity, but less capacity than what exists today

Preference for Safety Improvements

- Need for intersection safety improvements
- Preference for 90-degree, signalized intersections
- Desire for bike facilities on some streets

Preference for Downtown as a Destination

- More pedestrian space in downtown to support businesses
- Slower speeds and less regional cut-through traffic
- More on-street parking and turnover near destinations

General Themes from Online Survey

Preference for Two-Way Circulation

- Most respondents support two-way circulation, regardless of which long-term vision they prefer

Mixed feedback about tradeoffs between bike and pedestrian safety and roadway capacity

- Strong feedback in support of adding bike infrastructure, pedestrian-friendly improvements
- Combined with strong concerns about reduced roadway capacity

Appetite for change to make Downtown Hayward a destination

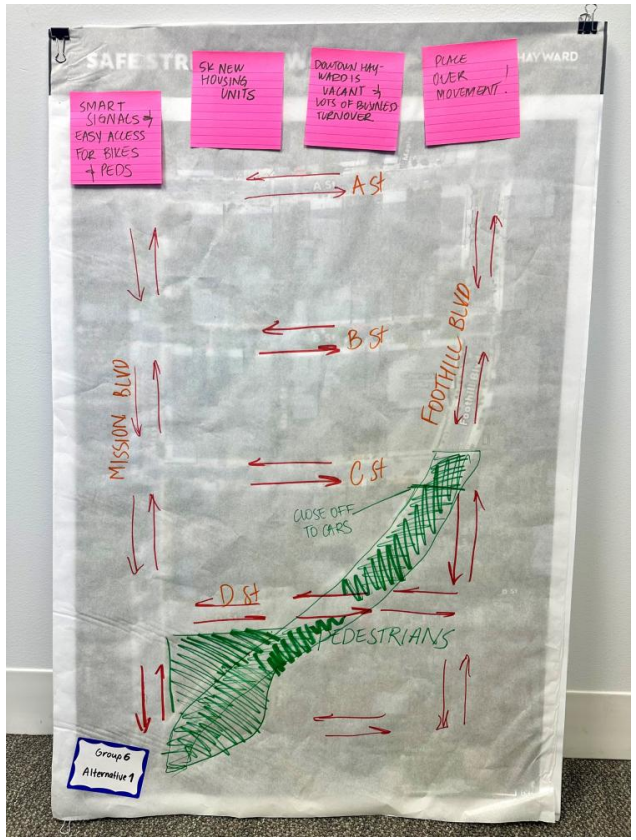
- General support toward change to improve access options and prioritize local circulation to Downtown

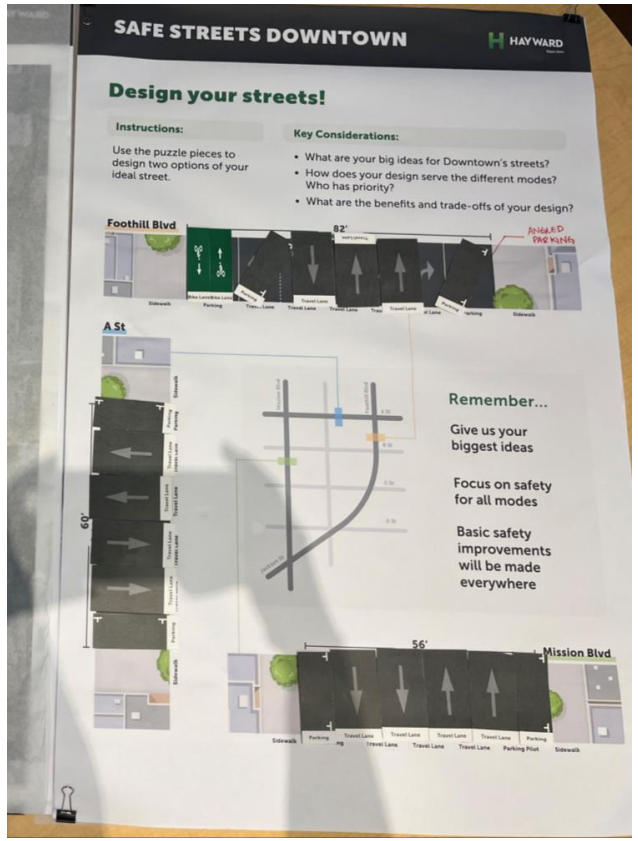
Design Charrette and Open House

Charrette Group 1 of 4: Downtown Grid

Design Elements

- Two-way conversion on Foothill and A, with Mission remaining one-way
- Removes a link of Foothill to create space for parks and/or developable land
- Reconnects the grid
- Separated bikeways and road diets on all streets
- Allows regional traffic but slower and longer travel time
- Reduces Foothill, Mission, A as barriers and reintegrates Downtown





Open House Feedback: Downtown Grid

23%

Want Council to study this option further
(6 votes)

Benefits

- Two-way circulation and grid is easier to navigate
- Reduces speeds
- Provides opportunities for pedestrian or green spaces
- Increases parking on Foothill

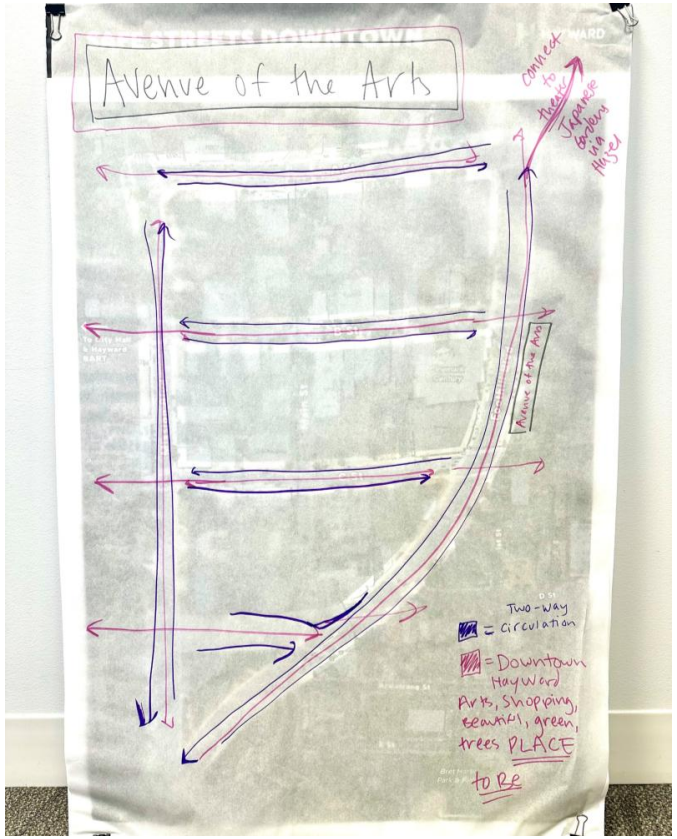
Tradeoffs

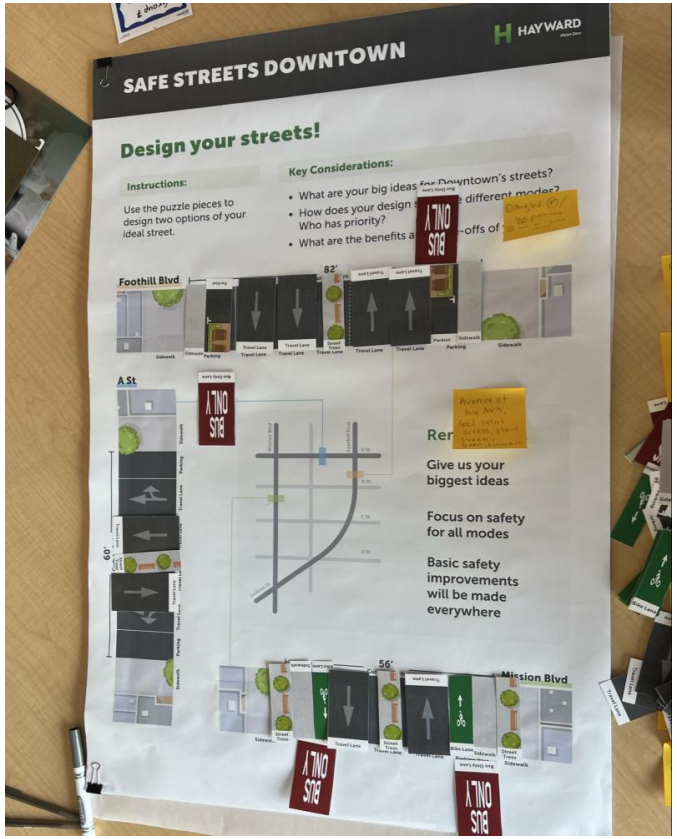
- Foothill link removal may impact businesses
- Reduces vehicle capacity on Foothill

Charrette Group 2 of 4: Current Alignment – Place Focus

Design Elements

- Two-way conversion on all streets
- Road diets with landscaped medians
- Allows regional traffic but will be slower
- Grand Boulevard for Movement & Place on Foothill – "Avenue of the Arts"
- Creates a distinct identity for downtown that's arts focused
- Separated bikeways on Mission Blvd





Open House Feedback: Current Alignment – Place Focus

27%

Want Council to study this option further
(7 votes)

Benefits

- Prioritizes trees, parklets, and green space
- Median provides safety benefits
- Two-way circulation is easier to navigate
- Reduces speeds

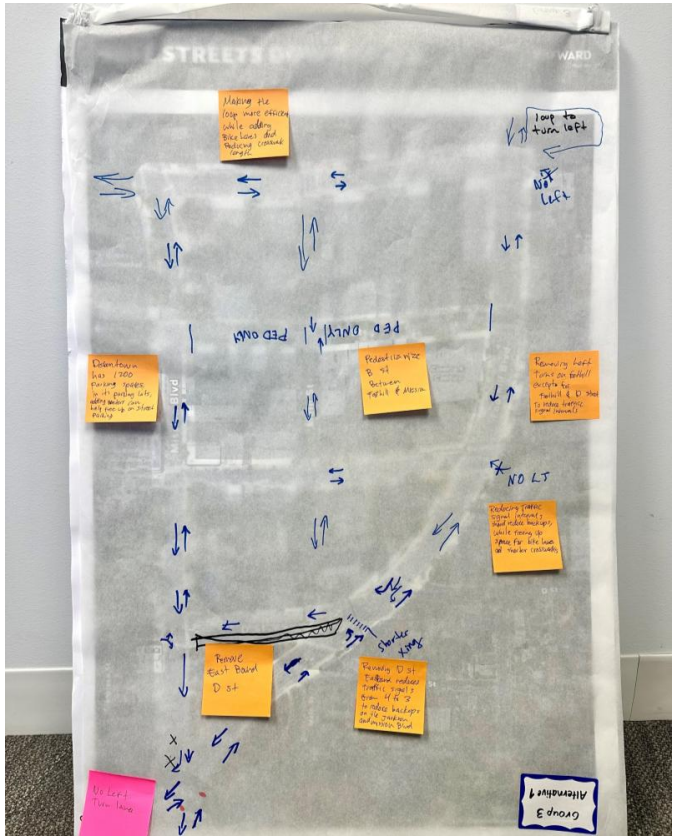
Tradeoffs

- Foothill link removal may impact businesses
- Reduces vehicle capacity on Foothill
- More auto-centric compared to other options

Charrette Group 3 of 4: Current Alignment – Movement Focus

Design Elements

- Two-way conversion on all streets
- Creates public space for people with pedestrianized B Street
- Foothill traffic focuses on through trips which will be going slower due to road diet (e.g. no LTs)
- Reduces traffic on D St/Winton Corridor to improve efficiency at D/Foothill
- Separated bikeways and road diets on all streets





Open House Feedback: Current Alignment – Movement Focus

12%

Want Council to study this option further
(3 votes)

Benefits

- Provides opportunities for pedestrian spaces
- Reduces speed
- Provides dedicated space for bicyclists

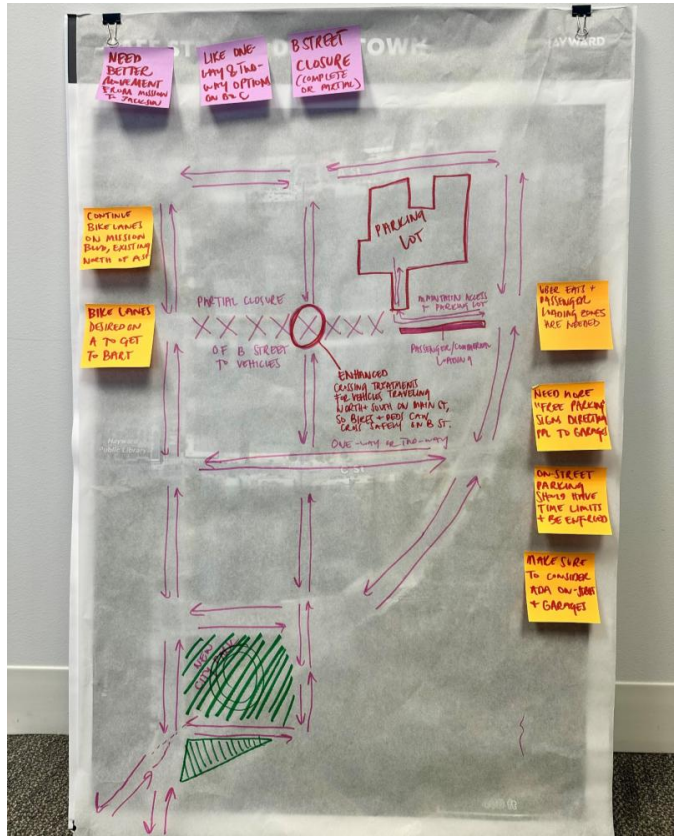
Tradeoffs

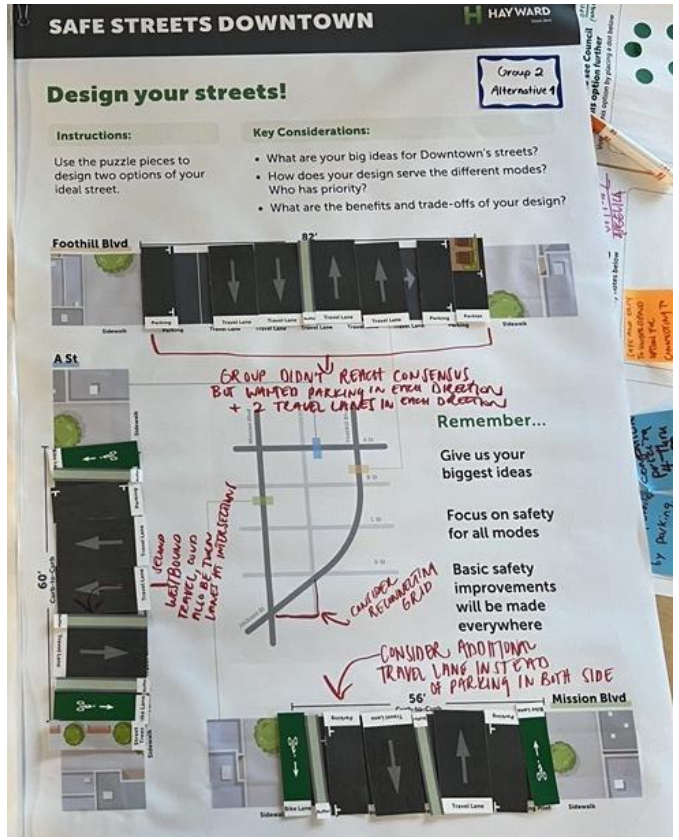
- Reduces number of parking spots
- Eliminates left-turn lanes

Charrette Group 4 of 4: Hybrid Option - Grid, Pedestrianized B St, Utilize Winton/D St Corridor

Design Elements

- Removes a link of Foothill to create space for parks
- Through trips on Foothill limited by link removal and road diet
- Creates public space for people with pedestrianized B Street
- Separated bikeways on A and Mission, road diets on all streets





Open House Feedback: Hybrid Option - Grid, Pedestrianized B St, Utilize Winton/D St Corridor

38%

Want Council to study this option further
(10 votes)

Benefits

- Two-way circulation is easier to navigate
- Provides opportunities for pedestrian spaces
- Median provides safety benefits
- Reduces speed

Tradeoffs

- Does not provide additional green space or tree canopy
- Creates a more complicated connection to Jackson St for drivers

Conclusion

While the community-generated options had key differences, all included:

- Two-way conversion
- Road diets and/or other capacity reductions
- Pedestrian or green space
- Preservation of some parking
- Bike lanes on at least one segment of the Loop



Online Survey

3 key questions:

1. Which **long-term option** would you prefer?
2. Which option for **B Street** would you prefer?
3. Additional feedback on proposed **C Street** changes

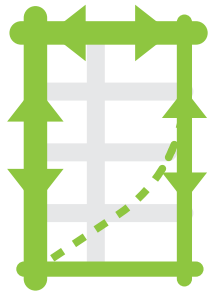
In October, CIAC showed a preference for 2 options

1. Baseline

– Not a priority

Community needs a more transformative change

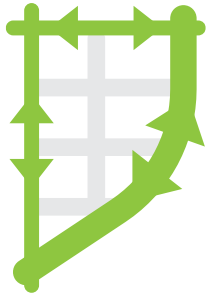
2. Downtown Grid



✓ Further study

OPTION 1:
Downtown Grid

3. Current Alignment – Place option



✓ Further study

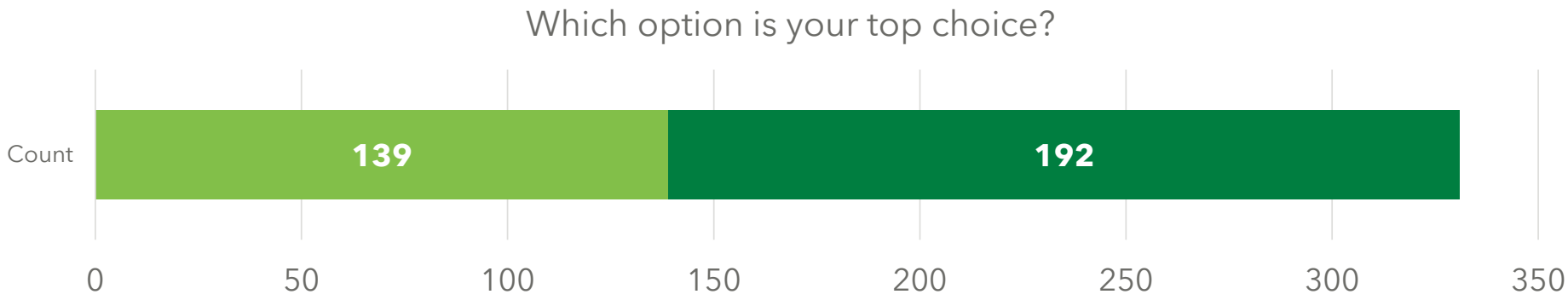
OPTION 2:
Civic Avenue

4. Current Alignment – Movement option

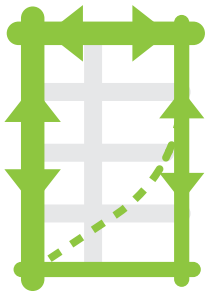
✗ Exclude

Do not think people will follow left turn restrictions

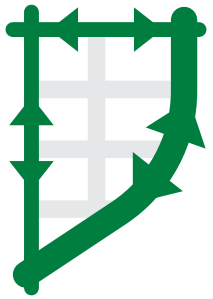
58% of respondents showed a preference for Option 2: Civic Avenue



OPTION 1:
Downtown Grid

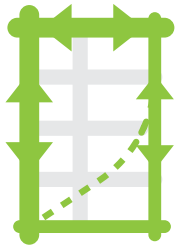


OPTION 2:
Civic Avenue



General consensus in support of bike improvements with mixed feelings about circulation and capacity

OPTION 1:
Downtown Grid



Around **250 respondents** provided additional feedback on what they liked or did not like about this option

Most common support

- **Bike lanes on Foothill Blvd:**
  - Most comments are positive
  - Small proportion of comments about these mention bike lanes being underutilized
- **4 lanes on A Street:**
  - Most comments support added capacity on A street

Most common concerns

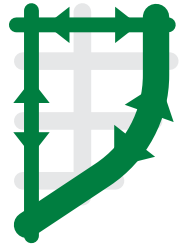
- **Reduced capacity on Foothill:**
  - Most comments about this suggest more lanes on Foothill
- **Removal of Foothill link:**
  - Over half the comments about this express concern about inefficient flow and diversion to other streets
  - Relatively few support the idea of new open space for parks/development

Most common mixed feedback

- **4 lanes on Mission Blvd:**
  - Half the comments support added capacity on Mission Blvd
  - Other half have concerns about more cut-through traffic and speeding

General consensus in support of local movement on Mission and A St, with through movement on Foothill

OPTION 2:
Civic Avenue



Around **250 respondents** provided additional feedback on what they liked or did not like about this option

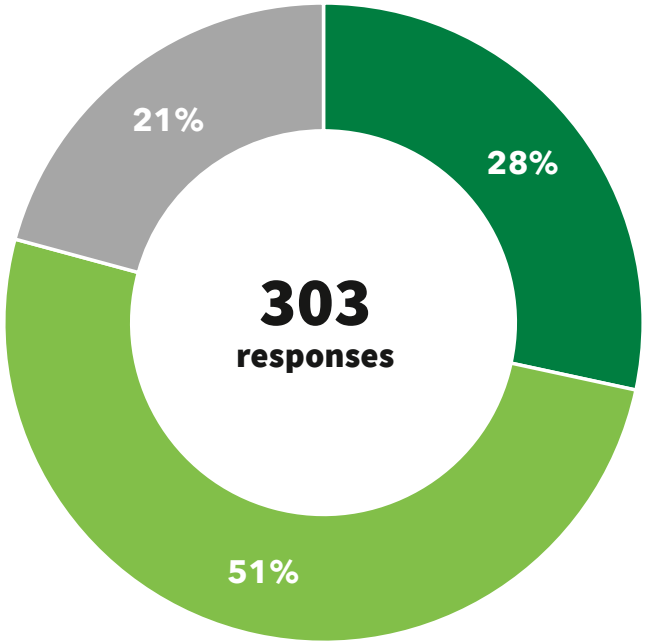
Most common support

- **Bike lanes** on Mission and A Street
- Orienting Foothill to **through movement**
- Adding **planted median** along Foothill Blvd
  - Comments about this are mostly positive, with some suggesting a narrower buffer to add another lane
- **More feasible/less disruptive** to construct

Most common mixed feedback

- **Overall roadway capacity:**
  - Half the comments about road diet on Mission and A St are in support, other half would prefer more lanes
- **Reducing cut-through travel:**
  - Half the comments related to cut-through feel this option would reduce cut-through, other half feel like Foothill would still carry regional traffic
- **Overall vision**
  - A small proportion of comments mention that this option still feels car-centric
  - Would like to see more safety improvements for pedestrians and bicyclists.

More respondents support keeping D St and Foothill as one intersection



- Option A: D St split into two "T" intersections at Foothill Blvd
- Option B: D St continues straight through downtown
- No preference

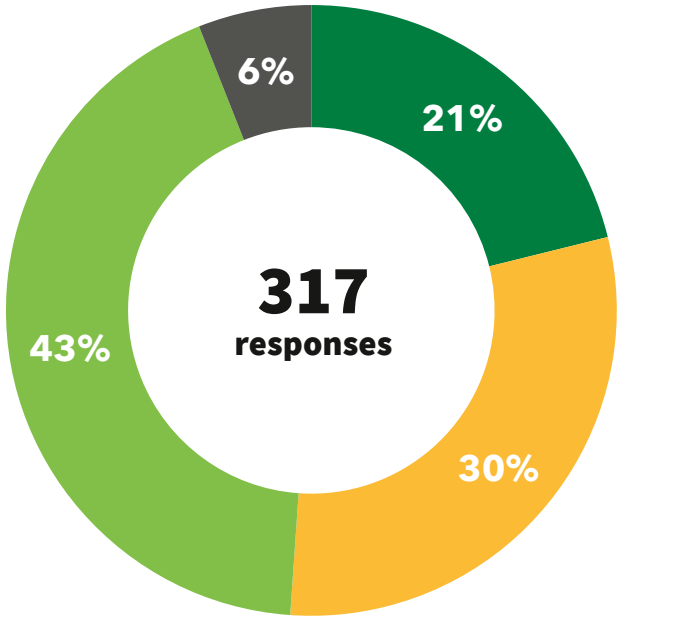
Option A



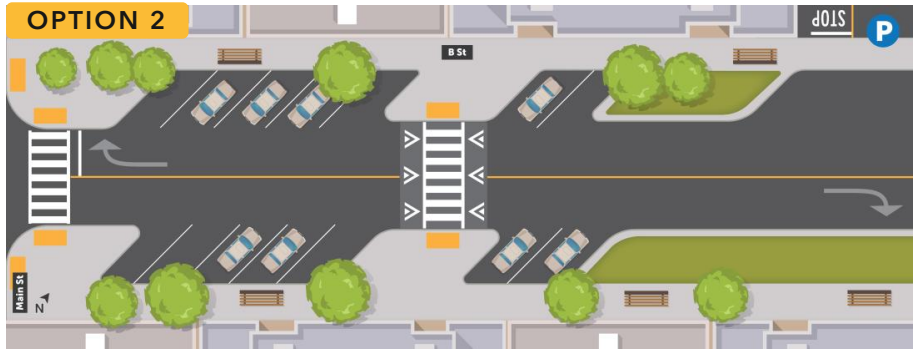
Option B



Respondents are split between pedestrianizing and allowing car traffic on B Street









Additional feedback on B Street Options

Maintenance and cleanliness

Concerns about maintenance and safety of the pedestrian plaza if implemented

Food delivery / Loading zones

Concerns about food delivery drivers blocking travel lanes, especially if reduced to single lane

On-Street Parking

Suggestions to remove on-street parking; improving safety and enforcement of surface lots/garages

Extending pedestrianization

Some suggestions to extend the pedestrian plaza from Foothill to Watkins

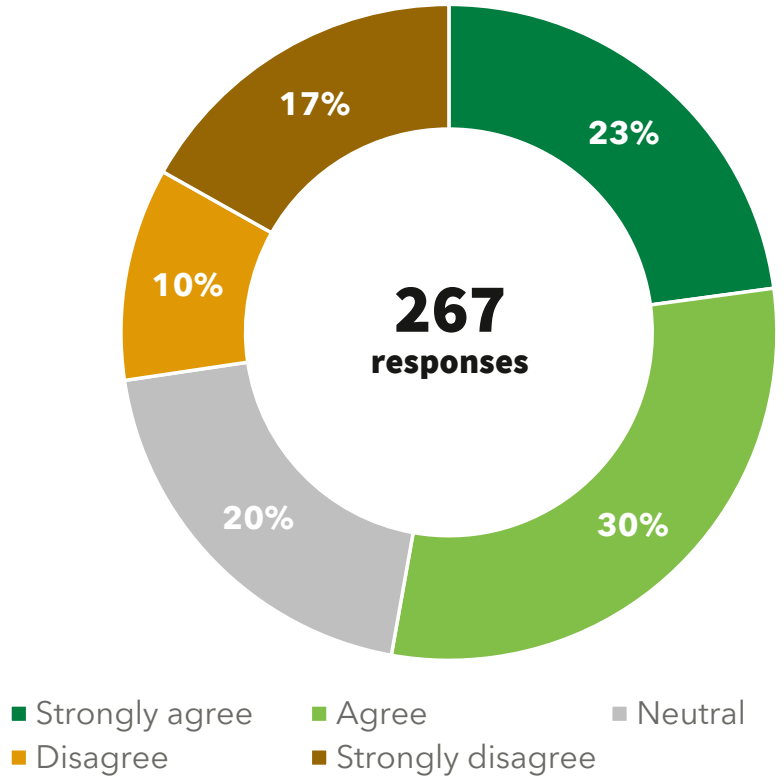
Adding bike lanes

Suggestions to add bike lanes

Access options with pedestrianization

Concerns about not losing business if restricted for cars

Over half of the respondents are in favor of changes to C Street



Support for two-way: People generally prefer two-way circulation on C Street

Support for bike lanes: People generally support adding bike lanes, with some suggestions to extend to Watkins

Questions about on-street parking: Some feel downtown has enough off-street parking, but some would like to see more on-street parking

Questions about road diet: Some feel road diet/lane narrowing would make it safer, but some are concerned about added delays

Concern about Mission to Watkins block: Some concern about confusion where it changes from two-way to one-way

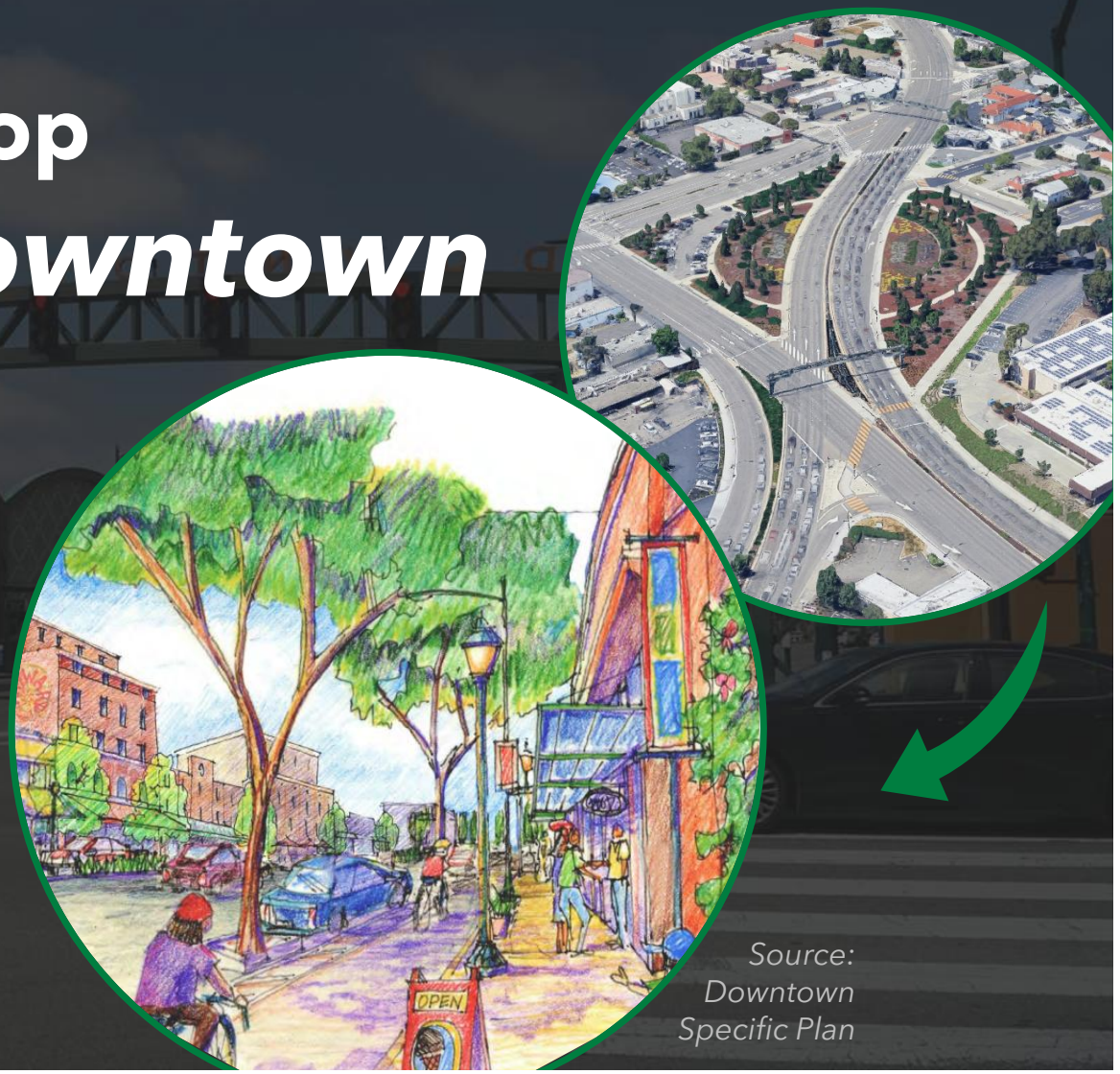
Redesigning the Loop
Safe Streets Downtown

Traffic Operations &
Diversion Analysis

January 9, 2026

Fehr & Peers

HAYWARD



Source: Downtown Specific Plan

How do the options perform from a traffic operations standpoint?

Evaluation Workstream

Purpose

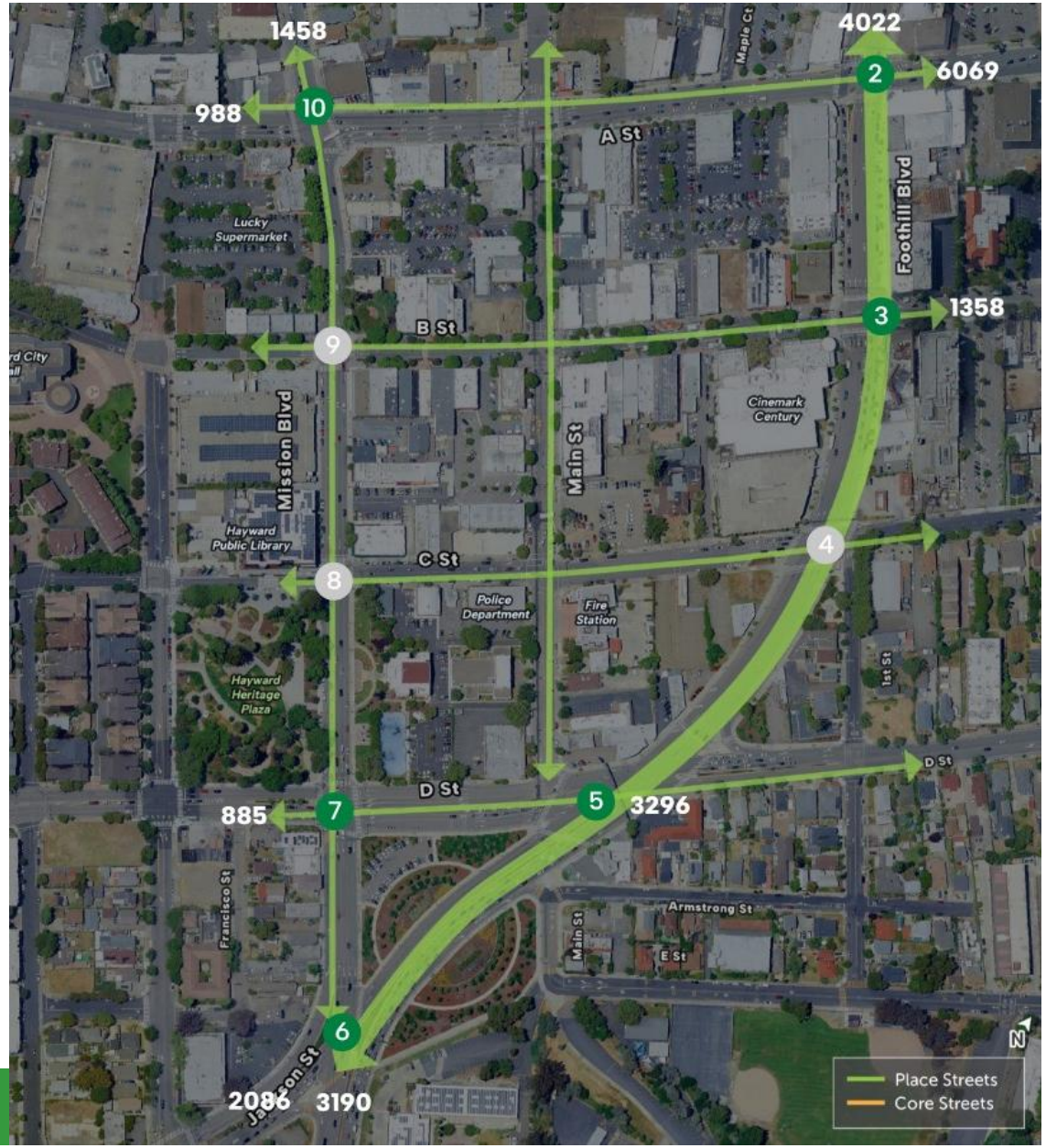
Summarize preliminary Synchro findings for Options 1 and 2

Inform next steps of operational analysis and alternative refinement

Routing and Volume Assumptions

Step 1

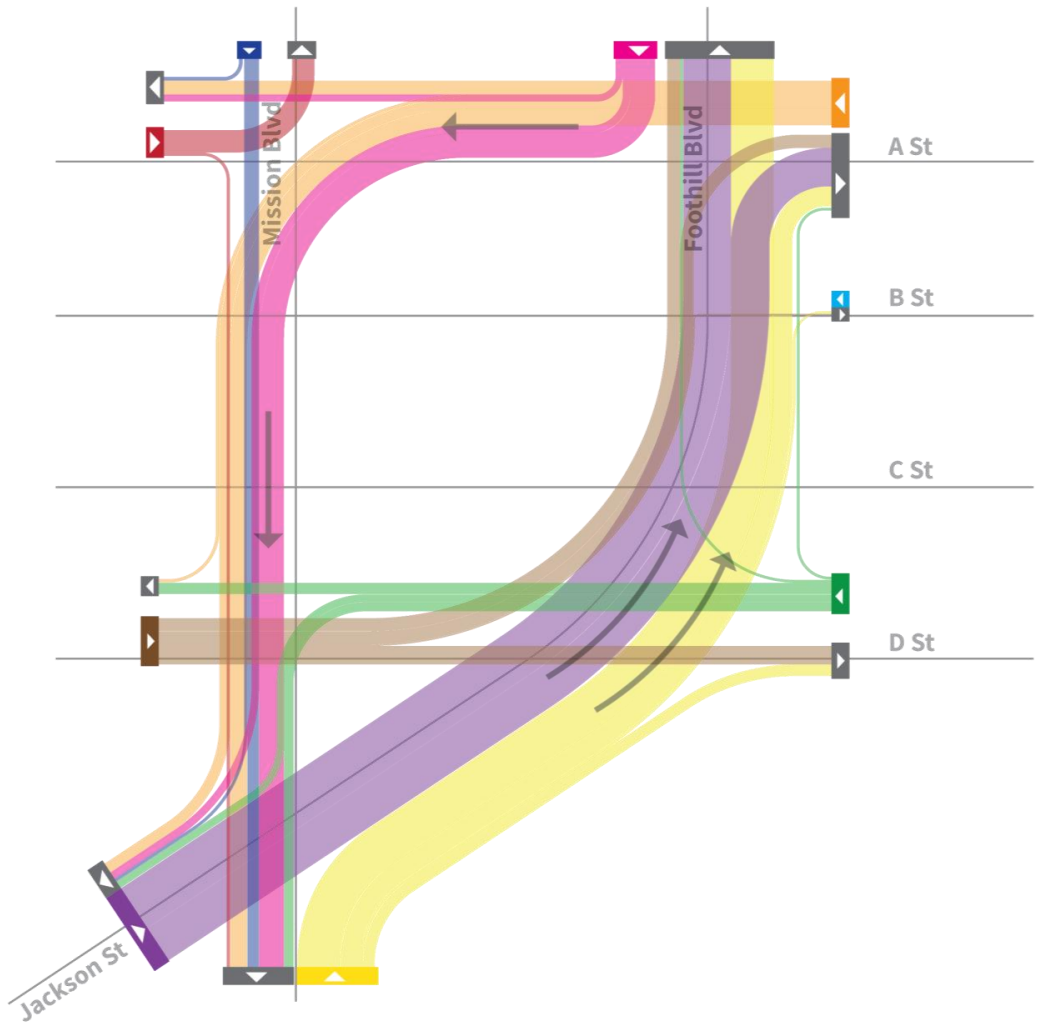
- Identify total volumes entering the Loop at key points
- Counts collected at most points – these serve as control totals
- ADT collected on parallel blocks of Foothill & Mission – these serve as control totals for the total north and south bound traffic under 2-way operation



Routing and Volume Assumptions

Step 2 – Route Traffic

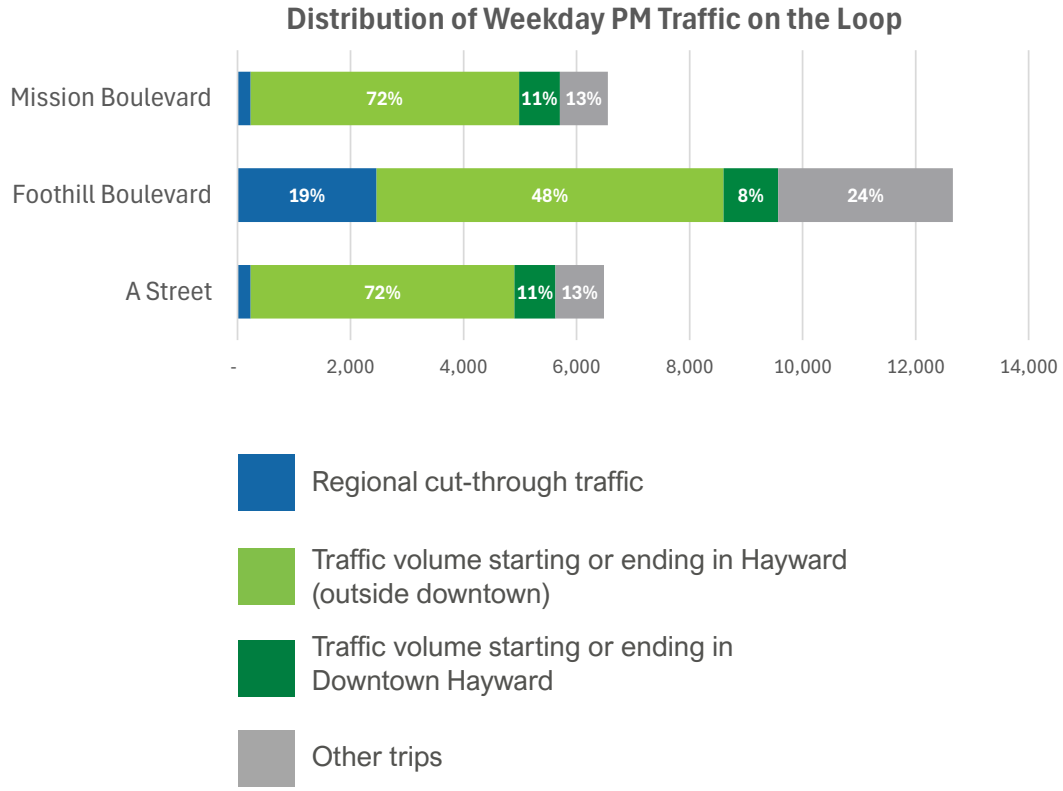
- Route traffic onto the network using the OD pattern from Streetlight
- Balance volumes across road (e.g., split Foothill NB onto Foothill & Mission considering available capacity)
- Assumed drivers prefer the most direct/least cost path (i.e., people don't go out of their way)



Routing and Volume Assumptions

Step 3 – Through Traffic Reduction

- Evaluate potential for through traffic to use other routes
  - About 20% of traffic is through
  - Also evaluated 10% reduction
- Removed traffic traveling between Foothill Blvd/A St and Jackson/Mission/Foothill
  - No changes to traffic entering on B, C, or D streets)



Other Signal Assumptions

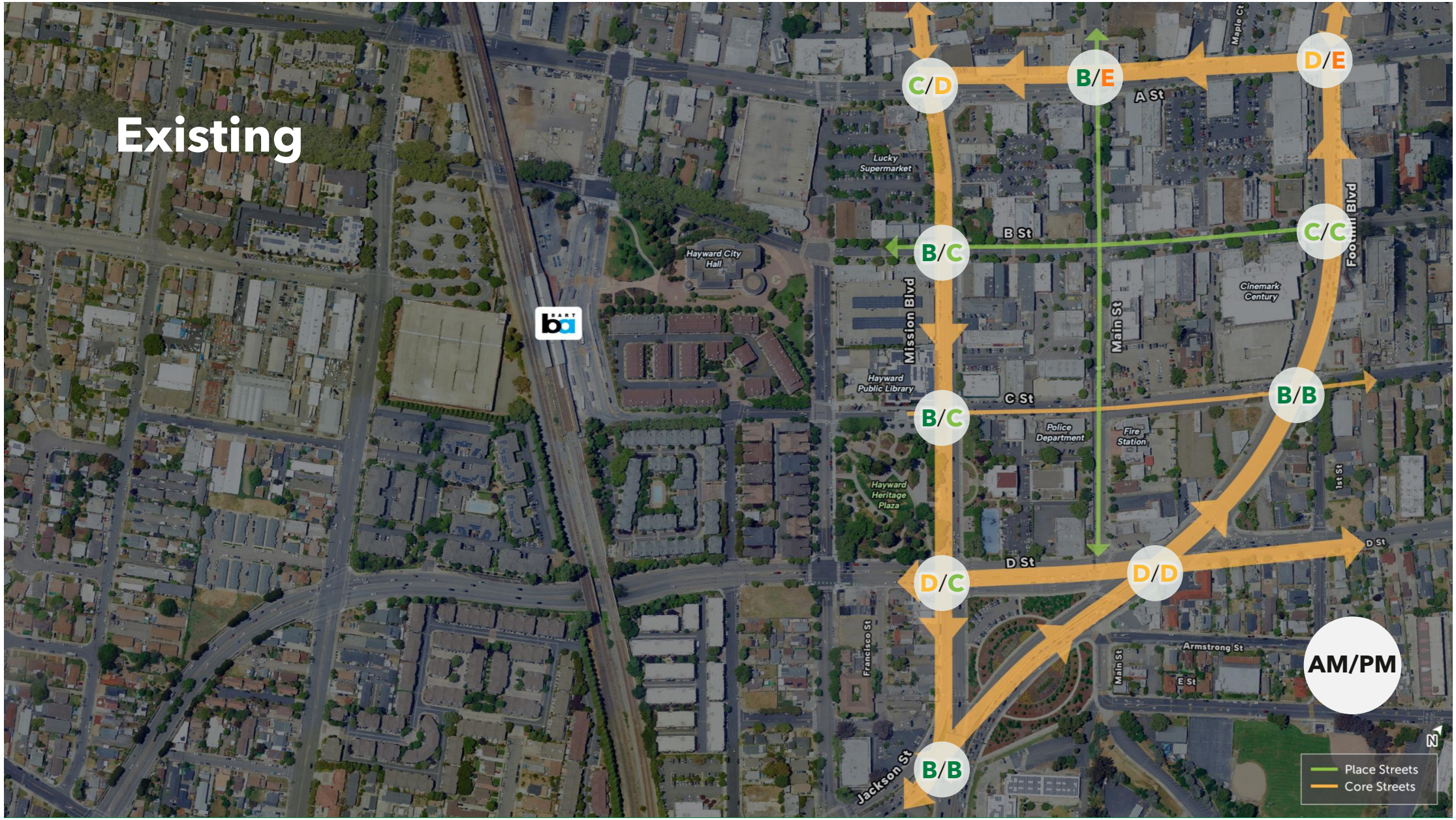
Signal Timing

- Revise cycle lengths to 90/120 seconds where it can be accommodated with the additional phases
- Does not account for shorter pedestrian crossings to show a conservative analysis
- Coordination along Mission and Foothill

Protected Phasing

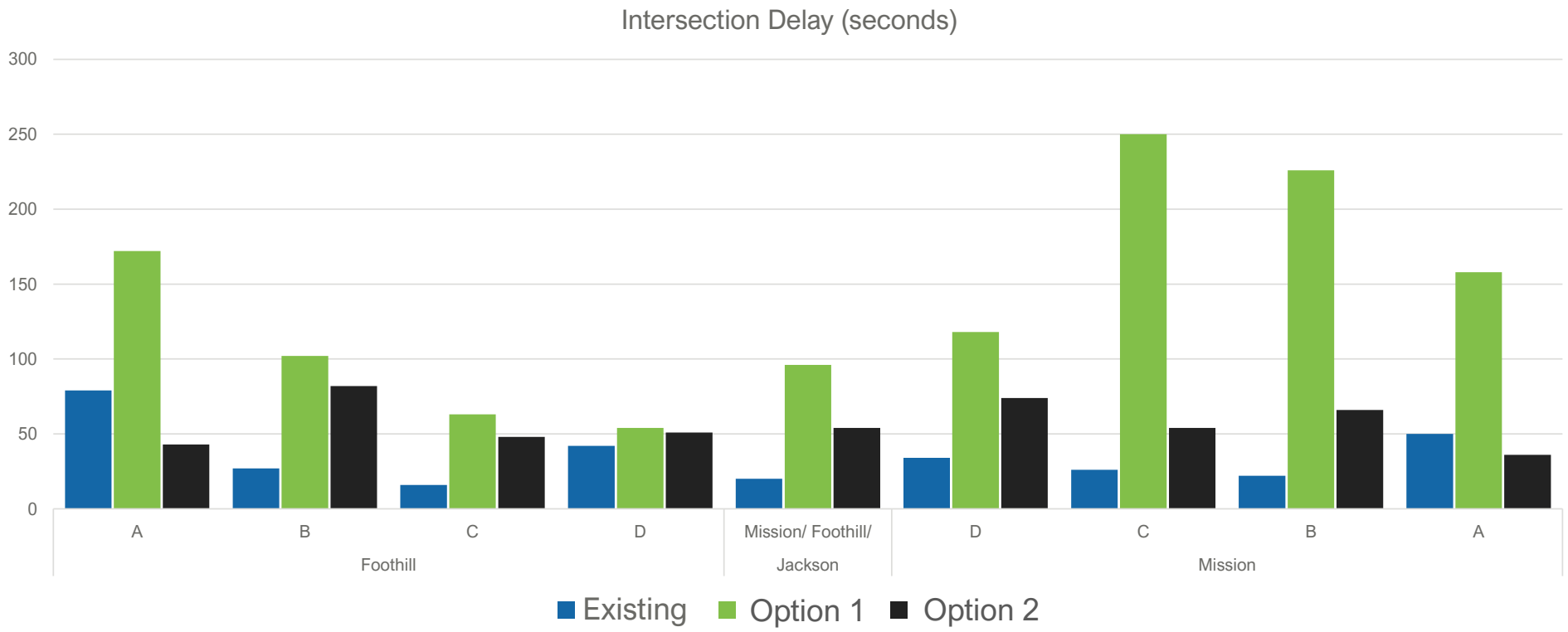
- Implement protected left turn phasing where there is a left turn pocket
- Implement protected right turn phasing with overlap where there is a right turn pocket
- Split phasing on B/C Street intersections for pedestrian safety

Operations Results


Existing
C/D
B/E
D/E
A St
Maple Ct
Lucky Supermarket
B/C
B St
C/C
Foothill Blvd
Hayward City Hall
Mission Blvd
Main St
Cinemark Century
Hayward Public Library
B/C
C St
B/B
Police Department
Fire Station
1st St
Hayward Heritage Plaza
D St
D/C
D/D
D St
Francisco St
Armstrong St
Main St
E St
AM/PM
Jackson St
B/B
N
Place Streets
Core Streets

Operations Results with 0% Cut-through Traffic Reduction

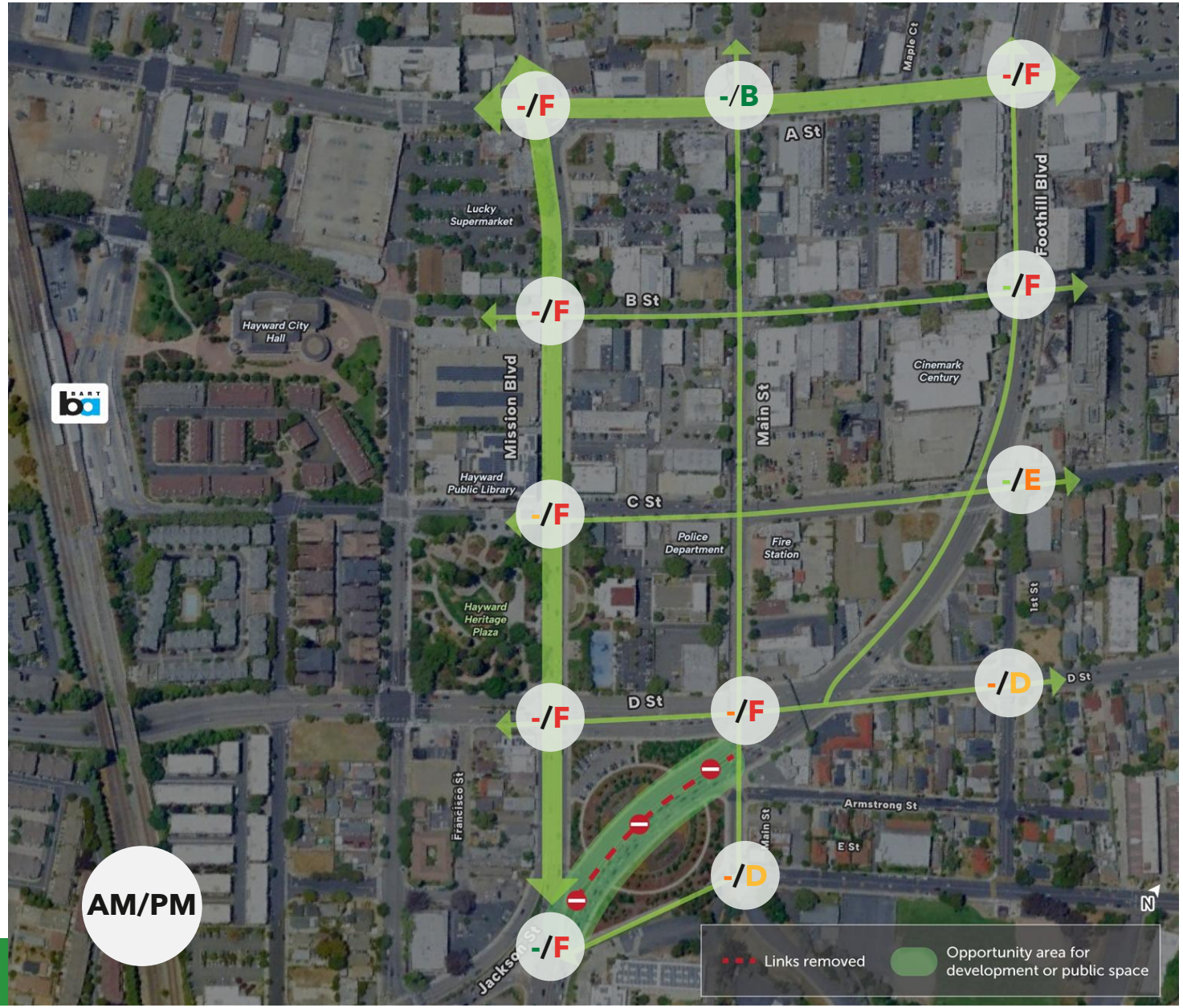
Option 2 Is Better Able to Handle the Current Traffic Volumes on the Loop



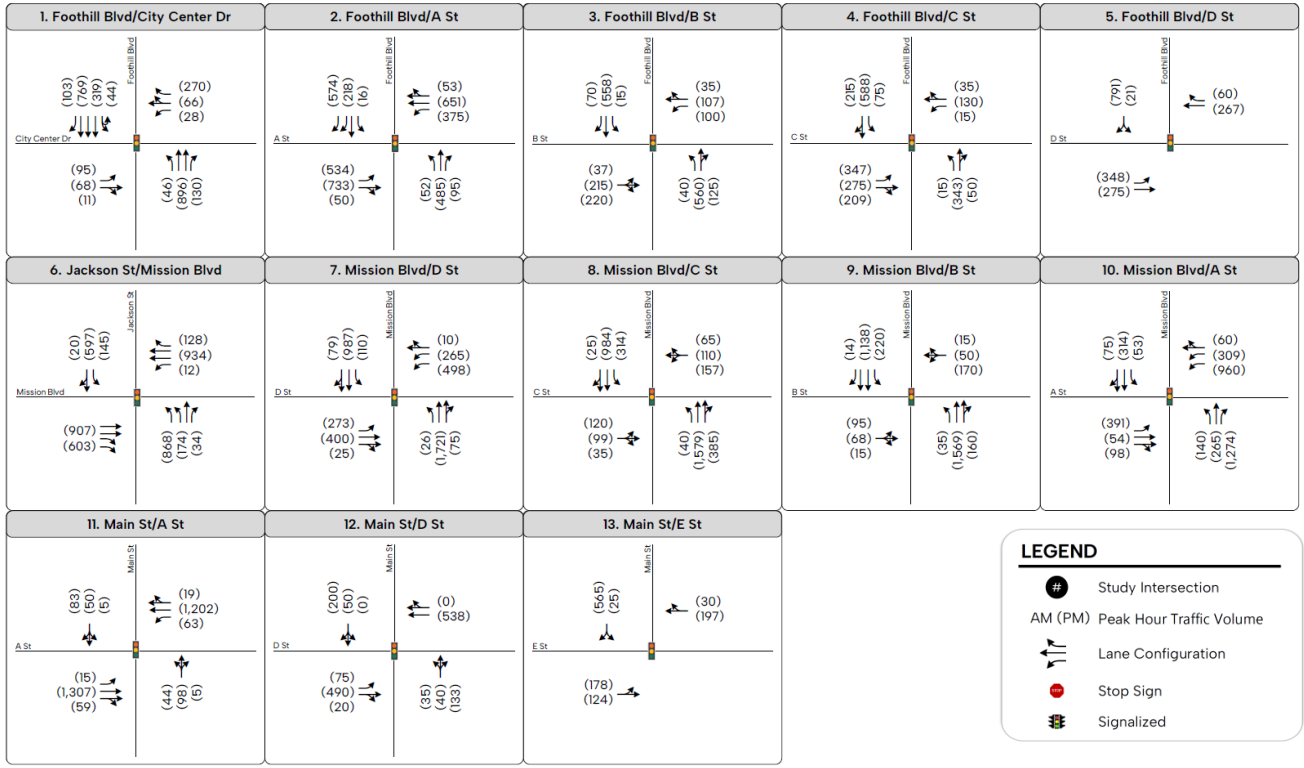
Note: Delay at new intersection at Main St and D St (added in Option 1) is not shown but is expected to experience nearly 600 seconds of delay.

Option 1: Downtown Grid (0% Reduction)

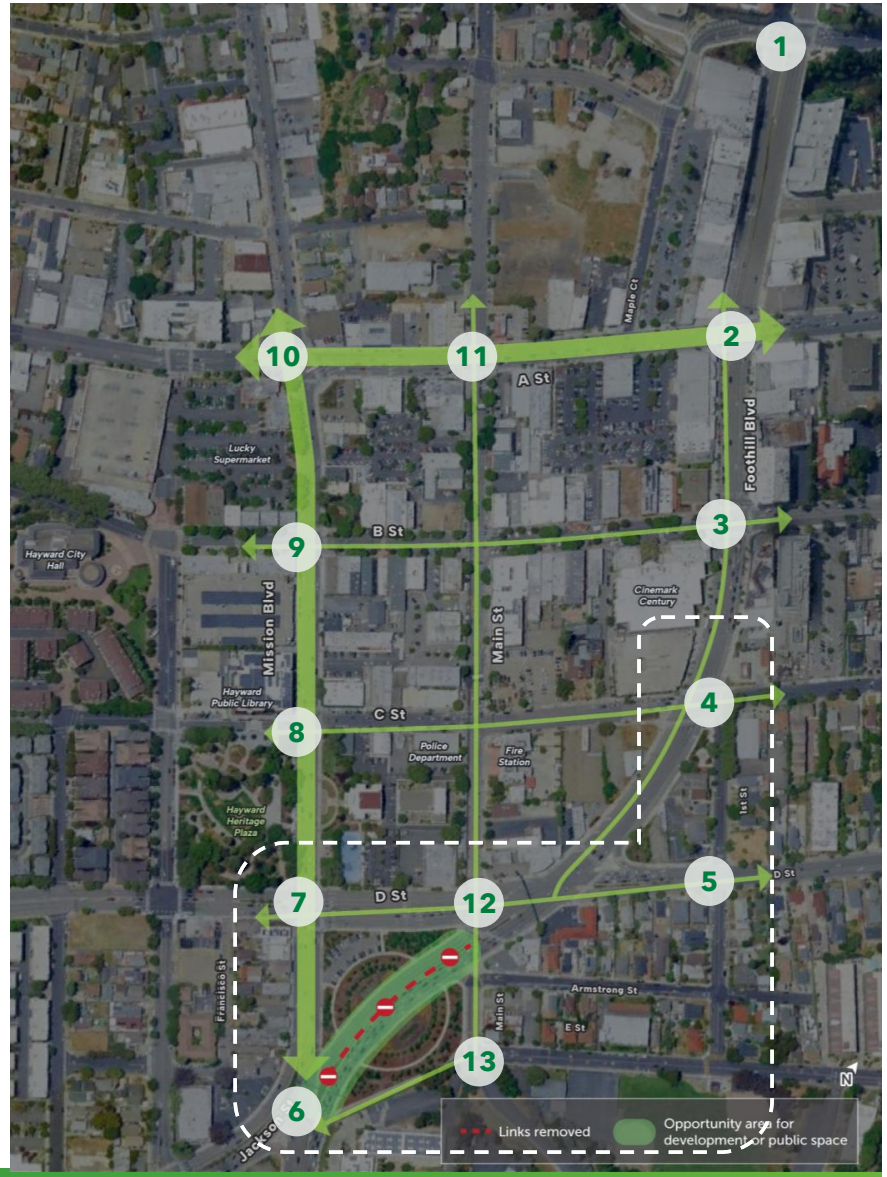
- Most intersections perform at LOS F in the PM peak hour
- Mission Blvd is especially challenged to carry the traffic with Foothill Blvd reduced to less capacity
- The new connection from Jackson St to E St attracts substantial traffic, creating significant delay at Main St and D St



Option 1: Downtown Grid (0% Reduction)



Intersection locations and geometries may change based on design sub-options

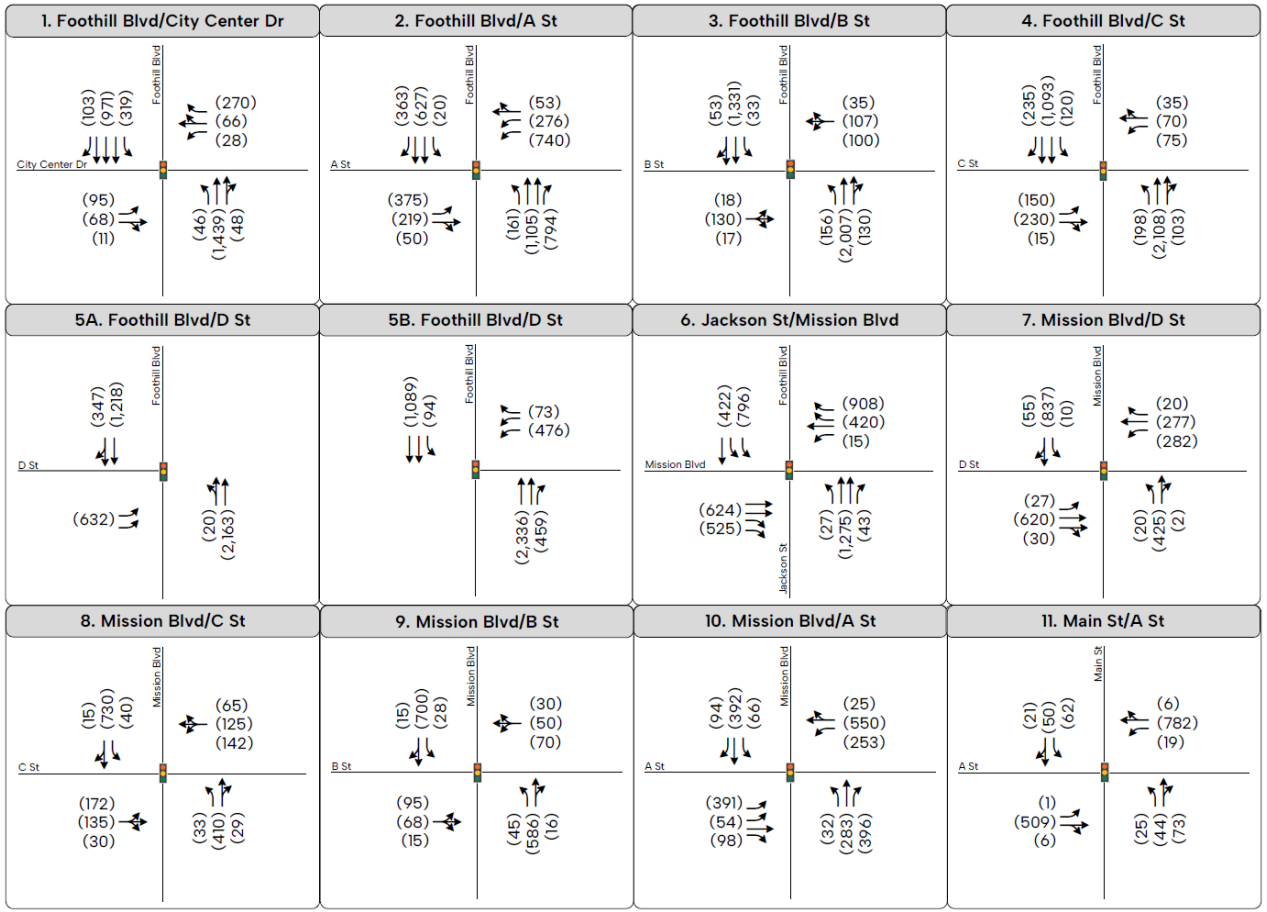


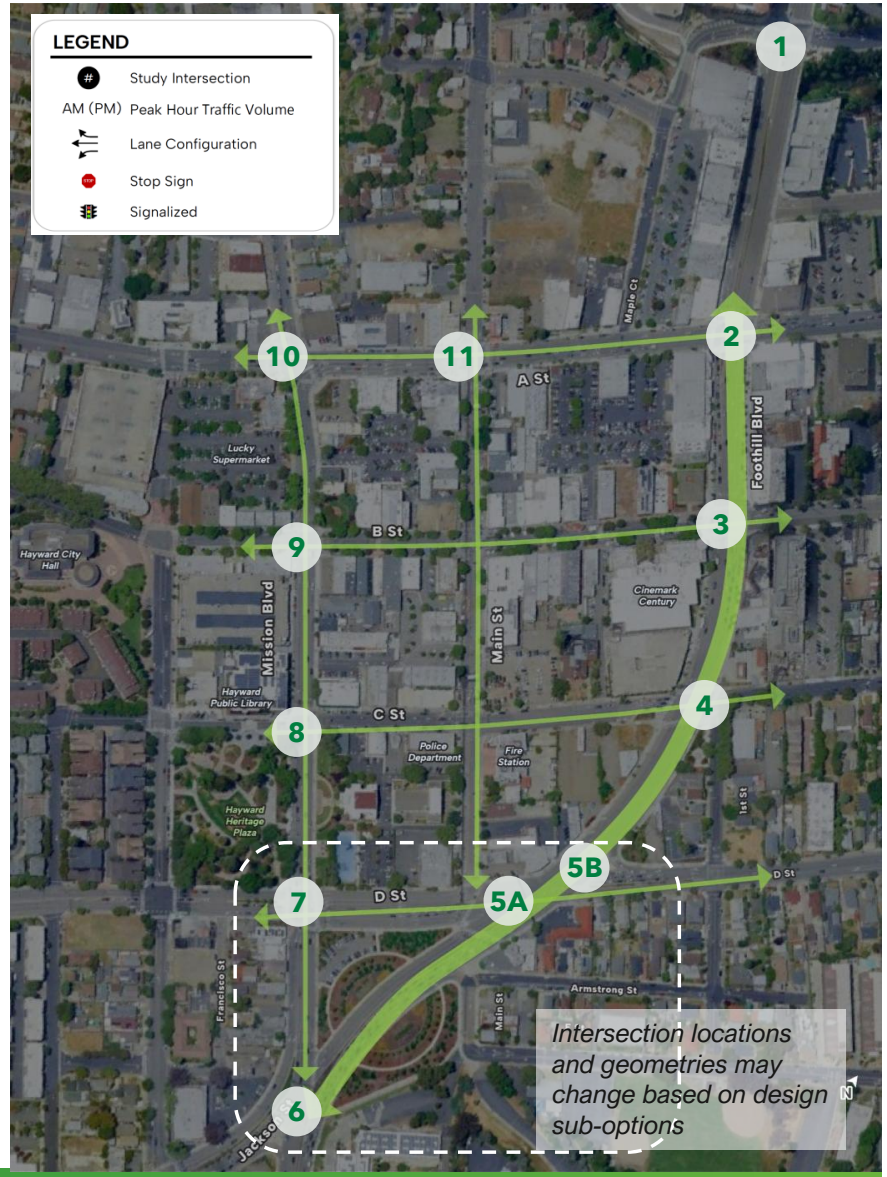
Option 2: Current Alignment (0% Reduction)

- Most intersections operate at an acceptable level of service (LOS D/E) in the PM peak hour.
- Foothill Blvd and B St operates at LOS F, but is just above the delay threshold for LOS F.
- Delay can be managed with signal design.



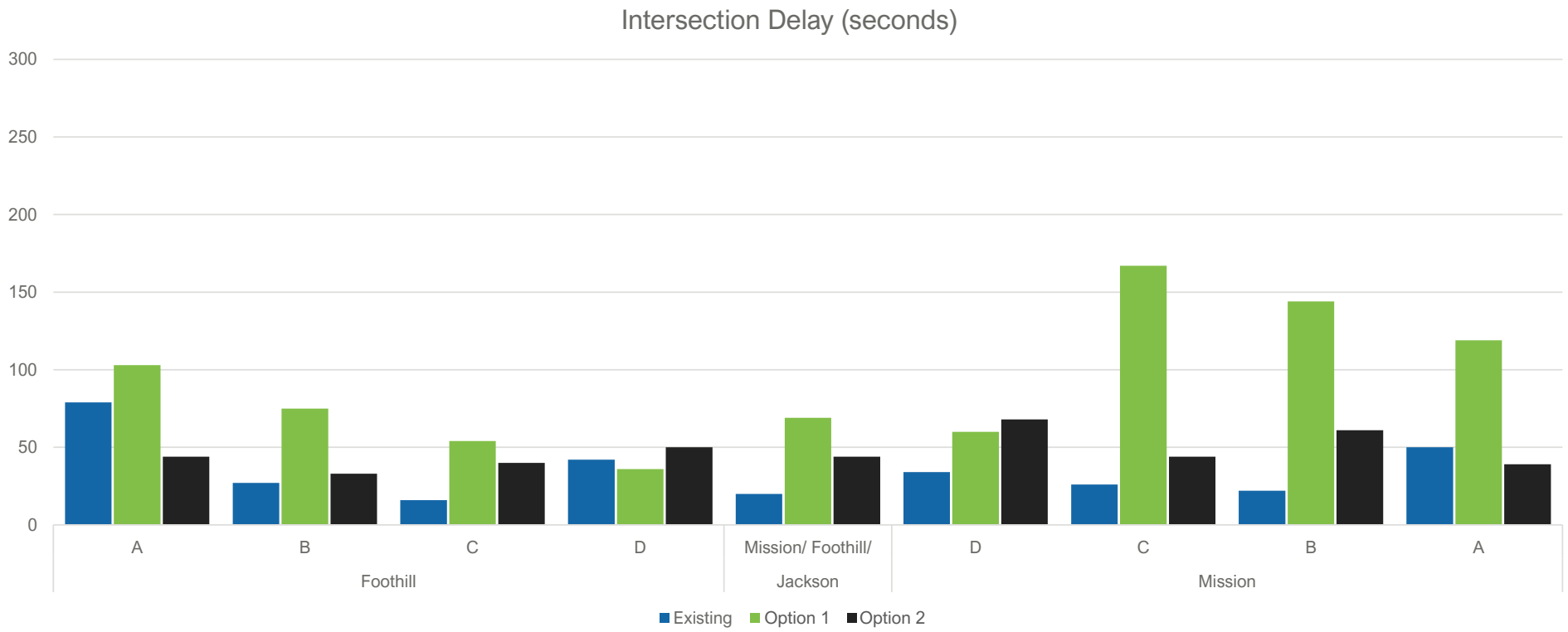
Option 2: Current Alignment (0% Reduction)





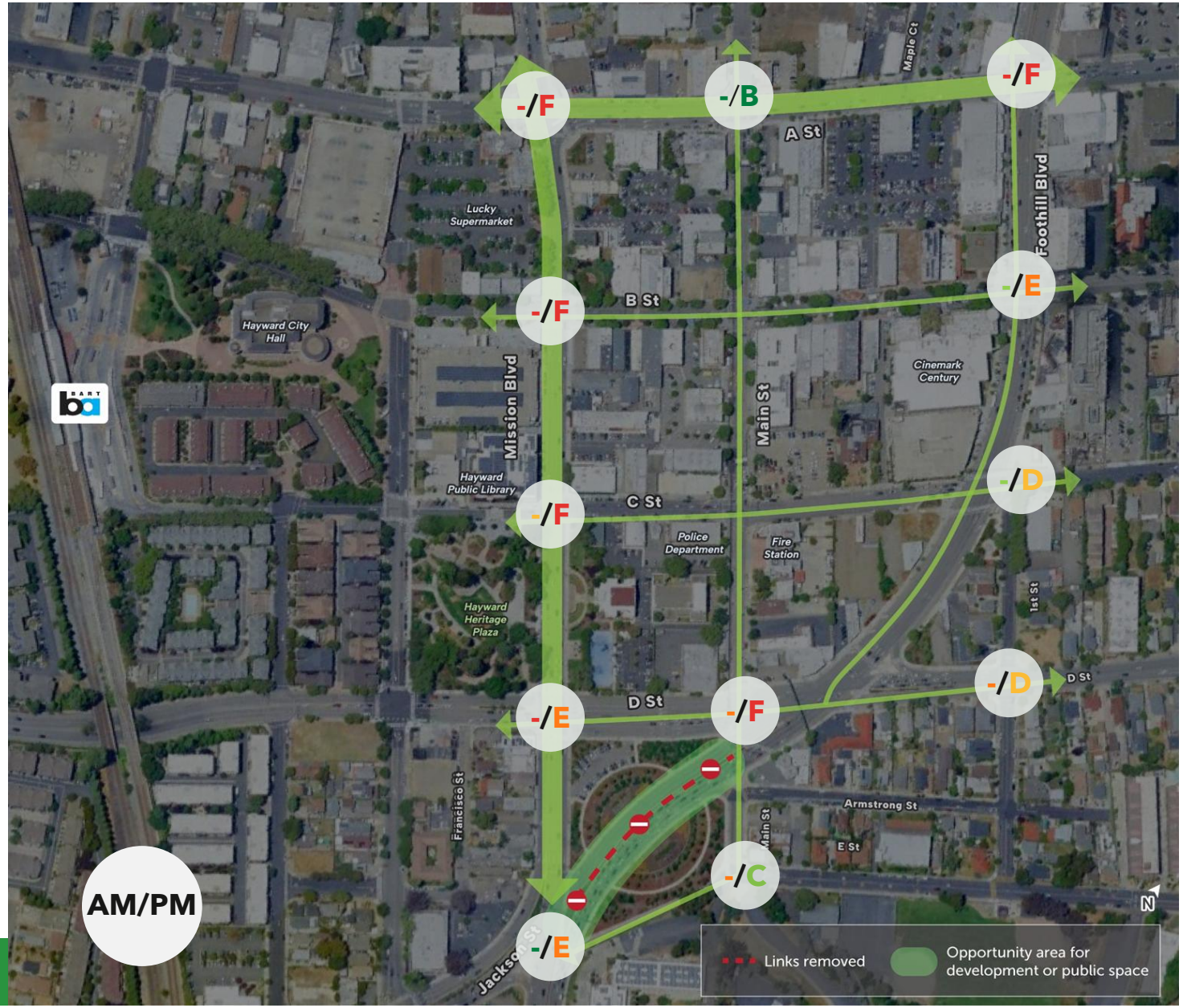
Operations Results with 20% Cut-through Traffic Reduction

Option 2 Continues to Show Significantly Less Delay Under the 20% Reduction Scenario

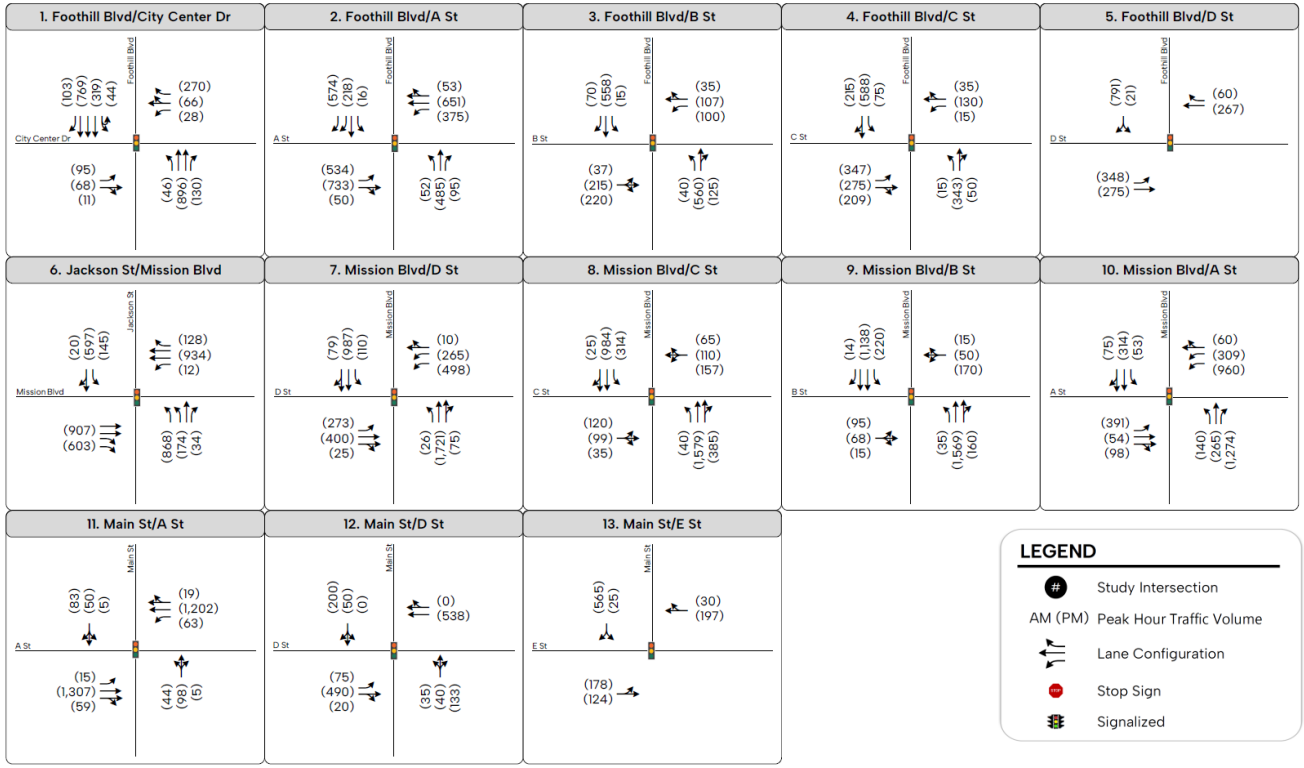


Option 1: Downtown Grid (20% Reduction)

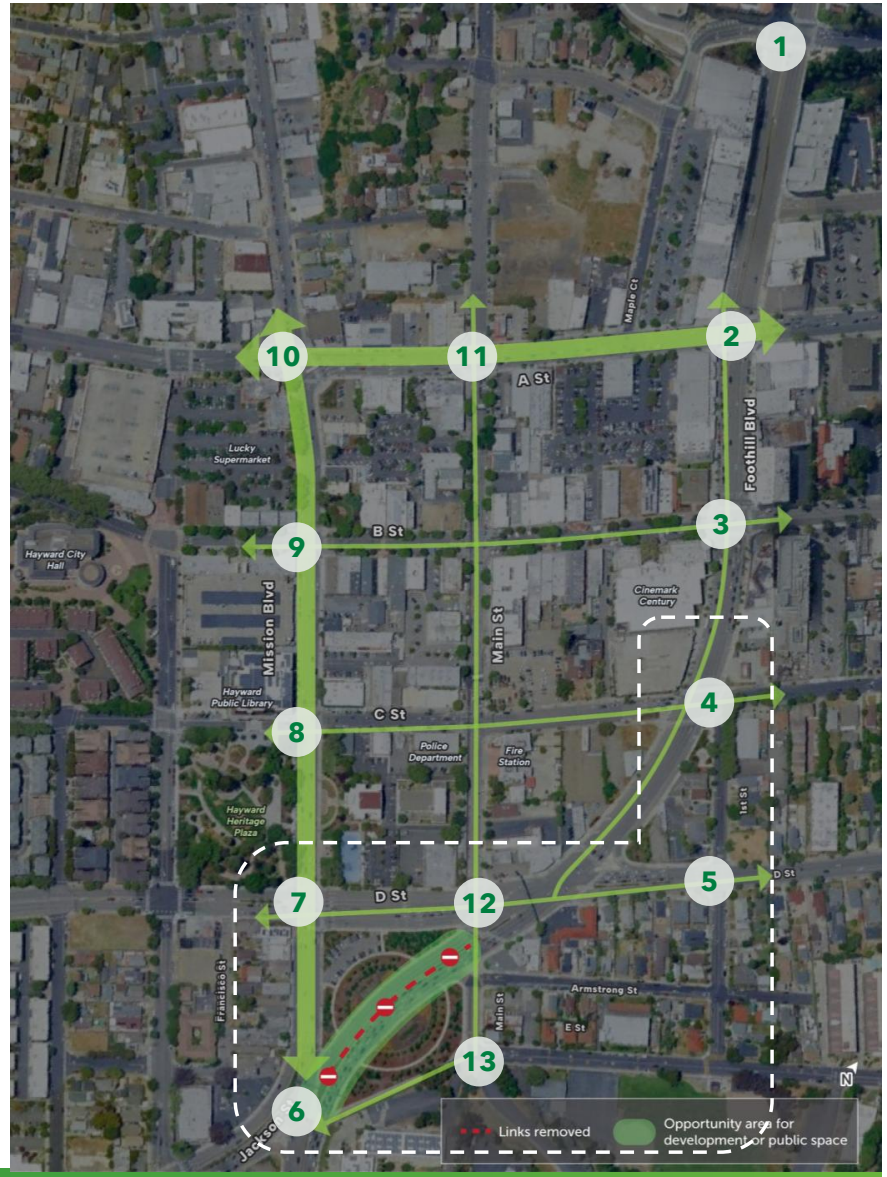
- Multiple intersections perform at LOS E/F; operations degrade due to additional phases.
- Mission Blvd continues to perform much worse than Foothill Blvd, even with travel balanced across the corridors.
- Main St and D St continues to show significant delay.



Option 1: Downtown Grid (20% Reduction)



Intersection locations and geometries may change based on design sub-options

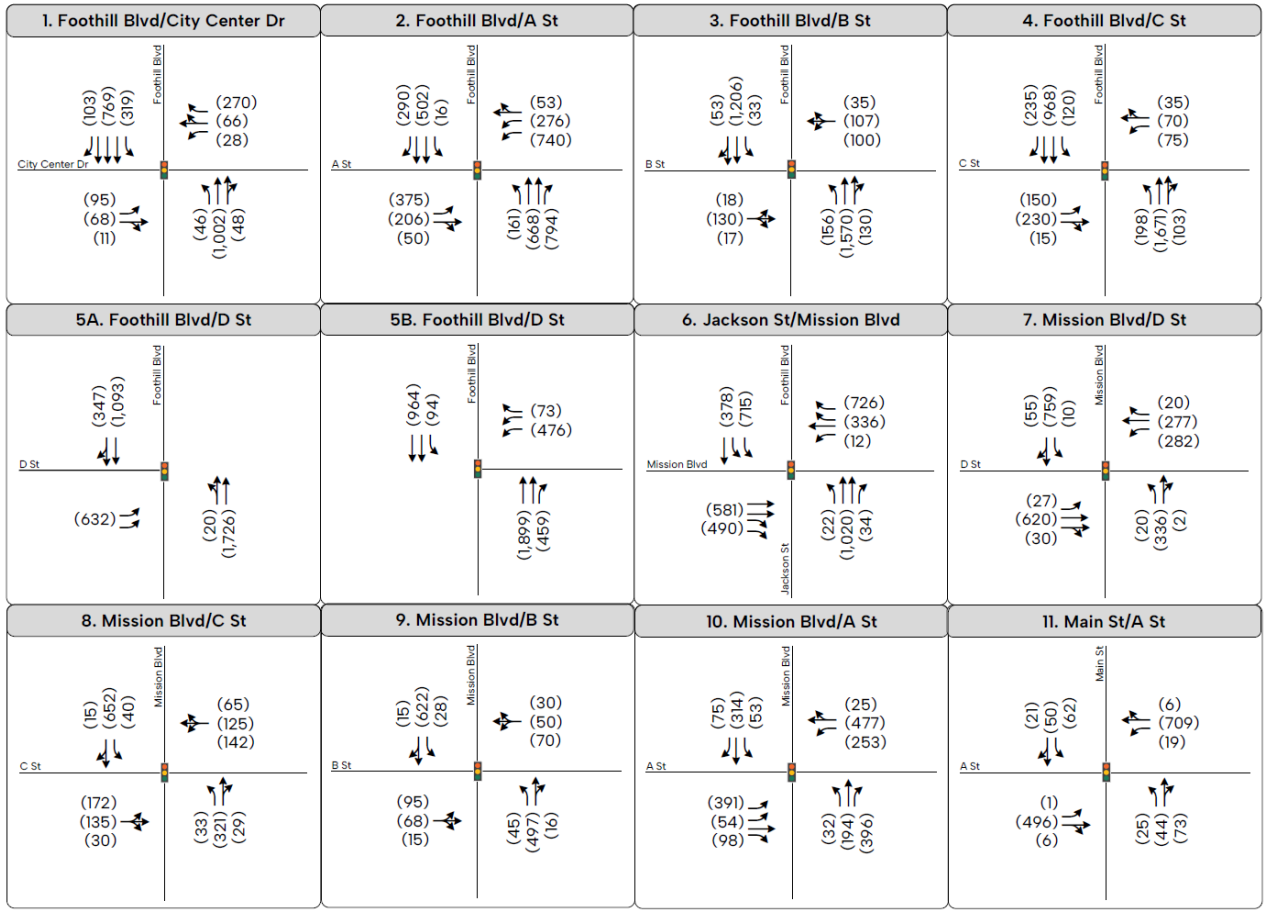


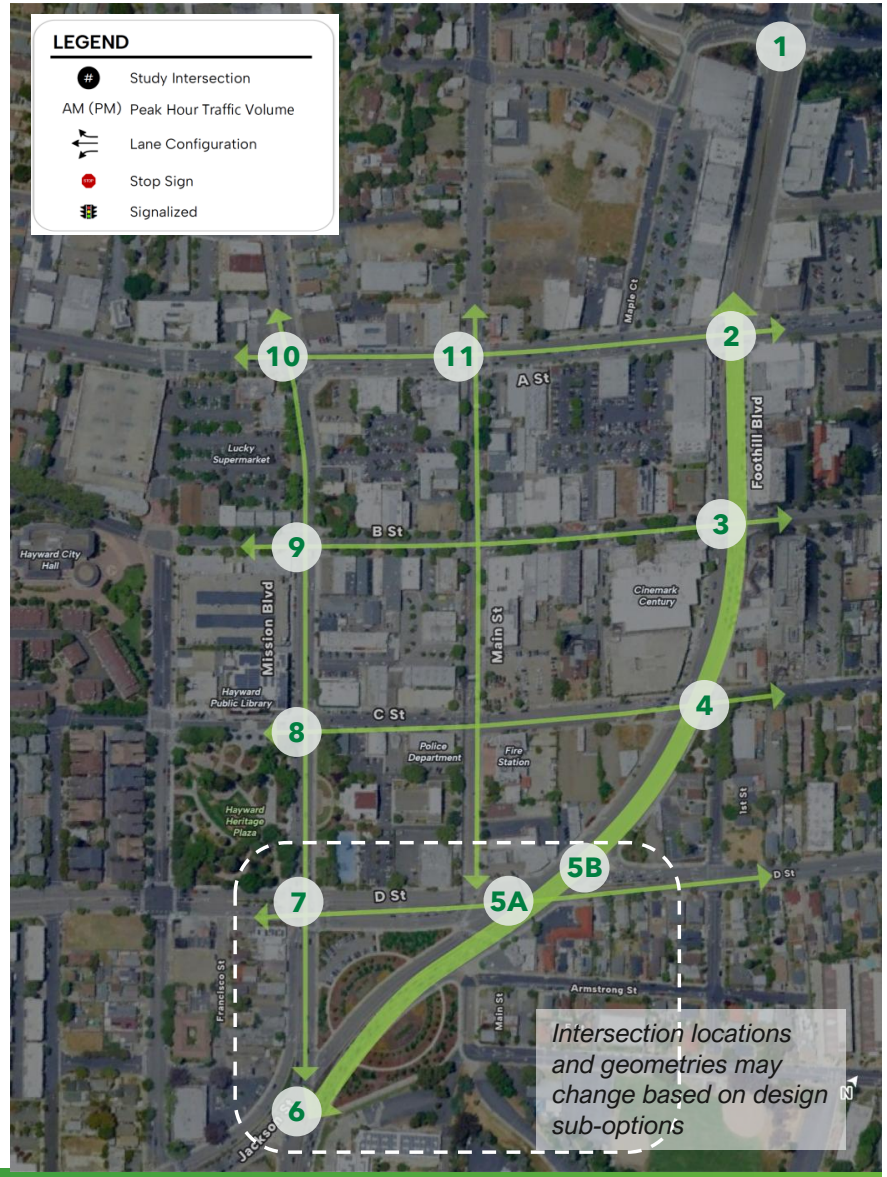
Option 2: Current Alignment (20% Reduction)

- All intersections perform at acceptable LOS (D/E) in the PM peak hour.
- Some intersections on Foothill Blvd perform at LOS C, consistent with existing conditions.



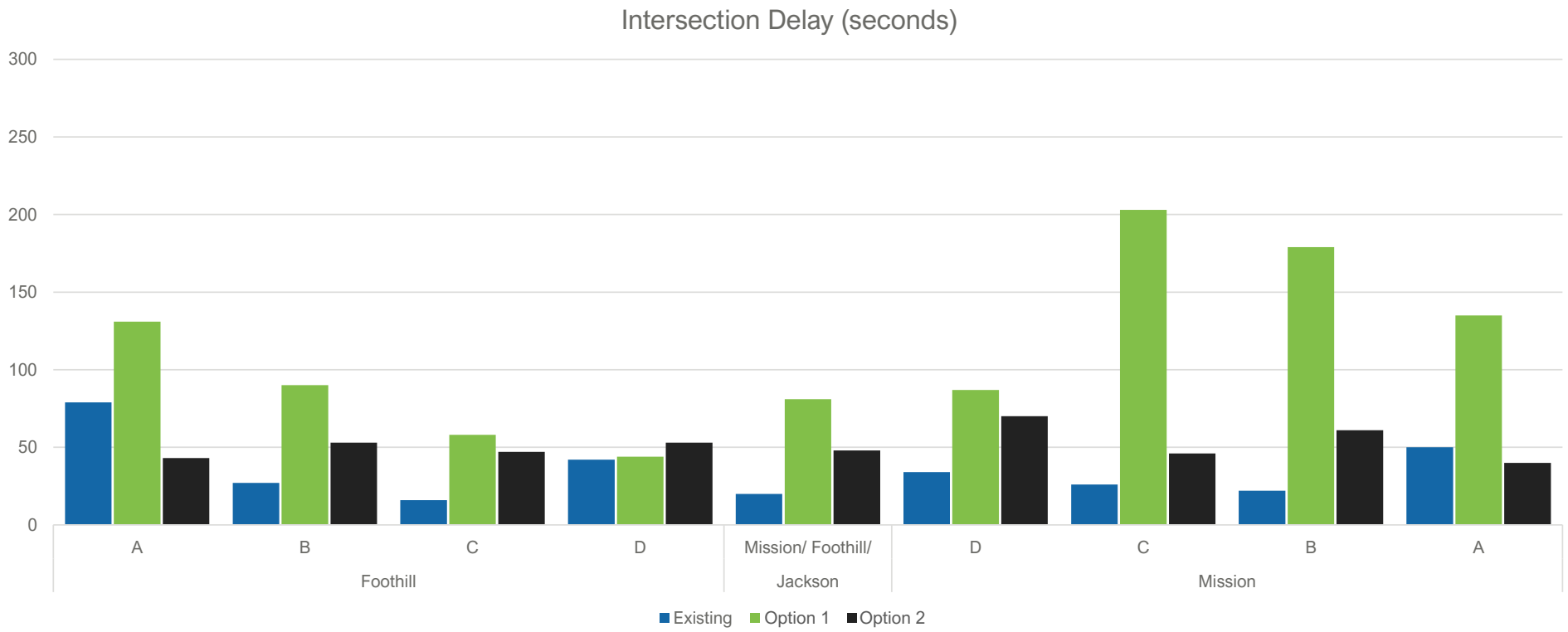
Option 2: Current Alignment (20% Reduction)





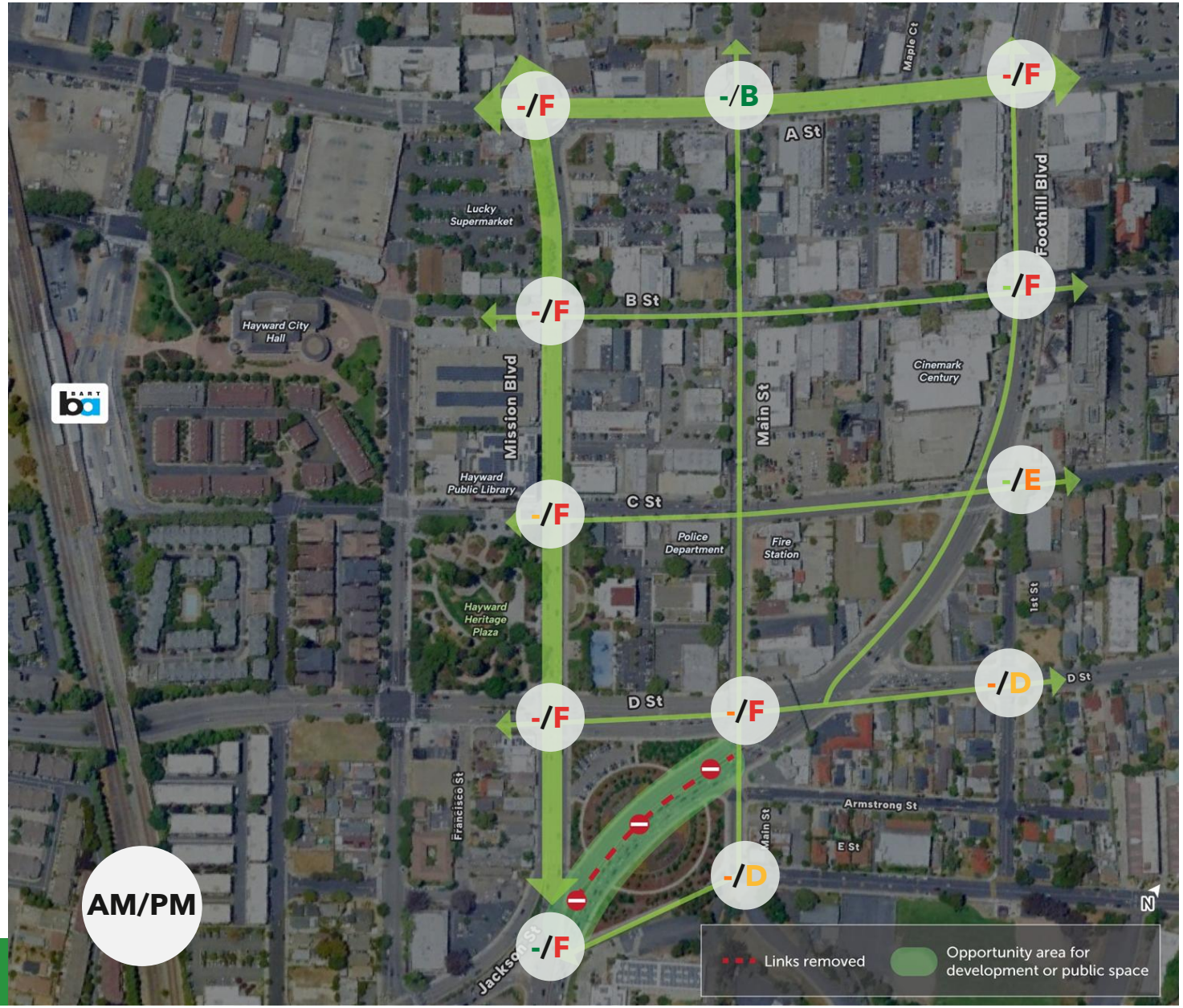
Operations Results with 10% Cut-through Traffic Reduction

Option 2 Continues to Show Significantly Less Delay Under the 10% Reduction Scenario

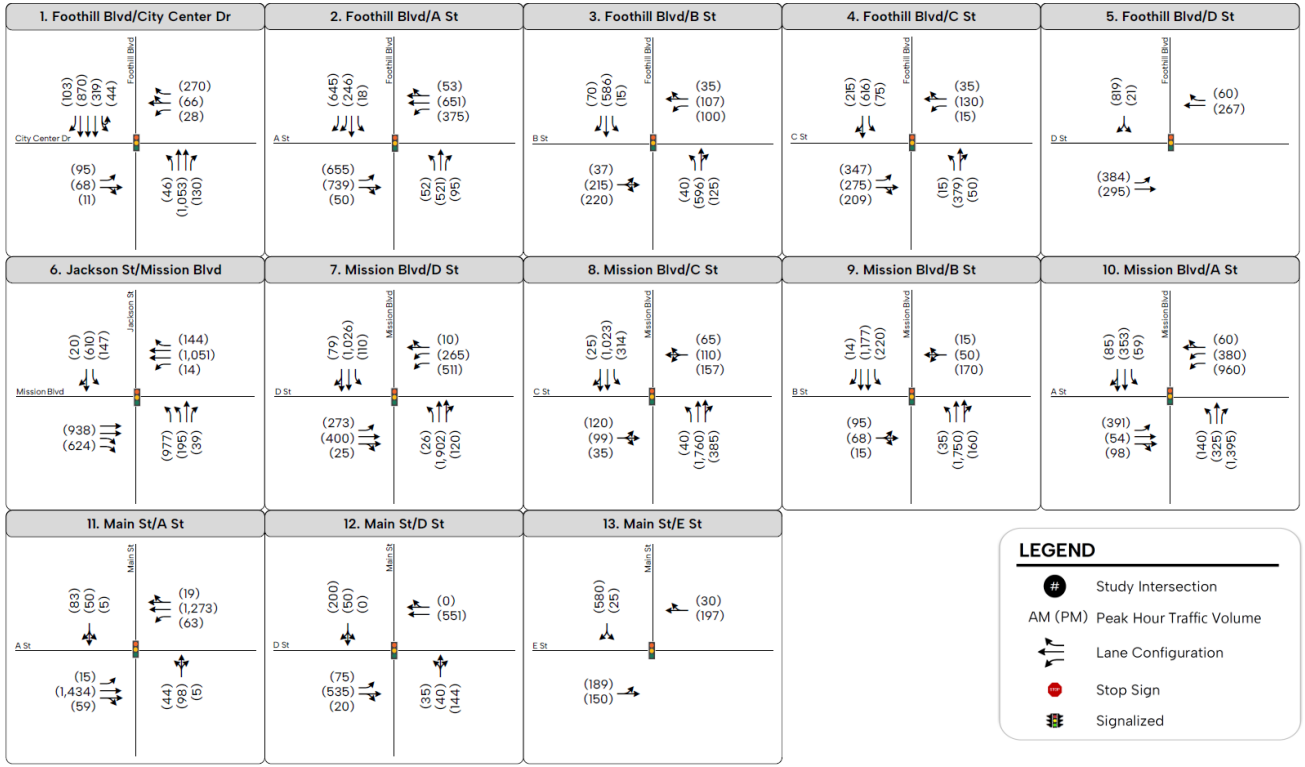


Option 1: Downtown Grid (10% Reduction)

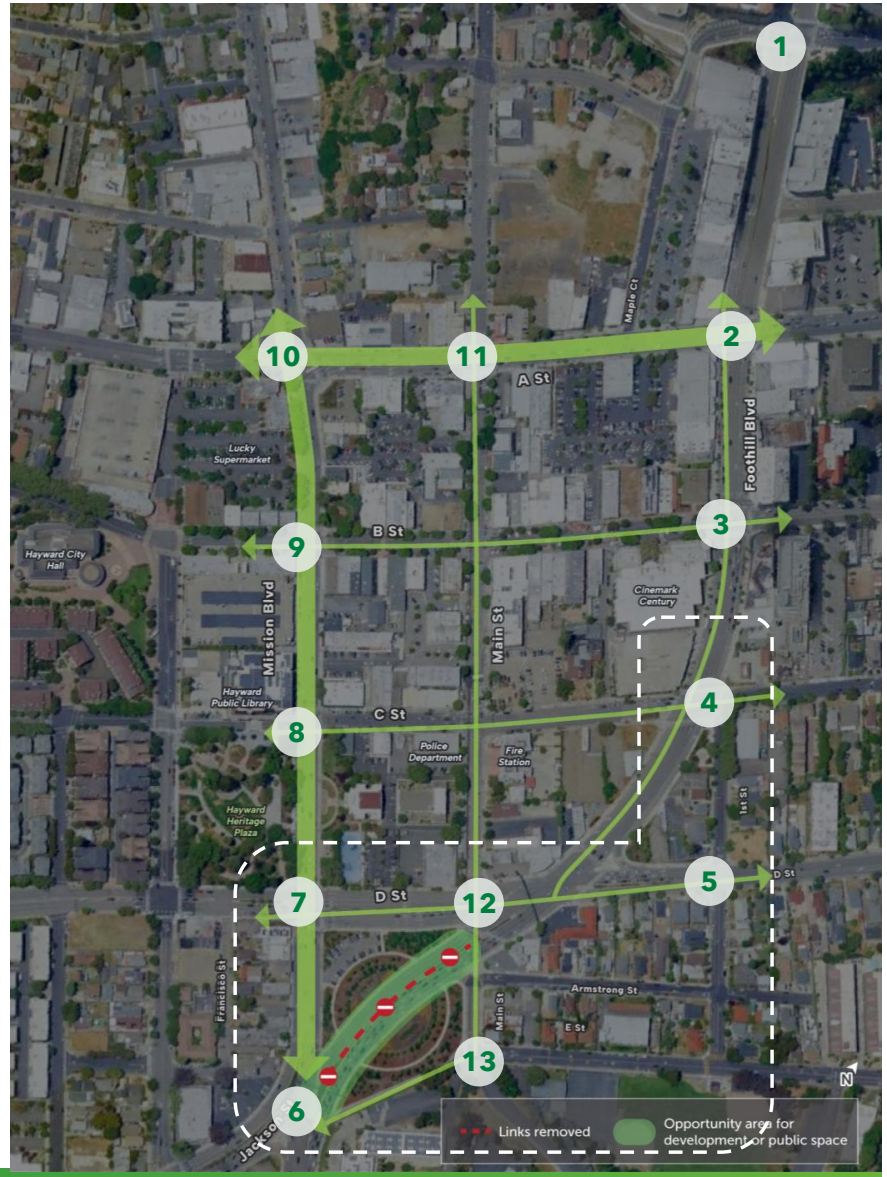
- No difference from 20% reduction



Option 1: Downtown Grid (10% Reduction)



Intersection locations and geometries may change based on design sub-options

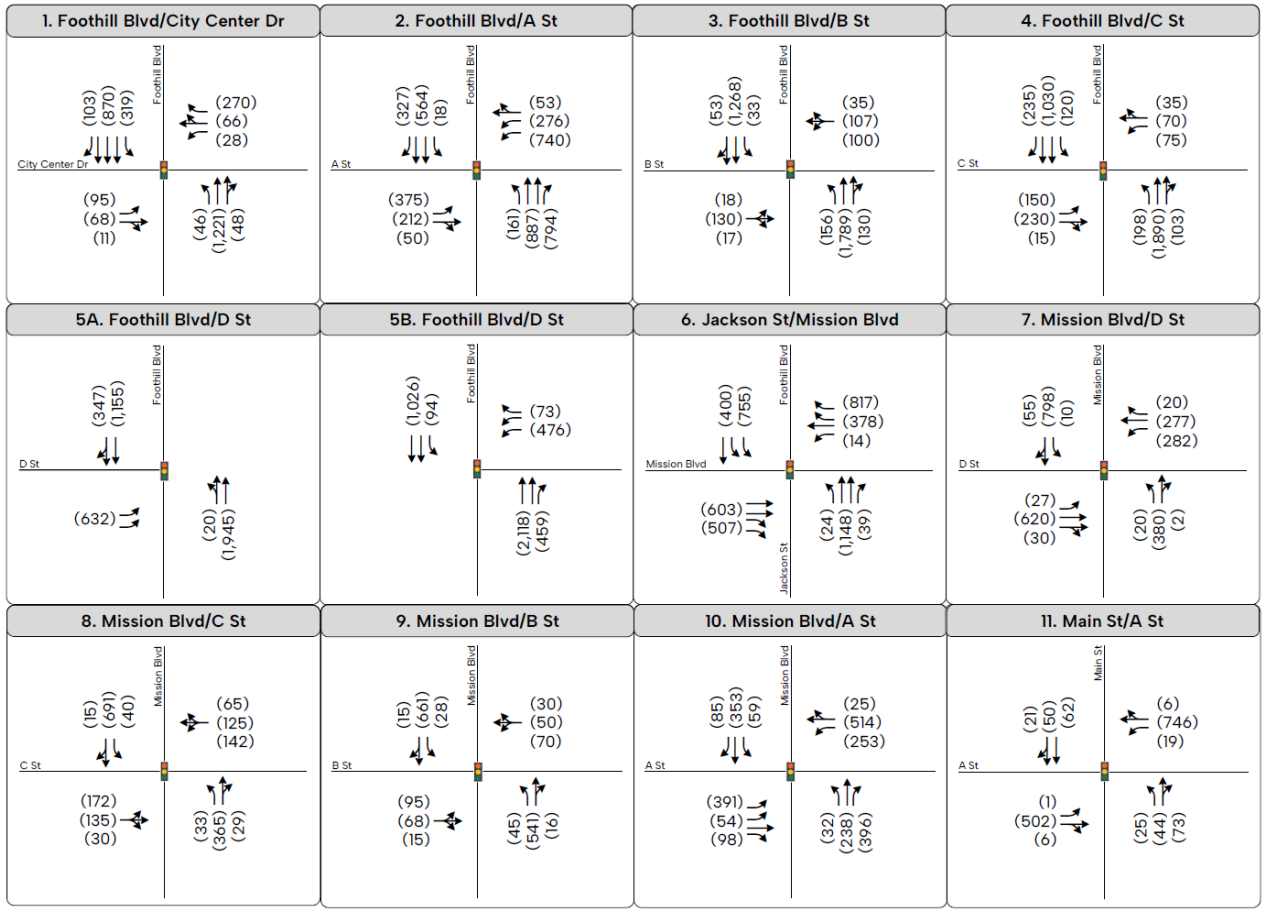


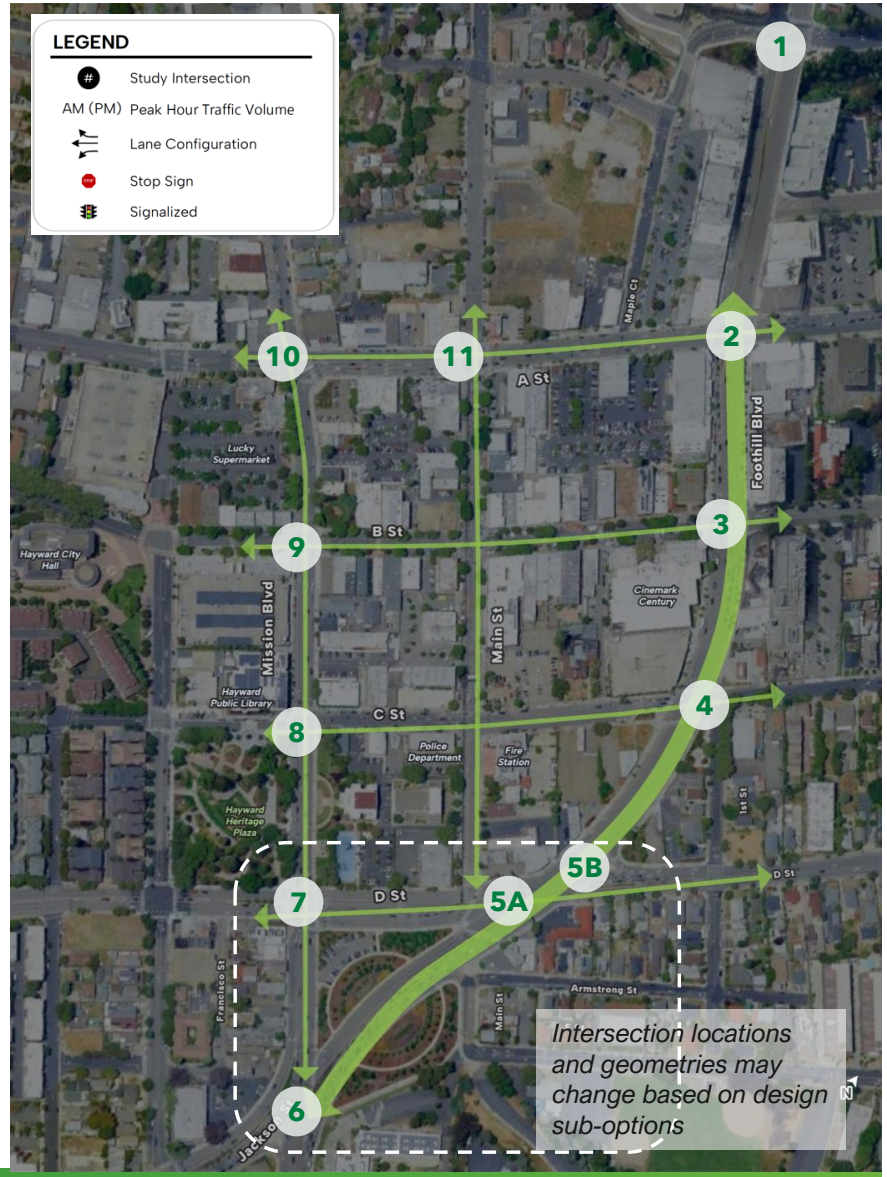
Option 2: Current Alignment (10% Reduction)

- No difference from 20% reduction



Option 2: Current Alignment (10% Reduction)





What is the risk of traffic diversion with Safe Streets Downtown?

Diversion Risk Process

Process

- AlaCC Travel Demand model used to evaluate potential diversion risk
- Scenario based on today
- Each option coded as defined
- Does not include potential changes to B St and C St, except for making them 2-way

Model Limitations

- Does not consider intersection operations
- Identifies general travel pattern changes, but is less accurate at estimating volume changes on specific streets

Option 1

- Potential diversion risk of up to 1,200 vehicles (NB peak)
- Most uses new grid connection from Jackson to E St
- Large increase in traffic expected on 2nd St (or nearby streets)
- Diversion risk is high due to poor intersection performance of the loop



Option 2

- Potential diversion risk of up to 1,200 vehicles (NB peak)
- 2/3 on streets west of the Loop (mostly Grand Ave)
- 1/3 on 2nd St (east)
- Significant need for complete streets on 2nd and Grand – Option 3 can handle today's traffic



Safe Streets Downtown

Conceptual Options

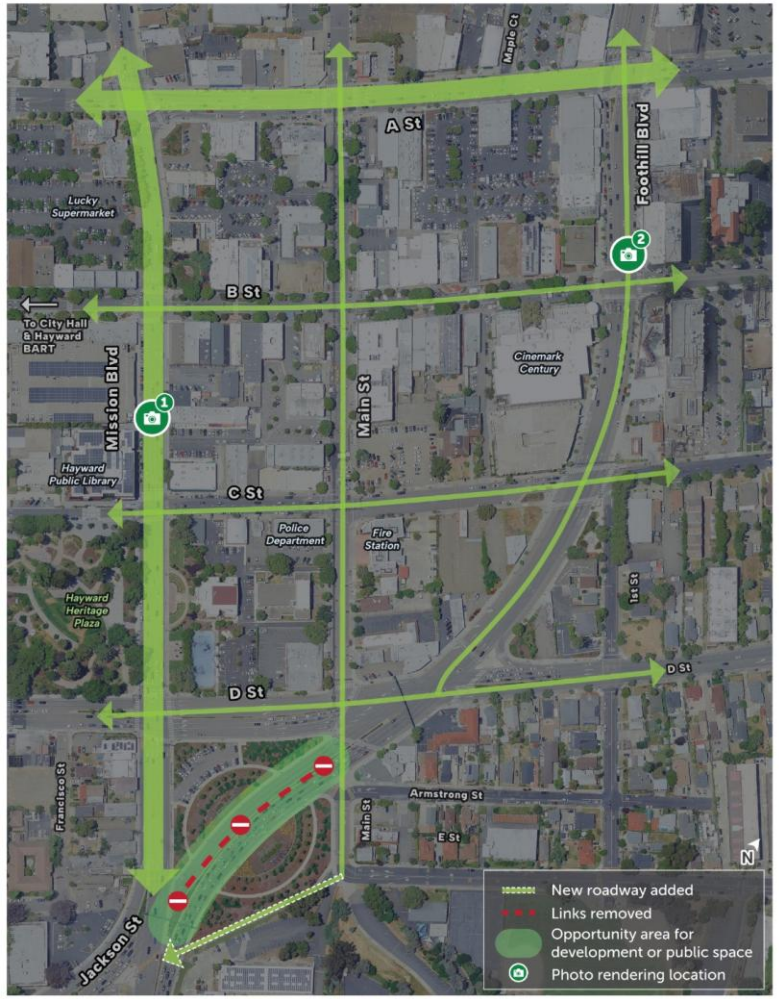
June 2nd, 2026

Council Meeting

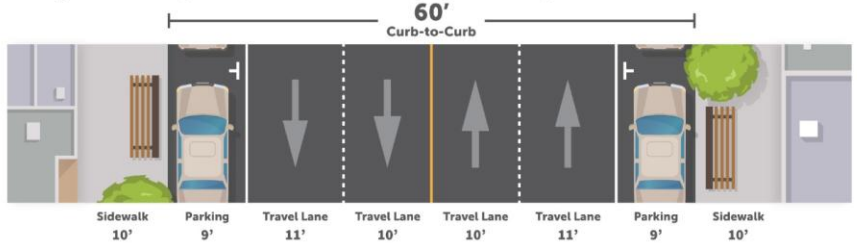
Attachment V

Safe Streets Downtown – Option 1 (Grid)

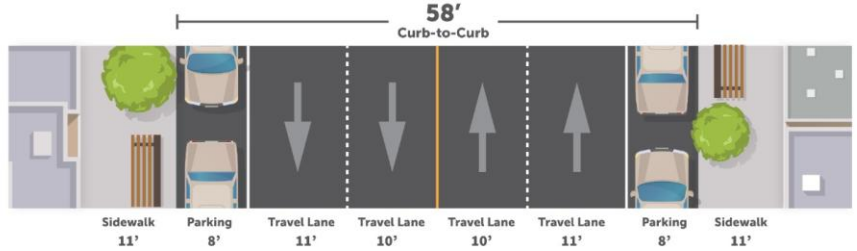
Proposed Circulation (Option 1)



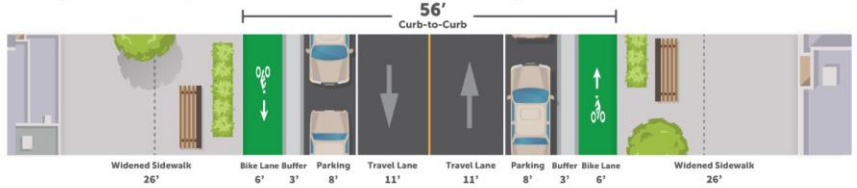
Proposed Layout of A Street (Option 1)

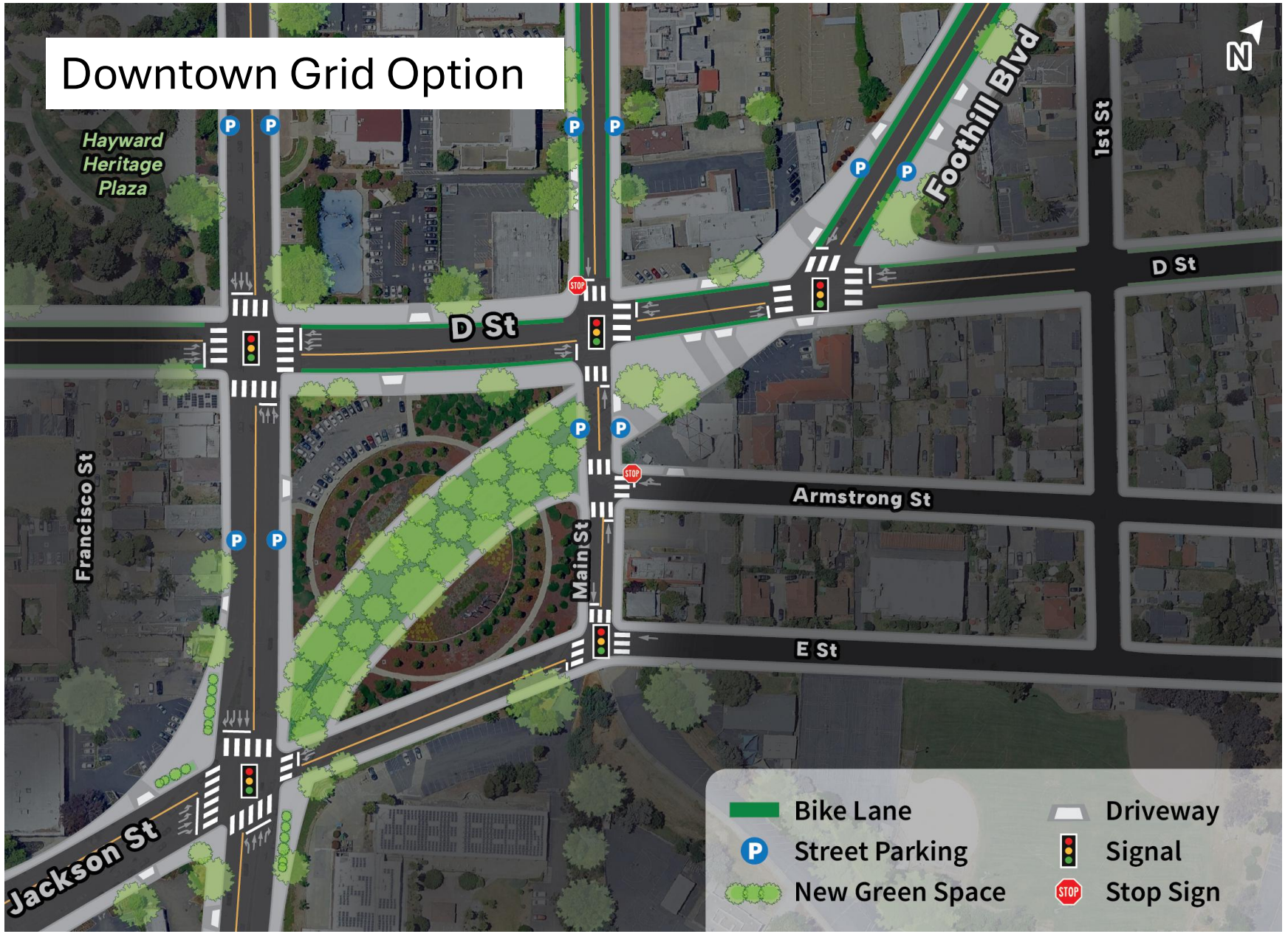


Proposed Layout of Mission Blvd (Option 1)



Proposed Layout of Foothill Blvd (Option 1)




Downtown Grid Option
Hayward Heritage Plaza
Foothill Blvd
1st St
D St
D St
Francisco St
Armstrong St
Main St
E St
Jackson St
N
Bike Lane
Street Parking
New Green Space
Driveway
Signal
Stop Sign



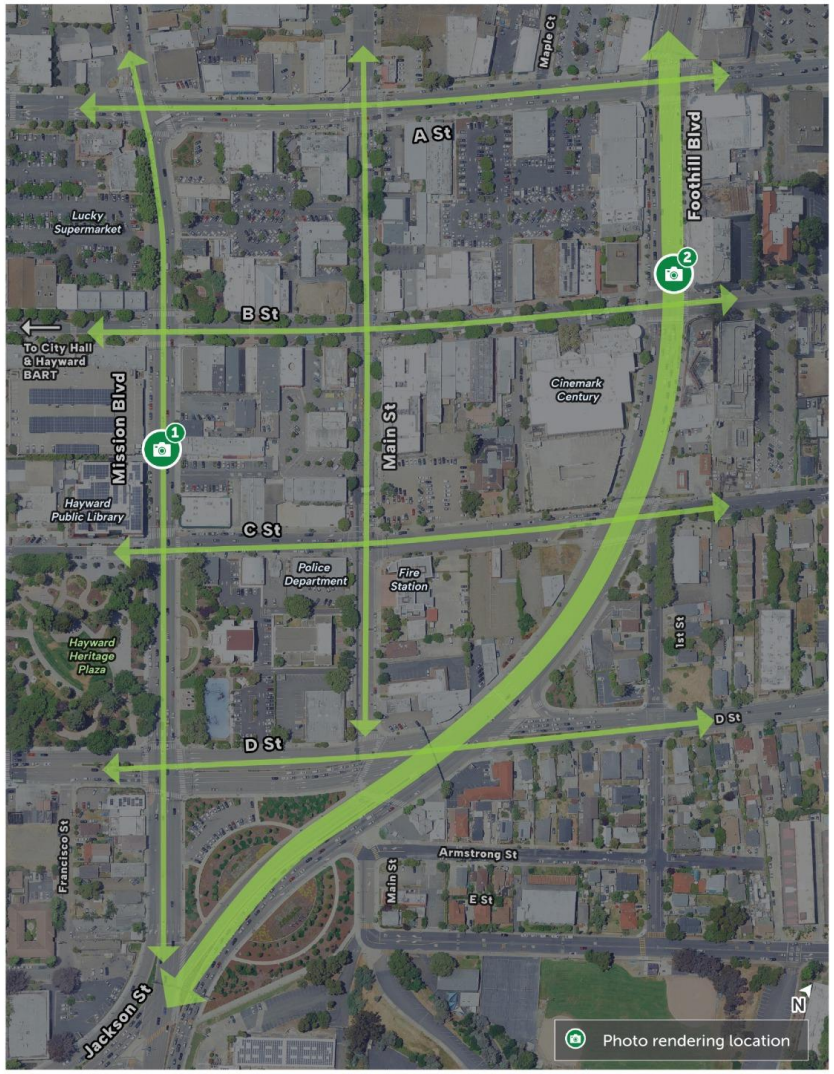
Mission Boulevard: Option 1



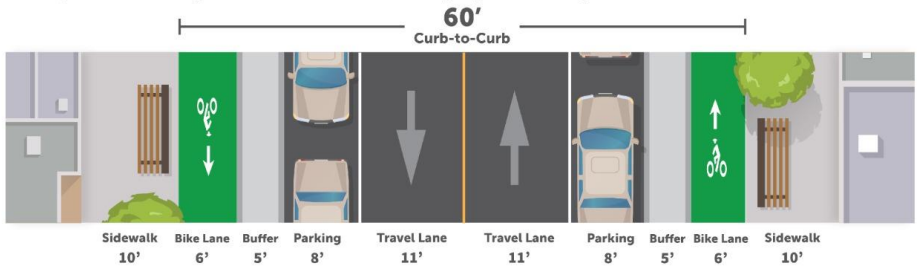
Foothill Boulevard: Option 1

Safe Streets Downtown – Option 2 (Civic Ave)

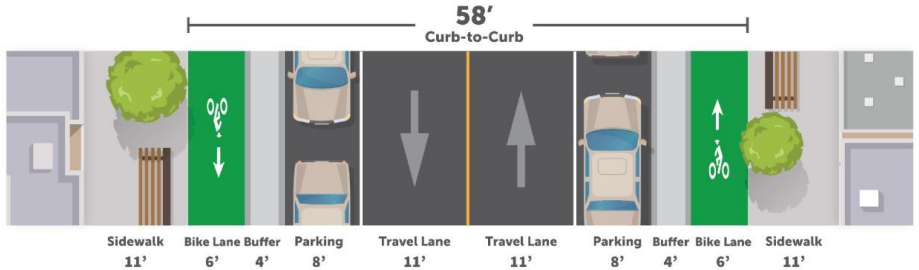
Proposed Circulation (Option 2)



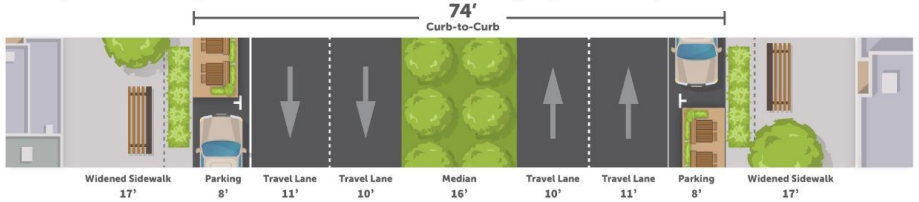
Proposed Layout of A Street (Option 2)



Proposed Layout of Mission Blvd (Option 2)



Proposed Layout of Foothill Blvd (Option 2)




Civic Ave. Option with D Street Split
Hayward Heritage Plaza
Foothill Blvd
1st St
D St
D St
Armstrong St
Main St
Francisco St
E St
Jackson St
N
Bike Lane
Street Parking
New Green Space
Driveway
Signal
Stop Sign


Civic Ave. Option with D Street Continuous
Hayward Heritage Plaza
Foothill Blvd
1st St
D St
D St
Armstrong St
Main St
Francisco St
E St
Jackson St
N
Bike Lane
Street Parking
New Green Space
Driveway
Signal
Stop Sign



Mission Boulevard: Option 2

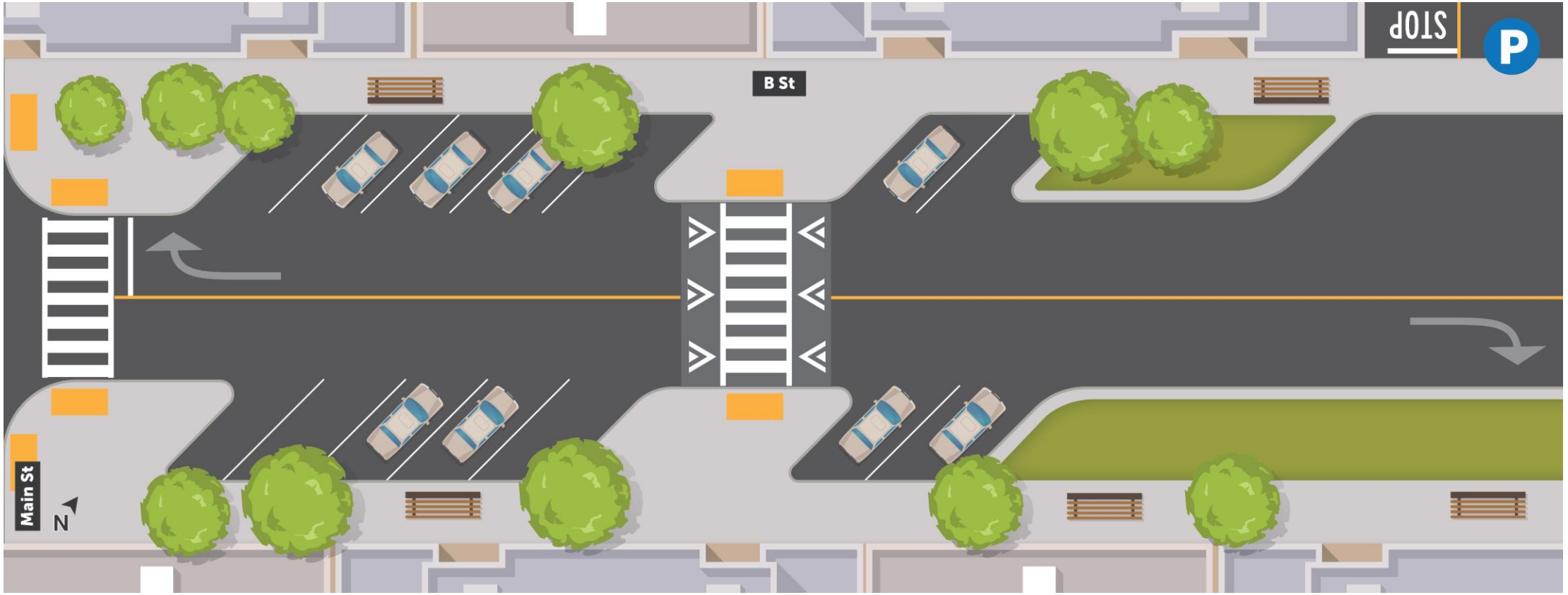


Foothill Boulevard: Option 2

B Street Options – One Way



B Street Options – Two way



B Street Options – Pedestrian Plaza

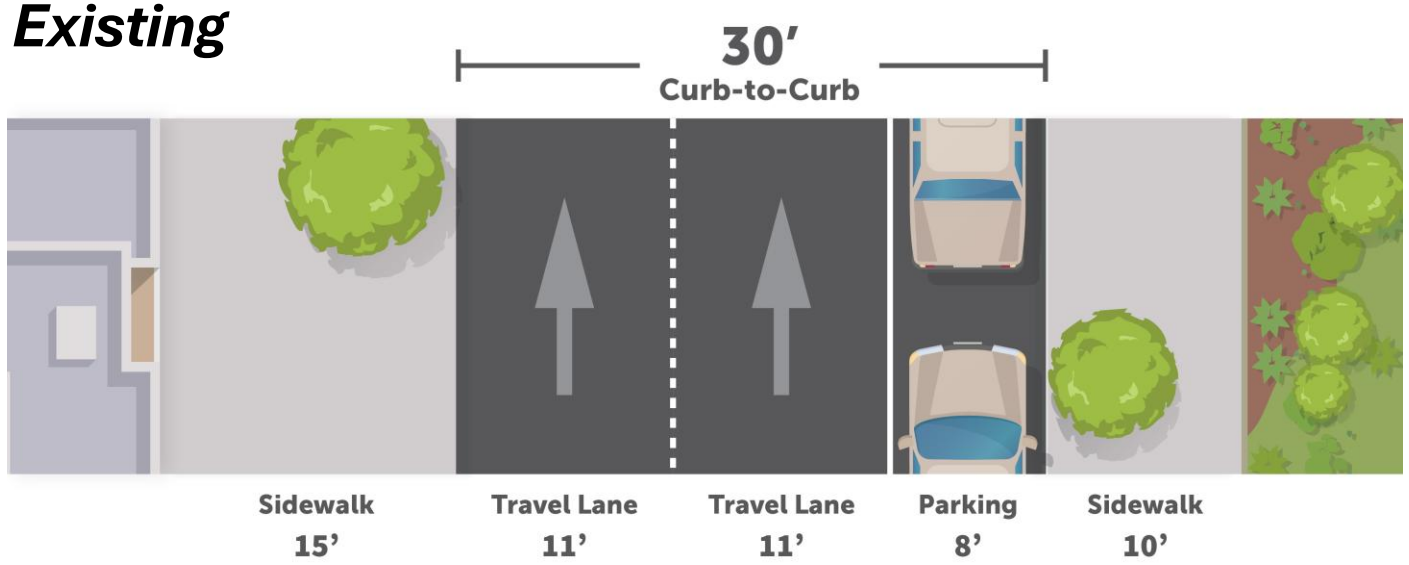


C Street Options – Watkins to Mission

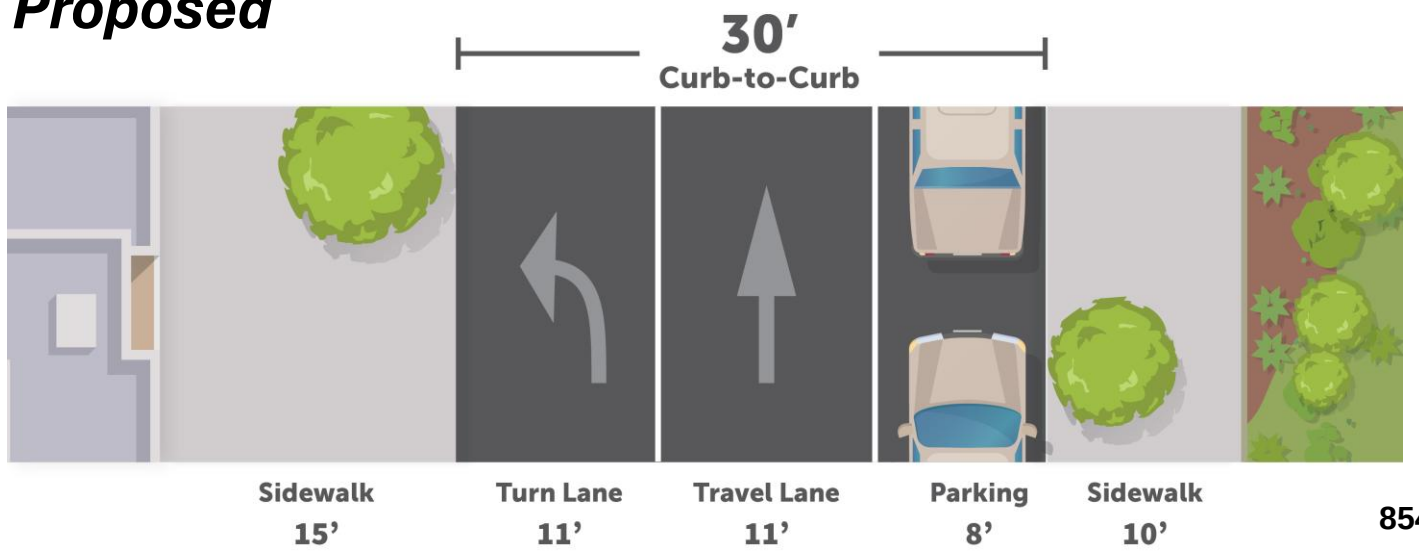
- Assumes 2 to 1 road diet EB Watkins to Mission

C Street – Watkins to Mission

Existing



Proposed

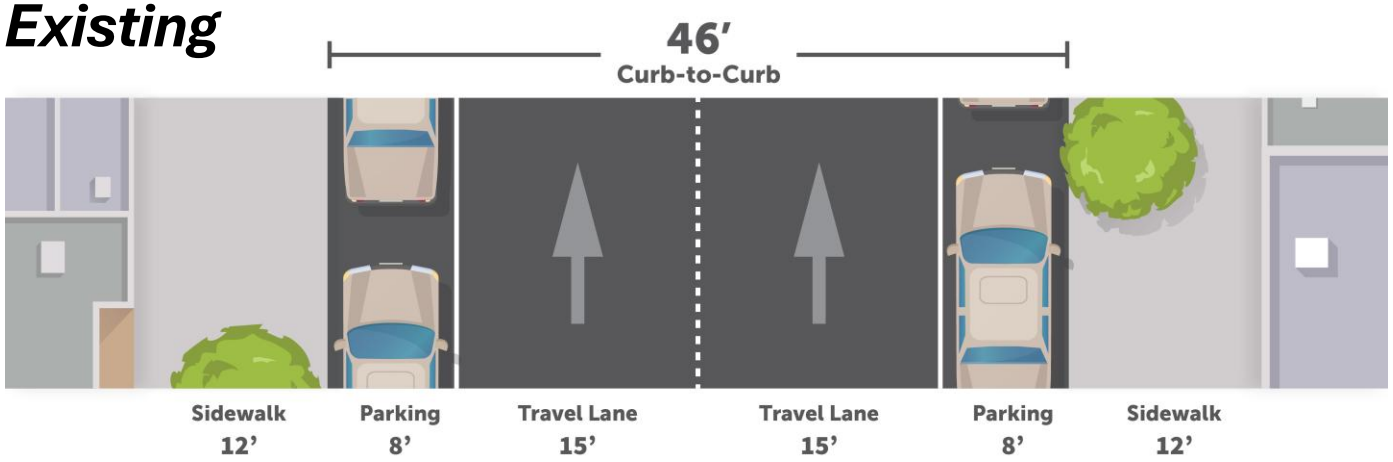


C Street Options – Mission to Foothill

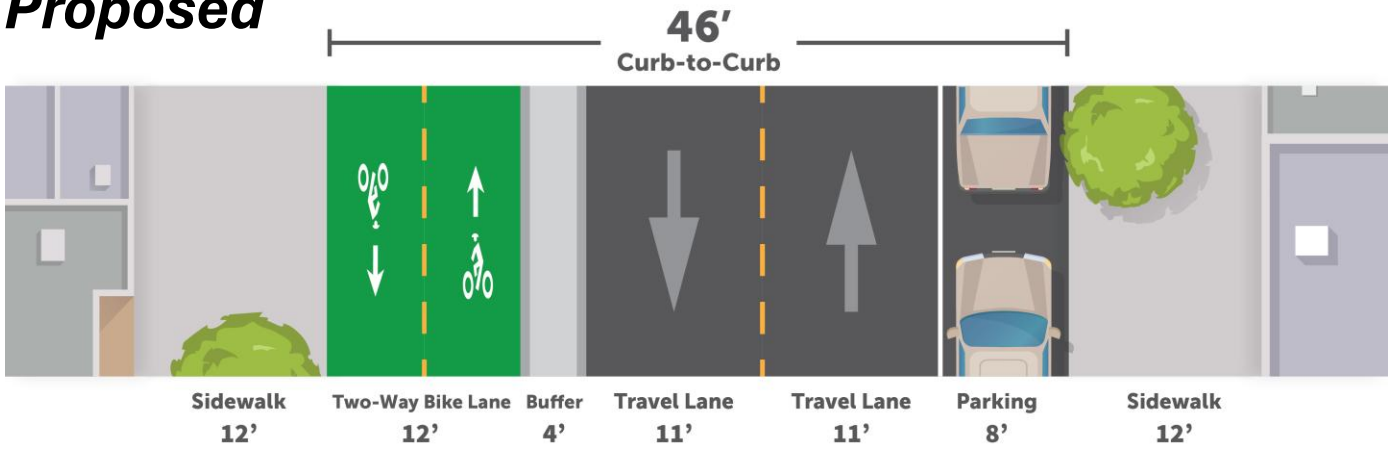
- Two-way bike lane on north side of street

C Street – Mission to Foothill

Existing



Proposed



File #: PH 26-024

DATE: June 2, 2026

TO: Mayor and City Council
Redevelopment Successor Agency Board of Directors
Housing Authority Board of Directors

FROM: Director of Finance

SUBJECT

Fiscal Year (FY) 2026-27 Operating Budget and Capital Improvement Program Public Hearing and Adoption: Public Hearing for the Proposed FY 2026-27 Operating Budgets for the City of Hayward, Hayward Redevelopment Successor Agency, and Hayward Housing Authority; Adoption of Resolutions Approving (1) the FY 2026-27 Operating Budgets and Appropriations for FY 2026-27 and Authorizing Actions for the FY 2025-26 Operating Budget; (2) the FY 2027-36 Capital Improvement Program and Appropriations for FY 2026-27; (3) the Hayward Redevelopment Successor Agency Budget for FY 2026-27; and (4) the Hayward Housing Authority Budget for FY 2026-27

RECOMMENDATION

That the City Council considers the Proposed FY 2026-27 Operating Budgets of the City, Capital Improvement Program (CIP), Redevelopment Successor Agency, and Housing Authority; conducts a Public Hearing on each; and adopts resolutions approving:

(1) The FY 2026-27 Operating Budgets and appropriations for FY 2026-27 and actions for FY 2025-26 Operating Budget;
(2) The FY 2027-36 Capital Improvement Program appropriations for FY 2026-27;
(3) The Hayward Redevelopment Successor Agency Budget; and
(4) The Hayward Housing Authority Budget.

SUMMARY

This item is a public hearing for the adoption of the Proposed FY 2026-27 Operating Budgets and FY 2027-36 CIP appropriations for FY 2026-27 as well as actions associated with the FY 2025-26 budget. Should there be no needed actions following public testimony or Council direction, staff recommends that City Council adopt resolutions to approve the Operating and CIP Budgets, as well as separate resolutions for the Hayward Redevelopment Successor Agency as Redevelopment Successor Agency Board of Directors and the Hayward Housing Authority as Housing Authority Board of Directors.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	FY 2027 Operating Budget Resolution including Exhibits A and B
Attachment III	Redevelopment Successor Agency Budget Resolution
Attachment IV	Housing Authority Budget Resolution
Attachment V	Capital Improvement Projects Budget Resolution

DATE: June 2, 2026

TO: Mayor and City Council
Redevelopment Successor Agency Board of Directors
Housing Authority Board of Directors

FROM: Director of Finance

SUBJECT: Fiscal Year (FY) 2026-27 Operating Budget and Capital Improvement Program Public Hearing and Adoption: Public Hearing for the Proposed FY 2026-27 Operating Budgets for the City of Hayward, Hayward Redevelopment Successor Agency, and Hayward Housing Authority; Adoption of Resolutions Approving (1) the FY 2026-27 Operating Budgets and Appropriations for FY 2026-27 and Authorizing Actions for the FY 2025-26 Operating Budget; (2) the FY 2027-36 Capital Improvement Program and Appropriations for FY 2026-27; (3) the Hayward Redevelopment Successor Agency Budget for FY 2026-27; and (4) the Hayward Housing Authority Budget for FY 2026-27

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SUMMARY

This item is a public hearing for the adoption of the Proposed FY 2026-27 Operating Budgets and FY 2027-36 CIP appropriations for FY 2026-27 as well as actions associated with the FY 2025-26 budget. Should there be no needed actions following public testimony or Council direction, staff recommends that City Council adopt resolutions to approve the Operating and CIP Budgets, as well as separate resolutions for the Hayward Redevelopment Successor Agency as Redevelopment Successor Agency Board of Directors and the Hayward Housing Authority as Housing Authority Board of Directors.

BACKGROUND

Budget Context: FY 2025-26 Budget

A year ago, in June 2025, Council adopted a General Fund budget for FY 2025-26 that included an assumed $8.9 million deficit and reflected a $30 million fund balance. At that time, Council directed staff to identify solutions to balance the FY 2025-26 budget. In August, staff reported that due to overstated revenues and overspending in FY 2024-25, the fund balance in the General Fund had been reduced to near zero.

In November 2025, staff presented an updated forecast for FY 2025-26 reflecting a $26.4 million deficit in the General Fund. In response, Council authorized the City Manager to take actions to reduce that deficit to zero. The budget deficit was eliminated through a combination of activities including the use of Measure C funding, use of OPEB Trust funding, transfers from other funds such as Information Technology and Worker's Compensation Internal Service Funds, employee concessions, layoffs, and department savings on services and supplies. This adjustment also included funding for a contribution to the Russell City Redress Fund.

Key Factors Driving the City's Fiscal Challenges

- **Declining Real Estate Market:** This caused a decline in market related tax revenues which stagnated at less than 1% on average per year over the last three years and failed to match increasing benefit costs which increased by 40% over the last three years.
- **Rising Personnel Costs:** CalPERS pension rates, retiree health obligations, and negotiated Cost of Living Adjustments (COLAs) continue to outpace revenue growth. Also, the City entered into labor contracts misaligned with market and fiscal realities.
- **American Rescue Plan Act (ARPA) Expiration:** The City increased staffing and programs over the past five years dependent on one-time ARPA and grant funding.
- **Lack of Adherence to Financial Best Practices:** This includes maintaining realistic financial projections, budgeting accurately for overtime, contract increases, and leave payouts, and using salary savings as a "crutch."
- **Leadership Transitions:** Experienced leadership transitions and dilution of authority and responsibility at the same time.

Tracking Actuals for Revenue and Expenses

Over the past year, staff has closely tracked actuals for revenue and expenses, with a particular focus on salaries and benefits. Based on these actuals, staff has adjusted the FY 2025-26 budget projections to ensure it will be balanced at the close of the fiscal year**,** including:

(1) Downward adjustments to revenue projections of $2.3 million compared to February projections to reflect actual receipts, and

(2) Further adjustments to salary and benefits resulting from better understanding of special pays and adjustments for payroll cycles. These adjustments were offset by

increasing transfers into the General Fund from other funds, such as Worker's Compensation and Information Technology Internal Service Funds.

With these adjustments, the FY 2025-26 General Fund budget will remain in balance with total expenses currently estimated at $241 million. Staff will continue to track actuals and further updates may be required. Staff has planned for this possibility, and, subject to adoption of the attached resolution, will increase transfers if required to end FY 2025-26 with revenues balanced to expenses.

Even with COLAs of 3.5% in miscellaneous units and increases to retirement and medical costs, staff anticipates a reduction of approximately $6 million in General Fund expenditures compared to FY 2024-25. Staff anticipates using approximately $25 million in short-term or one-time sources to balance the FY 2025-26 budget. Around, September, 2026 after the year-end close process, staff will present a Budget Year End Report to specify all actions taken to balance the FY 2025-26 General Fund Operating Budget.

Preparation for the FY 2026-27 Budget

In preparation for the FY 2026-27 budget, the City Council held the following meetings:

- A work session on February 28, 2026 to consider the City's five-year forecast and options to balance this and future budgets.
- A CIP budget work session for FY 2026-27 on May 5, 2026.
- A work session to review the proposed FY 2026-27 operating budget on May 12, 2026. The proposed operating budget was posted to the City's website on May 8, 2026.

Following these work sessions and follow-up meetings with departments and the Council Budget and Finance Committee, staff has incorporated changes to the proposed budget. These changes are detailed in the discussion section below.

DISCUSSION

Public Hearing

This meeting has been noticed as a public hearing for the Proposed Operating and CIP budgets for Fiscal Year 2026-27 and is another opportunity to receive public input. Upon closure of the public hearing, Council will provide any additional comments and direction to staff. Should there be no need for changes after public testimony or Council direction, staff recommends that both documents be considered for adoption upon the closing of the Public Hearing. Should there be public testimony and/or direction from the Council that requires changes to either the FY 2026-27 Operating or CIP budgets, the public hearing will be closed, and the Proposed FY 2026-27 Operating and CIP budgets will be presented for adoption on June 16, 2026.

Operating Budget

Hayward's operating budget is comprised of different funding sources, with the General Fund representing the largest single fund for which the Council has the most discretion. As proposed on to Council on May 12, the total City expenditure budget for the Proposed FY 2026-27 Annual Budget was $445 million and $507.6 million when transfers are included, with a General Fund budget of $248.6 million. Since that time, staff has updated the total budget to be $504.2 million, with a General Fund Budget of $249.1 million.

The Proposed FY 2026-27 Operating Budget is balanced but requires use of $30.29 million in one-time or short-term funds, consisting of the items below.

- $10 million: Measure C;
- $4.95 million: Transfer from Worker's Compensation Fund (total transfer of $6 million to allocate refunds to all funds that contributed to Worker's Compensation Fund);
- $3 million: Transfer from OPEB Trust (funds held by CalPERS and allowed for reimbursement of OPEB payments that took place during the same fiscal year). This amount will appear as a revenue as these funds are held outside of the City in a CERBT Trust;
- $5.33 million: Transfer from OPEB funds held by the City and not yet transferred to the OPEB Trust (total transfer of $6 million to allocate refunds to all funds that contributed to OPEB Fund);
- $1.01 million: One-time transfer of savings from the Information Technology Internal Service Fund (total transfer of $1.29 to allocate refunds to all funds that contributed to Information Technology Internal Services Fund);
- $5.5 million: Recovery / reimbursement of grant funds that have been held in other funds for projects completed in prior years, funded by General Fund, and not transferred;
- $500,000: One time use of Community Development Block Grant funds for eligible expenditures.

Staff notes that, in addition to the structural issues in the General Fund, several other funds have negative cash balances. For FY 2026-27, staff focused on the General Fund and assuring that all other funds have sufficient revenues to match expenses in FY 2026-27 so that deficit fund balances do not grow. During the next Fiscal Year, staff will continue to develop strategies to fund General Fund reserves and resolve deficit fund balances, such as through identifying alternate funding sources, use of one-time funding, or incremental increases in transfers.

Operating Budget Revenue and Expenses

The tables below illustrate the proposed FY 2026-27 Operating Budget revenue projections and proposed expenditure appropriations. Staff is using the most recent projections for the current year presented at the May 20, 2026 Council Budget and Finance Committee for comparison between FY 2025-26 and FY 2026-27.

Table 1 – Citywide Revenue Projections

in 1,000's	FY2026 Updated (Projected as of 5/26)	FY2027 Proposed 5/12/26	FY2027 Proposed 6/2/26	Change from 5/12/26	$ Change from FY26 Projected 5/26	% Change from FY26
General Fund Ongoing Revenue	211,574	214,785	214,785	0	3,211	1.5%
General Fund Ongoing Transfers In	4,419	4,010	4,010	0	(409)	(9.2%)
General Fund *One-Time/Short-Term* Revenue and Transfers In	25,487	29,788	30,290	502	4,803	18.8%
Total General Fund	**241,480**	**248,583**	**249,085**	**502**	**7,605**	**3.2%**
All Other Funds	198,526	207,117	212,794	5,677	14,268	7.2%
Total City Revenue and Transfers to General Fund	**440,006**	**455,700**	**461,879**	**6,179**	**21,873**	**5.0%**

Table 2 – Citywide Expenditure Budget

in 1,000's	FY2026 Updated (Projected as of 5/26)	FY2027 Proposed 5/12/26	FY2027 Proposed 6/2/26	Change from 5/12/26	$ Change from FY26 Projected 5/26	% Change from FY26
General Fund	**241,262**	**248,583**	**249,085**	**502**	**7,823**	**3.2%**
All Other Funds	199,059	228,748	227,839	(909)	28,780	14.5%
One-Time/Short-Term Transfers Out from Other Funds to General Fund	25,487	30,291	27,291	(3,000)	1,804	7.1%
Total City Budget	**465,808**	**507,622**	**504,215**	**(3,407)**	**38,407**	**8.2%**

The changes for General Fund and All Other Funds from the time that the proposed budget was provided to Council on May 8th, 2026 and reviewed at the May 12th, 2026 work session include the following:

Adjustments to the Budget:

1. Development Services Department – Increase $465,000 in expenses: Correction to contract services to correct data entry error.
2. Finance Department – Increase $37,000 in expenses: Correction to contract services to correct data entry error

3. Increase in Transfer from Fund 720 (Other Post Employment Benefits) to the General Fund to offset increased expenses.
4. Modification to Reimbursement from OPEB Trust to reflect as a revenue instead of as a transfer.

Additional Administrative Adjustments:

Staff has made additional administrative adjustments, including:

1. Removal of working capital amounts as those are typically based on the prior year Annual Comprehensive Financial Report (ACFR) which is not yet complete.
2. Adjustment within department's total funding amounts that do not increase total appropriations except as specified above.
3. Changes to department organization charges to better reflect department vacancies, which are described further below.

Budget Updates / Staff Authority

The proposed resolution includes the following:

1. Authorization to appropriate amounts for expenditure as reflected in Exhibit A to the resolution (Attachment I).
2. Authorization to make transfers from one fund to another which are specified in Exhibit B to the resolution.
3. Authorization to distribute the appropriations and transfers to the various accounts of the City in accordance with Exhibit A and B to the resolution, generally accepted accounting principles, and where consistent with the purposes and objectives as outlined in the approved budget.
4. Authorization to appropriate any monies received during FY 2026-27 as a consequence of a gift, donation, or grant application approved by the City Council for the purposes for which the gift, donation, or grant has been approved and subject to City grant policies. Such appropriation includes authorization for the City Manager to expend such monies and for the Director of Finance to increase revenues and appropriations and make payments therefore in accordance with the terms and conditions and for the purposes of the grant.
5. Authorization to increase revenues and appropriations and make payments where a direct external funding source (such as deposit from developer or payment from outside agency) is available for an unanticipated expenditure.
6. Authorization for City Manager to execute any contract for professional services included in the annual budget that will cost less than $100,000. Any contract that will cost more than $100,000 shall be executed by the City Manager only upon approval of the contract by the City Council given at a meeting of the City Council.
7. Authorization to bind and prepay all coverage and to negotiate and execute all documents necessary to obtain the insurance, third party administration services, loss fund stabilization and defense of claims budgeted for in the Liability Insurance Fund.
8. Authorization for the City Manager and/or City Attorney to represent the City on the board of the Exclusive Risk Management Authority of California (ERMA) and take any

and all actions necessary or appropriate to advance the City's interests in connection with risk management services and procuring of insurance coverage.

9. Authorization for the Director of Finance to take actions required to comply with GASB 31 (Unrealized investment gains and losses) including to make such entries as are required to the City's financial records and to make such changes to the budget as are required by GASB 31. This is a typical year-end entry which may modify investment earnings based on market value at the end of the period.
10. For Fiscal Year 2025-26 only, authorize the City Manager to reduce expenditure appropriations for General Fund departments and to increase appropriations and modify transfers to/from the General Fund or other funds for Fiscal Year 2025-26 such that the budget is balanced and revenues including transfers exceed or equal budgeted appropriations including transfers and a contribution to the Russell City Redress Fund. Staff will return to Council around September 2026 with a Budget Year-End Report for Fiscal Year 2025-26 outlining all actions taken to balance the Fiscal Year 2025-26 Budget.

Staffing

During FY 2026, staffing in the General Fund was reduced over 10%. In order to provide departments with time to adjust to new staffing levels, instead of deleting positions, departments were budgeted for a specified set of positions.

Most vacancies in the General Fund or funds supported by the General Fund have been added to a vacancy management list. These vacancies are unbudgeted and cannot be filled unless the department has an alternate vacancy to swap onto the list. As new vacancies occur through retirement or other separation, staff recommends that the City Manager is authorized to allow departments to fill those vacancies using the positions on that vacancy management list or alternate positions, if recommended by the department head and approved by the City Manager.

In a few cases, vacant positions have been authorized to hire in the General Fund and funds requiring support from the General Fund. Generally, the cost of these positions authorized for hire will be offset by revenue recovery either through fees or charge out to funds other than the general fund.

The attached resolution includes authorization for City Manager to authorize alternate positions, including positions not on the current position list organization chart for the department, provided such position is listed on the current City of Hayward Salary Plan for All Classifications and there is sufficient funding for such position. This permits departments to quickly transition as new opportunities for efficiencies are identified.

A Citywide staffing summary is shown in Table 3 below.

Table 3 - Citywide Staffing

	FY 2026 Adopted	FY2027 Proposed 5/12/26	FY2027 Proposed 6/2/2026	Managed Vacancies	% Vacancy
General Fund	700.90	700.60	700.60	80	11.4%
All Other Funds	255.40	255.40	255.40	5	2.1%
Total City Budget	**956.30**	**956.00**	**956.00**	**85**	**8.9%**

Hayward Redevelopment Successor Agency Budget

Acting as the Governing Board of the Successor agency for the Redevelopment Agency of the City of Hayward, staff recommends that the City Council adopt a resolution (Attachment III) authorizing and approving the budget for the Redevelopment Successor Agency of the City of Hayward for FY 2026-27 and adopting appropriations.

Hayward Housing Authority Budget

Acting as the Hayward Housing Authority Board of Directors, staff recommends that the City Council adopt a resolution (Attachment IV) authorizing and approving the budget for the Hayward Housing Authority for FY 2026-27 and adopting appropriations.

Fiscal Year 2027-36 Capital Improvement Program and Budget Appropriations for FY 2026-27

The proposed FY 2026-27 CIP appropriations total approximately $265 million, and a projected total programming of $1.3 billion for the 2027-36 CIP. Staff recommends that the City Council adopt the resolution attached as Attachment V approving Capital Improvement Program budget appropriations for FY 2026-27 and associated revenues and expenditures. The Recommended FY27 – FY36 CIP can be found at Capital Improvement Program | City of Hayward - Official website and features an online format. More information about navigating the new CIP format can be found via this link.

FISCAL IMPACT

Table 4 below summarizes the FY 2026-27 Citywide Operating & CIP expenditure budgets.

Table 4 – Summary of Citywide Operating & CIP Budgets

City of Hayward Budget	FY 2026 - 27
City Funds	
General Fund	249,085
Measure C Fund	25,027
Special Revenue Funds	25,358
Debt Service Funds	8,021
Enterprise Funds	129,674
Internal Service Funds	62,294
	499,459
Agency Funds	
Hayward Successor Redevelopment Agency Operating Fund	4,468
Housing Authority Fund	257
Hayward Shoreline JPA	31
	4,756
Total City Operating Budget	**504,215**
Total CIP Budget	**264,134,265**

PUBLIC CONTACT

The City Council received a Five-Year Forecast at a Fiscal Sustainability Workshop on February, 28, 2026. Since that time, staff has refined the budget numbers especially associated with salary and benefit costs. A City Council work session regarding the FY 2026-27 Operating budget was held on May 12, 2026. Changes since the May 12, 2026 work session are summarized in this report.

The Proposed FY 2026-27 Operating Budget is currently available to the public by contacting the City Clerk's Office at cityclerk@hayward-ca.gov or (510) 583-4400, and on the City's website at: https://hayward-ca.gov/your-government/documents/budget-documents

State law requires that the Planning Commission review the Recommended CIP to ensure consistency with the City's adopted General Plan. The Recommended 2027-36 CIP was presented to the Planning Commission at their April 9, 2026, meeting, and with six members present, the Commission unanimously found that the Recommended 2027-36 CIP is consistent with the City's 2040 General Plan

The 2027-36 CIP is currently available to the public by contacting the City Clerk's Office at cityclerk@hayward-ca.gov or (510) 583-4400, and on the City's website at: https://www.hayward-ca.gov/your-government/documents/capital-improvement-program

NEXT STEPS

If Council adopts the FY 2026-27 Operating Budget, Redevelopment Successor Agency Budget, Hayward Housing Authority Budget, and Capital Improvement Program Budget appropriations for FY 2026-27 at this public hearing, staff will take the appropriate steps to effectuate the adoption and execution.

Prepared by: Franchesca Hatfield, Management Analyst
Nicholas Mullins, Senior Management Analyst
Michael Barnes, Acting Deputy Director of Finance | Revenue Manager
DeAnna Hilbrants, Director of Finance

Recommended by: DeAnna Hilbrants, Director of Finance

Approved by:



Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-___

Introduced by Council Member_____

RESOLUTION APPROVING THE CITY OF HAYWARD OPERATING BUDGET FOR FISCAL YEAR 2026-27 AND AUTHORIZING APPROPRIATIONS FOR FISCAL YEAR 2026-27

WHEREAS, the City Manager has submitted to the City Council of the City of Hayward estimates of revenues from all sources and estimates of expenditures required for the proper conduct of the activities of the City of Hayward for Fiscal Year (FY) 2026-27 contained in those documents entitled "City of Hayward Proposed Operating Budget FY 2026-27" with adjustments to the Proposed Budget as discussed at the June 2, 2026 Council Public Hearing and contained herein; and

WHEREAS, a City Council Work Session was held on May 12, 2026 and a Public Hearing was held by the City Council of the City of Hayward on June 2, 2026, at which time all interested persons were afforded an opportunity to be heard on matters pertaining to the budget recommended by the City Manager.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward as follows:

1. That the budget presented by the City Manager in the document entitled " City of Hayward Proposed Operating Budget FY 2026-27," with adjustments to the proposed budget as outlined in the June 2, 2026, staff report is hereby approved and adopted as the budget of the City of Hayward for FY 2026-27. Copies of the budget documents and the staff reports presented by the City Manager are on file in the office of the City Clerk and are hereby referred to, incorporated herein, and made a part of this resolution as though set forth in full.
2. That, except as may be otherwise provided, any and all expenditures relating to the objectives described in the budget are hereby approved and authorized and payments therefore may be made by the Director of Finance of the City of Hayward without further action of Council.
3. The amounts reflected in Exhibit A are hereby appropriated for expenditure.
4. The Director of Finance is hereby authorized to transfer the amounts from one fund to another as indicated in Exhibit B at such time as he/she may determine, giving consideration to the intended purposes for which the transfers are made.
5. The Director of Finance is hereby authorized and directed to distribute the above appropriations and transfers to the various accounts of the City in accordance with generally accepted accounting principles and consistent with the purposes and objectives as outlined in the approved budget.

6. Any monies received during FY 2026-27 as a consequence of a gift, donation, or grant application approved by the City Council are hereby appropriated for the purposes for which the grant has been approved and subject to City policies. Such appropriation includes authorization for the City Manager to expend such monies and for the Director of Finance to increase revenues and appropriations and make payments therefore in accordance with the terms and conditions and for the purposes of the gift, donation, or grant.

7. That the City Manager and Director of Finance are authorized to increase revenues and appropriations and make payments where a direct external funding source (such as deposit from developer or payment from outside agency) is available for an unanticipated expenditure.

8. That for the purposes of determining whether the City Manager is authorized to execute a contract for a commodity or service pursuant to City Charter section 701 subsection 8, the City Manager shall have the authority to expend such funds and enter into and execute any and all contracts and documents necessary to carry out the priorities and service delivery outcomes of the Council's appropriations as set forth in this budget.

9. Any contract for professional services included in the annual budget that will cost more than $100,000 shall be executed by the City Manager only upon approval of the contract by the City Council given at a meeting of the City Council.

10. The City Manager is hereby authorized to modify vacant positions including authorizing alternate positions that are not listed on the department's organization charts provided that such position is listed on the current City of Hayward Salary Plan for All Classifications and there is sufficient funding for such position.

11. The Director of Finance is authorized and directed to comply with GASB 31 (Unrealized investment gains and losses) and is authorized to make such entries as are required to the City's financial records. In addition, the Director of Finance is authorized to make such changes to the budget as are required by GASB 31.

12. The City Manager shall have the authority to bind and prepay all coverage and to negotiate and execute all documents necessary to obtain the insurance, third party administration services, loss fund stabilization and defense of claims budgeted for in the Liability Insurance Fund. In consultation with the City Attorney, the City Manager and/or City Attorney shall be authorized to represent the City on the board of the Exclusive Risk Management Authority of California and take any and all actions necessary or appropriate to advance the City's interests in connection with risk management services and procuring of insurance coverage.

13. For Fiscal Year 2025-26 only, authorize the City Manager to reduce expenditure appropriations for general fund departments and to increase appropriations and modify transfers to/from the General Fund or other funds for Fiscal Year 2025-26 such that the budget is balanced and revenues including transfers exceed or equal budgeted appropriations including transfers and a contribution to the Russell City Redress Fund. Staff will return to Council around September 2026 with a Budget Year-End Report for Fiscal Year 2025-26 outlining all actions taken to balance the Fiscal Year 2025-26 Budget.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

FY 2027 BUDGET APPROPRIATIONS

General Fund		
100	General Fund	249,046,299
Measure C Fund		
101	Measure C Fund	25,027,046
Special Revenue Funds		
102	Economic Development Fund	100,000
214	Paratransit Fund - Measure BB	2,900,587
220	Federal Grants Fund	5,753,504
225	Community Development Block Grant Fund	4,576,832
230	State Grants Fund	6,217,945
231	Used Oil Fund	36,793
232	Recycling/Measure D Fund	1,352,044
240	Local Grants Fund	2,285,701
245	Housing Authority	257,334
246	Affordable Housing Fund	349,980
285	Inclusionary Housing	68,711
286	Rent Review Program Fund	1,173,743
295	So. Hayward B.A.R.T. JPA	284,720
	Special Revenue Fund Total	***25,357,894***
Enterprise Funds		
605	Water	77,999,009
606	Regional Intertie	64,552
610	Wastewater	41,065,941
615	Stormwater	4,186,734
620	Airport	4,772,379
630	Recycled Water	1,585,671
	Enterprise Fund Total	***129,674,286***
Debt Service/Non-Departmental Funds		
300	Certificate of Participation	2,487,288
301	Measure C Debt Service	4,450,550
805/810	Special Assessment District	1,083,620
	Debt Service Fund Total	***8,021,458***
Internal Service Funds		
705	Worker's Compensation	13,865,773
710	Risk Management	12,619,069
720	Retiree Medical Benefits Fund	9,693,788
725	Facilities	7,874,373
730	Information Technology	13,221,914
735	Fleet	5,019,108
	Internal Service Fund Total	***62,294,025***
Fiduciary Funds		
815	Hayward Redevelopment Successor Agency (HRSA)	4,467,697
850	Hayward Trust & Agency Fund	3,500
851	Hayward Shoreline JPA	31,800
	Fiduciary Fund Total	***4,502,997***

General Fund Transfers In			
100-00-0000-00000-49100	101	Cost Allocation From Measure C Fund	(623,560)
100-00-0000-00000-49100	210	Cost Allocation From Special Gas Tax Fund	(75,533)
100-00-0000-00000-49100	214	Cost Allocation From Paratransit BB Fund	(56,971)
100-00-0000-00000-49100	232	Cost Allocation From Recycling Fund	(36,547)
100-00-0000-00000-49100	266	Cost Allocation From LLD 1 Fund	(1,409)
100-00-0000-00000-49100	267	Cost Allocation From LLD 2 Fund	(1,471)
100-00-0000-00000-49100	268	Cost Allocation From LLD 3 Fund	(6,687)
100-00-0000-00000-49100	269	Cost Allocation From LLD 4 Fund	(1,665)
100-00-0000-00000-49100	270	Cost Allocation From Maintenance District #1	(693)
100-00-0000-00000-49100	271	Cost Allocation From Maintenance District #2	(5,422)
100-00-0000-00000-49100	272	Cost Allocation From LLD 5 Fund	(1,398)
100-00-0000-00000-49100	273	Cost Allocation From LLD 6 Fund	(1,019)
100-00-0000-00000-49100	274	Cost Allocation From LLD 7 Fund	(5,088)
100-00-0000-00000-49100	275	Cost Allocation From LLD 8 Fund	(458)
100-00-0000-00000-49100	276	Cost Allocation From LLD 9 Fund	(173)
100-00-0000-00000-49100	277	Cost Allocation From LLD 10 Fund	(4,498)
100-00-0000-00000-49100	278	Cost Allocation From LLD 12 Fund	(746)
100-00-0000-00000-49100	279	Cost Allocation From LLD 11 Fund	(4,157)
100-00-0000-00000-49100	281	Cost Allocation From LLD 13 Fund	(5,636)
100-00-0000-00000-49100	282	Cost Allocation From LLD 14 Fund	(3,174)
100-00-0000-00000-49100	284	Cost Allocation From LLD 16 Fund	(2,364)
100-00-0000-00000-49100	290	Cost Allocation From LLD 17 Fund	(750)
100-00-0000-00000-49100	291	Cost Allocation From LLD 18 Fund	(1,616)
100-00-0000-00000-49100	411	Cost Allocation From Rte. 238 Settlement Fund	(15,394)
100-00-0000-00000-49100	605	Cost Allocation From Water Enterprise Fund	(665,333)
100-00-0000-00000-49100	606	Cost Allocation From Water Inter-tie Fund	(4,552)
100-00-0000-00000-49100	610	Cost Allocation From Sewer Enterprise Fund	(677,711)
100-00-0000-00000-49100	615	Cost Allocation From Stormwater Enterprise Fund	(111,984)
100-00-0000-00000-49100	620	Cost Allocation From Airport Enterprise Fund	(154,011)
100-00-0000-00000-49100	630	Cost Allocation From Recycled Water Fund	(6,877)
100-00-0000-00000-49530	101	One-Time Transfer Measure C Fund	(10,000,000)
100-00-0000-00000-49530	220	One-Time Transfer From Federal Grants Fund	(2,850,000)
100-00-0000-00000-49530	225	One-Time Transfer From CDBG Fund	(500,000)
100-00-0000-00000-49530	230	One-Time Transfer From State Grants Fund	(2,650,000)
100-00-0000-00000-49530	705	One-Time Transfer From Worker's Compensation Fund	(4,954,522)
100-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(5,325,799)
100-00-0000-00000-49530	730	One Time Transfer From Information Technology Fund	(1,011,211)
100-00-0000-00000-49530	815	Transfer From Successor RDA Fund D/S Repayment	(800,000)
100-00-0000-00000-49535	210	Transfer From Gas Tax Fund	(249,000)
100-00-0000-00000-49545	810	Misc. Transfer From CFD #1 for Trustee Costs	(8,000)
100-00-0000-00000-49545	810	Misc. Transfer From CFD #2 for Police Services	(299,460)
100-00-0000-00000-49545	810	Misc. Transfer From CFD #3 for Police & Fire Services	(175,000)
		Transfers In Total	***(31,299,889)***
General Fund Transfers Out			
100-00-0000-00000-98100	102	Transfer to Economic Development Fund	100,000
100-00-0000-00000-98110	300	D/S City Hall Debt Service	1,981,439
100-00-0000-00000-98110	300	Transfer D/S Fire Station #7	452,854
100-00-0000-00000-98110	605	Fire Station #7 Repayment to Water Fund	137,741
100-00-0000-00000-98115	405	Transfer To Capital Projects	1,888,000
100-00-0000-00000-98200	710	Liability Insurance Allocation	8,954,419
		Transfers Out Total	***13,514,453***
Measure C Fund			
101-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(133,137)
101-00-0000-00000-97100	100	Cost Allocation To The General Fund	623,560
101-00-0000-00000-98110	301	D/S New Library & Education Center	4,388,625
101-00-0000-00000-98100	100	One-Time Transfer To General Fund	10,000,000
101-00-0000-00000-98200	710	Transfer Out to Liability Insurance	395,721
		Measure C Fund	***15,274,769***

Economic Development Fund			
102-00-0000-00000-49530	100	Transfer In From General Fund	(100,000)
		Economic Development Fund	***(100,000)***
Gas Tax Fund			
210-00-0000-00000-49550	615	Transfer From Stormwater Fund	(20,000)
210-00-0000-00000-97100	100	Cost Allocation To The General Fund	75,533
210-00-0000-00000-98100	100	Transfer To General Fund	249,000
210-00-0000-00000-98115	450	Transfer To Street System Improvement Fund	850,003
		OHHA Fund	***1,154,536***
Paratransit Fund (Measure BB)			
214-00-0000-00000-97100	100	Cost Allocation To The General Fund	56,971
214-00-0000-00000-98200	710	Transfer Out to Liability Insurance	19,148
		Paratransit (Measure BB) Fund	**76,119**
Federal Grants Fund			
220-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(6,211)
220-00-0000-00000-98100	100	One-Time Transfer To General Fund	2,850,000
220-00-0000-00000-98200	710	Transfer Out To Liability Insurance	38,296
		Grant Fund	***2,882,085***
CDBG Fund			
225-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(4,168)
225-00-0000-00000-98200	710	Transfer Out General Liability Insurance	19,786
225-00-0000-00000-98100	100	One-Time Transfer To General Fund	500,000
		CDBG Fund	***515,618***
State Grants Funds			
230-00-0000-00000-98100	100	One-Time Transfer To General Fund	2,650,000
230-00-0000-00000-98200	232	Transfer Out Liability Insurance	7,659
			2,657,659
Measure D Fund			
232-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(5,342)
232-00-0000-00000-97100	100	Transfer Out Cost Allocation to General Fund	36,547
232-00-0000-00000-98200	710	Transfer Out Liability Insurance	46,593
		Measure D Fund	***77,798***
Housing Authority Fund			
245-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(1,118)
245-00-0000-00000-98200	710	Transfer Out Liability Insurance	8,935
		Housing Authority Fund	***7,817***
Affordable Housing Fund			
246-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(496)
246-00-0000-00000-98200	710	Transfer Out To Liability Insurance	8,936
		Affordable Housing Fund	***8,440***
LLD 1 Fund			
266-00-0000-00000-97100	100	Cost Allocation To The General Fund	1,409
		LLD 1 Fund	***1,409***
LLD 2 Fund			
267-00-0000-00000-97100	100	Cost Allocation To The General Fund	1,471
		LLD 2 Fund	***1,471***
LLD 3 Fund			
268-00-0000-00000-97100	100	Cost Allocation To The General Fund	6,687
		LLD 3 Fund	***6,687***

LLD 4 Fund			
269-00-0000-00000-97100	100	Cost Allocation To The General Fund	1,665
		LLD 4 Fund	***1,665***
Maintenance District #1 Fund			
270-00-0000-00000-97100	100	Cost Allocation To The General Fund	693
		Maintenance District #1 Fund	***693***
Maintenance District #2 Fund			
271-00-0000-00000-97100	100	Cost Allocation To The General Fund	5,422
		Maintenance District #2 Fund	***5,422***
LLD 5 Fund			
272-00-0000-00000-97100	100	Cost Allocation To The General Fund	1,398
		LLD 5 Fund	***1,398***
LLD 6 Fund			
273-00-0000-00000-97100	100	Cost Allocation To The General Fund	1,019
		LLD 6 Fund	***1,019***
LLD 7 Fund			
274-00-0000-00000-97100	100	Cost Allocation To The General Fund	5,088
		LLD 7 Fund	***5,088***
LLD 8 Fund			
275-00-0000-00000-97100	100	Cost Allocation To The General Fund	458
		LLD 8 Fund	***458***
LLD 9 Fund			
276-00-0000-00000-97100	100	Cost Allocation To The General Fund	173
		LLD 9 Fund	***173***
LLD 10 Fund			
277-00-0000-00000-97100	100	Cost Allocation To The General Fund	4,498
		LLD 10 Fund	***4,498***
LLD 12 Fund			
278-00-0000-00000-97100	100	Cost Allocation To The General Fund	746
		LLD 12 Fund	***746***
LLD 11 Fund			
279-00-0000-00000-97100	100	Cost Allocation To The General Fund	4,157
		LLD 11 Fund	***4,157***
LLD 13 Fund			
281-00-0000-00000-97100	100	Cost Allocation To The General Fund	5,636
		LLD 13 Fund	***5,636***

LLD 14 Fund			
282-00-0000-00000-97100	100	Cost Allocation To The General Fund	3,174
		LLD 14 Fund	***3,174***
LLD 16 Fund			
284-00-0000-00000-97100	100	Cost Allocation To The General Fund	2,364
		LLD 16 Fund	***2,364***
Inclusionary Housing Trust Fund			
285-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(4,224)
		Inclusionary Housing Trust Fund	***(4,224)***
Rental Stabilization Program Fund			
286-00-0000-00000-98200	710	Transfer Out To Liability Insurance	44,678
286-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(8,696)
		Rental Stabilization Program Fund	***35,982***
Local Housing Trust Fund			
288-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(372)
		Local Housing Trust Fund	***(372)***
LLD 17 Fund			
290-00-0000-00000-97100	100	Cost Allocation To The General Fund	750
		LLD 17 Fund	***750***
LLD 18 Fund			
291-00-0000-00000-97100	100	Cost Allocation To The General Fund	1,616
		LLD 18 Fund	***1,616***
Certificates of Participation Fund			
300-00-0000-00000-49555	100	Transfer In D/S City Hall Debt Service	(1,981,439)
300-00-0000-00000-49555	100	Transfer In D/S Fire Station #7	(452,854)
		Certificates of Participation Fund	***(2,434,293)***
Measure C Debt Service Fund			
301-00-0000-00000-49555	101	D/S New Library & Education Center	(4,388,625)
		Measure C Debt Service Fund	***(4,388,625)***
Water Maintenance & Operations Fund			
605-00-0000-00000-49555	100	Transfer In From General Fund Fire Station #7 Repayment	(137,741)
605-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(148,859)
605-00-0000-00000-97100	100	Cost Allocation To General Fund	665,333
605-00-0000-00000-98200	710	Transfer Out To Liability Insurance	789,400
605-00-0000-00000-98100	630	Transfer Out to Recycled Water Fund	600,000
605-00-0000-00000-98115	603	Transfer Out Capital Reserves To Water	7,000,000
		Water Maintenance & Operations Fund	***8,768,133***
Water Inter-Tie Fund			
606-00-0000-00000-97100	100	Transfer Out Cost Allocation To General Fund	4,552
		Water Inter-Tie Fund	***4,552***

Sewer Maintenance & Operations Fund			
610-00-0000-00000-49555	630	Transfer In Sewer Replacement Recycled Water Loan	(1,076,467)
610-00-0000-00000-49555	612	Transfer In D/S CA SWRCB Loan/Sewer	(1,529,504)
610-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(164,860)
610-00-0000-00000-97100	100	Cost Allocation to General Fund	677,711
610-00-0000-00000-98115	611	Transfer Out Capital Reserves to Sewer Replacement	9,000,000
610-00-0000-00000-98110	611	Transfer Out Capital Reserves to Sewer Replacement (D/S)	2,863,087
610-00-0000-00000-98200	710	Transfer Out To Liability Insurance	862,034
		Sewer Maintenance & Operations Fund	***10,632,001***
Stormwater Maintenance & Operations Fund			
615-00-0000-00000-97100	100	Cost Allocation To General Fund	111,984
615-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(29,789)
615-00-0000-00000-98115	210	Transfer Out Gas Tax	20,000
615-00-0000-00000-98200	710	Transfer Out To Liability Insurance	161,735
		Stormwater Maintenance & Operations Fund	***263,930***
Airport Operations Fund			
620-00-0000-00000-97100	100	Cost Allocation To General Fund	154,011
620-00-0000-00000-98200	710	Transfer Out To Liability Insurance	149,353
620-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(29,071)
620-00-0000-00000-98115	621	Transfer Out Cap Reserves To Airport Capital	900,000
		Airport Operations Fund	***1,174,293***
Recycled Water Fund			
630-00-0000-00000-49530	605	Transfer In from Water Operating Fund	(600,000)
630-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(2,113)
630-00-0000-00000-97100	100	Cost Allocation To General Fund	6,877
630-00-0000-00000-98115	611	Transfer Out to Sewer Replacement	210,000
630-00-0000-00000-98110	610	Transfer To Sewer Replacement for Recycled Water Loan	1,076,467
630-00-0000-00000-98200	710	Transfer Out To Liability Insurance	3,830
		Recycled Water Fund	***695,061***
Workers' Compensation Fund			
705-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(12,920)
705-00-0000-00000-98100	100	One-Time Transfer to General Fund	4,954,522
705-00-0000-00000-98100	ALL	One-Time Transfer to All Funds	1,045,478
705-00-0000-00000-98200	710	Transfer Out To Liability Insurance	66,379
		Workers' Compensation Fund	***6,053,459***
Risk Management Fund			
710-00-0000-00000-49100	100	Transfer In Liability Insurance-General Fund	(8,954,419)
710-00-0000-00000-49100	101	Transfer In Liability Insurance-Measure C Fund	(395,721)
710-00-0000-00000-49100	214	Transfer In Liability Insurance-Meas BB PRTRNST	(19,148)
710-00-0000-00000-49100	220	Transfer In Liability Insurance-Federal Grants	(38,296)
710-00-0000-00000-49100	225	Transfer In Liability Insurance-CDBG	(19,786)
710-00-0000-00000-49100	230	Transfer In Liability Insurance-State Grants	(7,659)
710-00-0000-00000-49100	232	Transfer In Liability Insurance-Recycling Program Fund	(46,593)
710-00-0000-00000-49100	245	Transfer In Liability Insurance-Housing Fund	(8,935)
710-00-0000-00000-49100	246	Transfer In Liability Insurance-Housing Mortg	(8,936)
710-00-0000-00000-49100	286	Transfer In Liability Insurance-Rent Review Program Fund	(44,678)
710-00-0000-00000-49100	605	Transfer In Liability Insurance-Water Fund	(789,400)
710-00-0000-00000-49100	610	Transfer In Liability Insurance-Wastewater Fund	(862,034)
710-00-0000-00000-49100	615	Transfer In Liability Insurance-Stormwater Fund	(161,735)
710-00-0000-00000-49100	620	Transfer In Liability Insurance-Airport Fund	(149,353)
710-00-0000-00000-49100	630	Transfer In Liability Insurance-Recycled Water Fund	(3,830)
710-00-0000-00000-49100	705	Transfer In Liability Insurance-Workers Comp	(66,379)
710-00-0000-00000-49100	725	Transfer In Liability Insurance-Facilities Fund	(134,800)
710-00-0000-00000-49100	730	Transfer In Liability Insurance-IT Fund	(293,599)
710-00-0000-00000-49100	735	Transfer In Liability Insurance-Fleet Fund	(162,884)
710-00-0000-00000-49100	815	Transfer In Liability Insurance-Successor RDA Fund	(24,491)
710-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(9,939)
		Risk Management Fund	***(12,202,615)***

Retiree Medical Fund			
720-00-0000-00000-98100	100	Transfer Out Retiree Medical Benefits Fund-General Fund	5,325,799
720-00-0000-00000-98100	101	Transfer Out Retiree Medical Benefits Fund-Measure C	133,137
720-00-0000-00000-98100	220	Transfer Out Retiree Medical Benefits Fund-Federal Grants	6,211
720-00-0000-00000-98100	225	Transfer Out Retiree Medical Benefits Fund-CDBG	4,168
720-00-0000-00000-98100	232	Transfer Out Retiree Medical Benefits Fund-Measure D Recycling	5,342
720-00-0000-00000-98100	245	Transfer Out Retiree Medical Benefits Fund-Housing Authority	1,118
720-00-0000-00000-98100	246	Transfer Out Retiree Medical Benefits Fund-Affordable Housing	496
720-00-0000-00000-98100	285	Transfer Out Retiree Medical Benefits Fund-Inclusionary Housing	4,224
720-00-0000-00000-98100	286	Transfer Out Retiree Medical Benefits Fund-Rental Housing Program	8,696
720-00-0000-00000-98100	288	Transfer Out Retiree Medical Benefits Fund-Local Housing Program	372
720-00-0000-00000-98100	605	Transfer Out Retiree Medical Benefits Fund-Water Fund	148,859
720-00-0000-00000-98100	610	Transfer Out Retiree Medical Benefits Fund-Sewer Fund	164,860
720-00-0000-00000-98100	615	Transfer Out Retiree Medical Benefits Fund-Stormwater Fund	29,789
720-00-0000-00000-98100	620	Transfer Out Retiree Medical Benefits Fund-Airport Fund	29,071
720-00-0000-00000-98100	630	Transfer Out Retiree Medical Benefits Fund-Recycled Water Fund	2,113
720-00-0000-00000-98100	705	Transfer Out Retiree Medical Benefits Fund-Worker's Compensation F	12,920
720-00-0000-00000-98100	710	Transfer Out Retiree Medical Benefits Fund-General Liability Insuranc	9,939
720-00-0000-00000-98100	725	Transfer Out Retiree Medical Benefits Fund-Facilities Management Fu	25,916
720-00-0000-00000-98100	730	Transfer Out Retiree Medical Benefits Fund-Information Technology F	57,150
720-00-0000-00000-98100	735	Transfer Out Retiree Medical Benefits Fund-Fleet Management Fund	26,164
720-00-0000-00000-98100	815	Transfer Out Retiree Medical Benefits Fund-RDA Successor Agency Fu	3,531
		Retiree Medical Fund	***5,999,875***
Facilities Management Fund			
725-00-0000-00000-98200	710	Transfer Out To Liability Insurance	134,800
725-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(25,916)
		Facilities Management Fund	***108,884***
Information Technology Fund			
730-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(57,150)
730-00-0000-00000-98100	100	One-Time Transfer to General Fund	1,011,211
730-00-0000-00000-98100	ALL	One-Time Transfer to All Funds	283,431
730-00-0000-00000-98200	710	Transfer Out To Liability Insurance	293,599
		Information Technology Fund	***1,531,091***
Fleet Management Fund			
735-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(26,164)
735-00-0000-00000-98200	710	Transfer Out To Liability Insurance	162,884
		Fleet Management Fund	***136,720***
Comm. Facility District Fund			
810-00-0000-00000-98100	100	Transfer Out To General Fund for Trust Expenses CFD #1	8,000
810-00-0000-00000-98100	100	Transfer Out To General Fund for Police Services CFD #2	299,460
810-00-0000-00000-98100	100	Transfer Out To General Fund for Police & Fire Services CFD #3	175,000
		Comm. Facility District Fund	***482,460***
Successor Agency-RDA of COH			
815-00-0000-00000-98100	100	Transfer Out To General Fund D/S Loan Repayment	800,000
815-00-0000-00000-49530	720	One-Time Transfer From Retiree Medical Benefits Fund	(3,531)
815-00-0000-00000-98200	710	Transfer Out To Liability Insurance	24,491
		Successor Agency-RDA of COH	***820,960***

REDEVELOPMENT SUCCESSOR AGENCY OF THE CITY OF HAYWARD

RESOLUTION NO. RSA 26-

Introduced by Agency Member _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAYWARD, ACTING AS THE GOVERNING BOARD OF THE SUCCESSOR AGENCY FOR THE REDEVELOPMENT AGENCY OF THE CITY OF HAYWARD, APPROVING THE BUDGET OF THE REDEVELOPMENT SUCCESSOR AGENCY OF THE CITY OF HAYWARD AND ADOPTING APPROPRIATIONS FOR FISCAL YEAR 2026-27

WHEREAS, the City Manager has submitted to the Successor Agency of the Redevelopment Agency (the "Redevelopment Successor Agency") of the City of Hayward estimates of revenue from all sources and estimates of expenditures required for the proper conduct of the activities of the Redevelopment Successor Agency of the City of Hayward for fiscal year 2026-27; and

WHEREAS, a public hearing was held by the Redevelopment Successor Agency of the City of Hayward, at which time all interested persons were afforded an opportunity to be heard on matters pertaining to the recommended budget.

NOW, THEREFORE, BE IT RESOLVED by the Redevelopment Successor Agency of the City of Hayward that:

1. The budget presented by the Executive Director is hereby approved and adopted as the budget of the Redevelopment Successor Agency of the City of Hayward for FY 2026-27.

2. Any and all expenditures relating to the objectives described in the budget are hereby approved and authorized and payments therefore may be made by the Finance Director of the City of Hayward.

3. The Director of Finance is directed to comply with GASB 31 (Unrealized investment gains and losses) and is authorized to make such entries as are required to the Redevelopment Successor Agency's financial records. In addition, the Director of Finance is authorized to make such changes to the budget as are required by GASB 31.

4. The following amounts are hereby estimated resources and appropriated expenditures:

Hayward Redevelopment Successor Agency (HRSA) Fund (815)	FY 2026-27
Revenue	
Property Tax (Tax Increment)	3,709,542
Successor Agency Administrative Allowance	250,000
School Impact Fee Reimbursement	-
Lease Payment - Cinema Place	-
Total Revenue	**3,959,542**
Operating Expenses	
Salary & Benefits	234,912
Supplies & Services	163,614
Maintenance & Utilities	8,200
Internal Service Fees	6,458
Total Operating Expenses	413,184
HRSA Debt Service & Transfers Out	
HRSA Debt Service, 2016 TABS	3,229,375
HRSA Debt Service, General Fund Repayment	800,000
Cost Allocation to General Fund	-
Liability Insurance Premium	24,491
Total Debt Service & Transfers Out	4,054,513
Total Expenditures	**4,467,697**

5. Except as limited in paragraph 6 of this resolution, the Executive Director is authorized without further action from the Board to enter into a contract or agreement for any commodity or service included in the annual budget of the Redevelopment Successor Agency.

6. For the purposes of determining whether the Executive Director has the authority to execute a contract for a commodity or service pursuant to section 4 above, the Executive Director shall have the authority to expend such funds and enter into and execute any and all contracts and documents necessary to carry out the objectives of the Redevelopment Successor Agency's appropriations as set forth in this budget.

7. Any contract for professional services included in the annual budget that will cost more than $100,000 shall be executed by the Executive Director only upon approval of the contract by the Redevelopment Successor Agency Board given at a meeting of the Redevelopment Successor Agency and upon final approval by the Oversight Board and Department of Finance.

HAYWARD, CALIFORNIA _____, 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: BOARD MEMBERS:
CHAIR:

NOES: BOARD MEMBERS:

ABSTAIN: BOARD MEMBERS:

ABSENT: BOARD MEMBERS:

ATTEST:

_____
Secretary of the Redevelopment Successor
Agency of the City of Hayward

APPROVED AS TO FORM:

_____
General Counsel of the Redevelopment Successor
Agency of the City of Hayward

HOUSING AUTHORITY OF THE CITY OF HAYWARD

RESOLUTION NO. HA 26-_____

Introduced by Board Member_____

RESOLUTION AUTHORIZING THE HAYWARD HOUSING AUTHORITY BUDGET FOR FISCAL YEAR 2026-27

WHEREAS, the Executive Director has submitted to the Hayward Housing Authority Board of Directors estimates of revenues from all sources and estimates of expenditures required for the proper conduct of the activities of the Hayward Housing Authority for fiscal year 2026-27 contained in those documents entitled "Proposed FY 2026-27 Operating Budget;" and

WHEREAS, a public hearing was held by the Housing Authority Board of Directors, on June 2, 2026, at which time all interested persons were afforded an opportunity to be heard on matters pertaining to the budget recommended by the Executive Director.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Hayward Housing Authority as follows:

1. That the budget for FY 2026-27 presented by the Executive Director in the document entitled Proposed FY 2026-27 Operating Budget is hereby accepted and confirmed as the budget of the Hayward Housing Authority for FY 2026-27. Copies of the budget documents and the staff reports presented by the Executive Director are on file in the office of the City Clerk and are hereby referred to, incorporated herein, and made a part of this resolution as though set forth in full.

2. The Director of Finance is directed to comply with GASB 31 (Unrealized investment gains and losses) and is authorized to make such entries as are required to the Housing Authority's financial records. In addition, the Director of Finance is authorized to make such changes to the budget as are required by GASB 31.

3. Except as limited in paragraph 5 of this resolution, the Executive Director is authorized without further action from the Board to enter into a contract or agreement for any commodity or service included in the annual budget of the Housing Authority.

4. For the purposes of determining whether the Executive Director has the authority to execute a contract for a commodity or service pursuant to section 3 above, the Executive Director shall have the authority to expend such funds and enter into and execute any and all contracts and documents necessary to carry out the objectives of the Housing Authority's appropriations as set forth in this budget.

5. Any contract for professional services included in the annual budget that will cost more than $100,000 shall be executed by the Executive Director only upon approval of the contract by the Housing Authority Board given at a meeting of the Housing Authority.

HAYWARD, CALIFORNIA, _____., 2025

ADOPTED BY THE FOLLOWING VOTE:

AYES: BOARD MEMBERS:
CHAIR:

NOES: BOARD MEMBERS:

ABSTAIN: BOARD MEMBERS:

ABSENT: BOARD MEMBERS:

ATTEST: _____
Secretary of the Housing Authority
of the City of Hayward

APPROVED AS TO FORM:

_____
General Counsel of the Housing Authority
of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-____

Introduced by Council Member _____

RESOLUTION APPROVING CAPITAL IMPROVEMENT PROJECTS FOR FISCAL YEAR 2026-27

WHEREAS, the City Manager has submitted to the City Council of the City of Hayward estimates of revenues from all sources and estimates of expenditures required for the proper conduct of the activities of the City of Hayward's Capital Improvement Program (CIP) for Fiscal Year 2026-27 contained in the document entitled "Recommended Capital Improvement Program FY 2027-36"; and

WHEREAS, a public hearing was held by the City Council of the City of Hayward, at which time all interested persons were afforded an opportunity to be heard on matters pertaining to the Capital Improvement Program budget recommended by the City Manager; and

WHEREAS, the City Council adopted the budget and appropriated funds for operating expenses for Fiscal Year 2026-27.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward as follows:

1. That the Capital Improvement Projects for Fiscal Year 2026-27, as embodied in Recommended Capital Improvement Program FY 2027-36, are hereby adopted as the Capital Improvement Program for Fiscal Year 2026-27. Copies of the budget documents and the staff reports presented by the City Manager are on file in the office of the City Clerk and are hereby referred to, incorporated herein, and made a part of this resolution as though set forth in full.

2. That, except as may be otherwise provided, any and all expenditures relating to the objectives described in the Capital Improvement Program budget are hereby approved and authorized and payments therefore may be made by the Director of Finance without further action of Council.

3. That, for the purposes of determining whether the City Manager is authorized to execute a contract for a commodity or service pursuant to City Charter section 701 subsection 8, the City Manager shall have the authority to expend such funds and enter into and execute any and all contracts and documents necessary to carry out the objectives of the Council's appropriations as set forth in this Capital Improvement Program budget.

4. The following are hereby approved for expenditure:

I. CAPITAL PROJECTS EXPENDITURE APPROPRIATIONS

Fund	Amount
Gas Tax Fund (210)	$4,866,000
SB1 (211)	5,400,000
Measure BB Tax Fund (Local Transportation) (212)	7,465,785
Measure BB Tax Fund (Pedestrian & Bicycle) (213)	3,972,561
Measure B Tax Fund (Local Transportation) (215)	0
Measure B Tax Fund (Pedestrian & Bicycle) (216)	0
Vehicle Registration Fee Fund (218)	700,000
Measure BB Tax Fund (Paratransit) (219)	0
Capital Projects (Governmental) Fund (405)	12,108,000
Measure C Capital Fund (406)	0
Route 238 Corridor Improvement Fund (410)	0
Route 238 Settlement Administration Fund (411)	750,000
Street System Improvements Fund (450)	3,672,000
Transportation System Improvements Fund (460)	6,692,854
Water Replacement Fund (603)	9,501,000
Water Improvement Fund (604)	30,322,000
Sewer Replacement Fund (611)	12,760,000
Sewer Improvement Fund (612)	158,402,706
Airport Capital Fund (621)	4,701,359
Facilities Capital Fund (726)	300,000
Information Technology Capital Fund (731)	460,000
Fleet Management Capital Fund (736)	1,155,000
Fleet Management Enterprise Fund (737)	1,455,000
TOTAL: ALL CAPITAL FUNDS	**$264,684,265**

5. The Director of Finance is hereby authorized to transfer the following amounts from one fund to another as indicated below at such time as she may determine, giving consideration to the intended purposes for which the transfers are made and available balances in each of the funds.

II. FUND TRANSFERS

FROM FUND	TO FUND	AMOUNT
General (100)	Capital Projects (Governmental) (405)	$2,516,000
General (100)	Facilities Capital (726)	1,172,000
OHHA (209)	Gas Tax (210)	182,022
Gas Tax (210)	General (100)	249,000
Gas Tax (210)	Street System Improvements (450)	850,000
Measure D Recycling (232)	Capital Projects (Governmental) (405)	110,000
Water Operations (605)	Capital Projects (Governmental) (405)	220,000
Water Operations (605)	Water Replacement (603)	7,000,000
Sewer Operations (610)	Capital Projects (Governmental) (405)	220,000
Sewer Operations (610)	Sewer Replacement (611)	11,863,087
Sewer Replacement (611)	Sewer Improvement (612)	97,770,000
Sewer Improvement (612)	Water Improvement (604)	410,000
Sewer Improvement (612)	Sewer Operations (610)	1,529,504
Stormwater Operating (615)	Gas Tax (210)	20,000
Airport Operations (620)	Airport Capital (621)	900,000
Recycled Water (630)	Sewer Replacement (611)	210,000
Information Technology Operations (730)	Information Technology Capital (731)	460,000
Facilities Management Fund (725)	Facilities Capital (726)	450,000
Airport Operations (620)	Fleet Replacement (737)	75,000
Stormwater Operating (615)	Fleet Replacement (737)	90,000
Sewer Operations (610)	Fleet Replacement (737)	240,000
Water Operations (605)	Fleet Replacement (737)	286,000

In order to provide for completion of work on projects previously authorized but not completed as of June 30, 2026, in addition to the above appropriations for capital expenditures, appropriation balances remaining as of June 30, 2026, for capital projects previously authorized but uncompleted, are hereby appropriated for expenditure in fiscal year 2027.

6. Any monies received during fiscal year 2027 as a consequence of a grant application approved by the City Council are hereby appropriated for the purposes for which the grant has been approved. Such appropriation includes authorization for the City Manager to expend such monies and for the Finance Director to make payments therefore in accordance with the terms and conditions and for the purposes of the grant.

7. The Director of Finance is hereby authorized and directed to distribute the above appropriations to the various accounts of the City in accordance with generally accepted accounting practices and consistent with the purposes and objectives as outlined in the approved budget.

8. The budget for capital projects for Fiscal Year 2026-2027, as contained in the document entitled "Recommended Capital Improvement Program FY 2027-36," is hereby approved.

9. Any contract for professional services included in the annual budget that will cost more than $100,000 shall be executed by the City Manager only upon approval of the contract by the City Council given at a meeting of the City Council.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

File #: PH 26-026

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT

Gann Limit Adoption: Adopt a Resolution Establishing a Gann Appropriations Limit for Fiscal Year 2026-27

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) establishing a Gann appropriations limit for Fiscal Year (FY) 2026-27.

SUMMARY

Each fiscal year, the City is required to calculate and establish its appropriations limit. The Gann Limit for FY 2026-27 is calculated at $446,197,196, and the appropriations subject to the Gann limit total $156,425,344.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	FY 2026-27 Gann Appropriations Limit Calculation
Attachment IV	FY 2026-27 Gann Appropriations Limit

DATE: June 2, 2026

TO: Mayor and City Council

FROM: Director of Finance

SUBJECT Gann Limit Adoption: Adopt a Resolution Establishing a Gann Appropriations Limit for Fiscal Year 2026-27

RECOMMENDATION

That the City Council adopts a resolution (Attachment II) establishing a Gann Appropriations Limit for Fiscal Year 2026-27.

SUMMARY

Each fiscal year, the City is required to calculate and establish its appropriations limit. The Gann Limit for FY 2026-27 is calculated at $446,197,196, and the appropriations subject to Gann Limit total is $156,425,344.

BACKGROUND

State Proposition 4, commonly known as the Gann Initiative, was approved by California voters in November 1979. Proposition 4 created Article XIIIB of the State Constitution, which places limits on the amount of revenue that can be spent by government agencies. This is referred to as the Gann Appropriation Limit, or Gann Limit.

A subsequent related State Initiative, Proposition 111, was approved by the voters in June 1990 and provided new adjustment formulas to make the Gann Limit more responsive to local growth issues and to address concerns regarding the accountability of local governments in adopting their limits. Prior to each fiscal year, city councils must adopt by resolution the Gann Appropriation Limit for the city for the upcoming year. In addition, cities are required to conduct a review of their limits during annual financial audits.

The appropriations limitation imposed by Propositions 4 and 111 creates a restriction on the amount of revenue that can be appropriated in any fiscal year. The limit is based on actual appropriations during the 1978-79 fiscal year and is increased each year using population and inflation growth factors. Only revenues that are classified as "proceeds of taxes" are subject to the limit. The use of "non-tax proceeds" (user fees, rental income, franchise fees, Gas Tax revenue) is not restricted.

DISCUSSION

During any fiscal year, a city may not appropriate any proceeds of taxes it receives in excess of its established limit. Excess funds received in any year may be carried into the subsequent year for use if the city is below its limit for that year. Any excess funds remaining after the second year would be required to be returned to local taxpayers by reducing tax rates or fees. As an alternative, a majority of the voters may approve an "override" to increase the city's appropriations limit.

Senate Bill 1352 requires that the governing body of each local jurisdiction shall, by a legislative action, establish its appropriations limit at a regularly scheduled or special meeting and that the documentation used in the determination of the appropriations limit shall be made available to the public fifteen days before that meeting. Government Code Section 7910 requires that the City adopt its appropriations limit prior to the beginning of each fiscal year.

The Finance Department of the City of Hayward compiles the data and makes calculations incident to the determination of the XIIIB appropriations limit. The resolution establishes the appropriations limit FY 2026-27 to be $446,197,196.

STRATEGIC ROADMAP

This agenda item is a routine operational item and does not relate to one of the Council's six Strategic Priorities.

FISCAL IMPACT

There are no present fiscal impacts related to establishing the limit for FY 2026-27. The amount of appropriations subject to the limit is the budgeted proceeds of taxes (e.g., all taxes levied; transfers from an enterprise fund to the extent those transfers exceed the cost of providing the services; discretionary state subventions; interest earned from the investment of proceeds of taxes, etc.), and the total of these budgeted revenues cannot exceed the total appropriations limit.

The City's actual appropriations in each fiscal year have been significantly below the limit and this is also true for FY 2026-27. The table below summarizes the limit for FY 2026-27 and the preceding five years.

	Appropriations Limit	Appropriations Subject to Limit
FY 2022	361,008,034	127,106,342
FY 2023	385,856,903	134,128,080
FY 2024	401,094,901	147,272,181
FY 2025	413,370,218	166,611,723
FY 2026	425,748,211	173,649,993
FY 2027	446,197,196	156,425,344

PUBLIC CONTACT

The amount of the Fiscal Year 2026-27 appropriations limit and the documentation substantiating this determination are available for review by the public by contacting the Office of the City Clerk.

Prepared by: Nicholas Mullins, Senior Management Analyst

Recommended by: DeAnna Hilbrants, Director of Finance

Approved by:



_____
Jenniffer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-_____

Introduced by Council Member _____

RESOLUTION ADOPTING APPROPRIATIONS LIMIT FOR FISCAL YEAR 2026-27 PURSUANT TO ARTICLE XIII B OF THE CONSTITUTION OF THE STATE OF CALIFORNIA

WHEREAS, on November 6, 1979, the citizens of the State of California approved Proposition 4, which added Article XIII B to the Constitution of the State of California to place various limitations on the fiscal powers of State and local government; and

WHEREAS, Senate Bill 1352, Government Code Section 7900, et. seq. enacted by the California Legislature, provides for the implementation of Article XIII; and

WHEREAS, the City is required to establish its appropriations limit at a regularly scheduled meeting or noticed special meeting, and 15 days prior to such meeting, the documentation used in the determination of the appropriations limit shall be made available to the public; and

WHEREAS, the Gann Limit for FY 2026-27 is calculated at $446,197,196, and the appropriations in FY 2026-27 subject to this limit total $156,425,344; and

WHEREAS, the FY 2026-27 Gann Limit was calculated using the change in the cost of living based on the change in California per capita personal income, and the change in population based on the percentage change in population within Alameda County.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Hayward that at its meeting of June 02, 2026, Council adopted a Resolution that establishes the appropriations limit for the FY 2026-27 pursuant to Article XIII B of the Constitution of the State of California.

BE IT FURTHER RESOLVED that the documentation used in the determination of the appropriations limit for FY 2026-27 is available for public review by contacting the Office of the City Clerk of the City of Hayward.

IN COUNCIL, HAYWARD, CALIFORNIA _____ 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

Gann Limit

City of Hayward
Gann Appropriations Limit Calculation Fiscal Year 2026-27

FY 2026-27 Adjustment Factors

1. Population	(-0.14+ 100)/100	99.86%
2. Per Capita Income	(4.95 + 100)/100	104.95%
Total Adjustment Factor:		104.803%

FY 2025-26 Limit:	$425,748,211
FY 2026-27 Adj Factor:	104.80%
New Limit Amount:	$446,197,196

FY 2026-27 Limit: **$446,197,196**

Reference

1. Population: County Population Change
2. Per Capita Income: CA PCI Change

City of Hayward **Attachment IV**
Gann Appropriation Limit Fiscal Year 2026-27

A. Proceeds of Taxes:[1]		$167,558,857
B. Exclusions:[2]		$11,133,513
C. Appropriations Subject to Limitation:[3]		$156,425,344
D. Current Year Limit:[4]		$446,197,196
E. Over/(Under) Limit:[5]	=	($289,771,852)

Note:

1 Taxes = Property Tax, Sales Tax, Business License Tax, Real Property Transfer Tax, Transient Occupancy Tax, Supplemental Improvement Tax, Excise Tax, Utility Users Tax, Motor Vehicle In Lieu, Interest Earnings

2 Exclusions: Federal Mandates such as Landscape and Streets Maintenance, FLSA Overtime Costs, Americans with Disability (ADA) Compliance, United States Postal Rate Increases, and Qualitied Capital Outlays

3 A - B (Proceeds of Taxes minus Exclusions)

4 FY 2026-27 Limit

5 C - D (FY 2026-27 Limit minus Appropriations subject to Limitation

File #: LB 26-011

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Manager

SUBJECT

Hayward Business License Tax: Adoption of Resolutions: (1) Establishing November 3, 2026, as the Date for an Election on a Proposed Ballot Measure Seeking Voter Approval of an Ordinance to Modernize the City of Hayward Business License Tax, (2) Requesting the Alameda County Board of Supervisors to Consolidate said Election with the Statewide General Election; (3) Establishing the Policy for Ballot Arguments for the Ballot Measure; and Finding that the Actions are Exempt from Environmental Review

RECOMMENDATION

That the City Council adopts the attached resolutions (Attachments II and IV) to:

1. Place a measure to modernize the City of Hayward Business License Tax Ordinance on the November 3, 2026, ballot,
2. Approve the proposed ballot question as it will appear on the ballot and the underlying ordinance to be enacted,
3. Request that the Alameda County Board of Supervisors consolidates the election for this measure with the established election on November 3, 2026,
4. Direct the City Attorney to develop an impartial analysis of the proposed measure,
5. Direct the City Clerk to conduct necessary activities related to this item,
6. Establish the policy for submitting ballot arguments,
7. Find that the actions are exempt from environmental review.

SUMMARY

The City of Hayward adopted its current Business License Tax (BLT) structure on July 11, 1978. The current tax structure is primarily based on flat annual fees applied by business categories, employee counts and limited gross receipt categories. Over time, changes in the local economy and business environments have prompted consideration of whether the structure reflects today's business landscape. For example, newer industries such as data centers are not specifically captured in the City's current rate categories.

At the January 20, 2026 work session on City revenue sources, Council gave direction to staff to explore

modernizing the City's BLT structure, including comparing Hayward to neighboring jurisdiction and conducting polling. On April 7, staff presented the results from public opinion polling, business engagement efforts, and a refined Business License Tax framework. At that meeting, Council directed staff to return with the legislative actions necessary to place the ballot measure at the November 3, 2026, election. The attached resolutions (Attachments II and IV) would formally place this measure on the ballot for voter consideration.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution Establishing November 3, 2026 as Date for an Election
Attachment III	Exhibit A to the Resolution Establishing Election Date
Attachment IV	Resolution for Ballot Arguments
Attachment V	Comparison of April 7 and June 2 Proposed BLT Frameworks

DATE: June 2, 2026

TO: Mayor and City Council

FROM: City Manager

SUBJECT Hayward Business License Tax: Adoption of Resolutions: (1) Establishing November 3, 2026, as the Date for an Election on a Proposed Ballot Measure Seeking Voter Approval of an Ordinance to Modernize the City of Hayward Business License Tax; (2) Requesting the Alameda County Board of Supervisors to Consolidate said Election with the Statewide General Election; (3) Establishing the Policy for Ballot Arguments for the Ballot Measure; and Finding that the Actions are Exempt from Environmental Review

RECOMMENDATION

That the City Council adopts the attached resolutions (Attachments II and IV) to:

1. Place a measure to modernize the City of Hayward Business License Tax Ordinance on the November 3, 2026, ballot,
2. Approve the proposed ballot question as it will appear on the ballot and the underlying ordinance to be enacted,
3. Request that the Alameda County Board of Supervisors consolidates the election for this measure with the established election on November 3, 2026,
4. Direct the City Attorney to develop an impartial analysis of the proposed measure,
5. Direct the City Clerk to conduct necessary activities related to this item,
6. Establish the policy for submitting ballot arguments,
7. Find that the actions are exempt from environmental review.

SUMMARY

The City of Hayward adopted its current Business License Tax (BLT) structure on July 11, 1978. The current tax structure is primarily based on flat annual fees applied by business categories, employee counts and limited gross receipt categories. Over time, changes in the local economy and business environments have prompted consideration of whether the structure reflects today's business landscape. For example, newer industries such as data centers are not specifically captured in the City's current rate categories.

At the January 20, 2026 work session on City revenue sources, Council gave direction to staff to explore modernizing the City's BLT structure, including comparing Hayward to neighboring jurisdictions and conducting polling. On April 7, staff presented the results from public

opinion polling, business engagement efforts, and a refined Business License Tax framework. At that meeting, Council directed staff to return with the legislative actions necessary to place the ballot measure at the November 3, 2026, election. The attached resolutions (Attachments II and IV) would formally place this measure on the ballot for voter consideration.

FISCAL IMPACT

Should Hayward voters approve the modernization of the Business License Tax, the City is projected to generate approximately $16 million in total annual Business License Tax revenue. The current system generates approximately $3.3 million in revenue from about 10,000 business license payers. If approved, this measure would generate an estimated increase of approximately $12 million annually.

The cost of the election, including election of two Councilmembers subject to separate report and resolution is estimated at $500,000. This amount has been incorporated into the Proposed Operating Budget for FY 2026-27.

BACKGROUND

On January 20, 2026, staff presented to City Council information about the City's general fund revenue sources, including the BLT. At that Work Session, Council gave direction to staff to explore modernizing the City's BLT structure, starting with comparing Hayward to neighboring jurisdictions and conducting initial outreach to stakeholders.

At the February 28, 2026 Fiscal Sustainability Work Session, staff presented two potential proposals for Council consideration and feedback. Council expressed interest in exploring the "Match Neighbors" scenario, which aligns Hayward's tax rates more closely with surrounding jurisdictions and directed staff to conduct public opinion polling and business engagement to better inform the next phase of this effort.

Staff returned to Council on April 7 to present the results of public opinion polling and business engagement efforts, as detailed in the associated staff report. At that meeting, Council expressed interest in pursuing the proposed tax framework and directed staff to return with legislative actions necessary to place the ballot measure at the November 3, 2026 ballot.

This topic was further discussed during the May 12th, 2026 Budget Work Session, where staff presented an overview of the City's budget, including ongoing efforts to modernize the City's BLT Tax structure. During the discussion, Council expressed interest in learning more about modernization efforts taking place in neighboring jurisdictions and directed staff to meet with labor representatives to gather additional input on the proposed BLT tax framework.

DISCUSSION

Proposed BLT Structure

Based on Council feedback from the April 7, 2026 Work Session, staff conducted additional outreach with neighboring jurisdictions and met with labor representatives to discuss potential refinements of the proposed progressive rate structure. Based on these discussions, staff is bringing back a refined proposal that includes the addition of a new tax rate bracket for businesses with annual gross receipts exceeding $50 million, as well as increased rates for Data Center and Residential and Nonresidential Rental classifications. Attachment V provides a comparison between the April 7th and updated June 2nd proposals.

The refined proposal also reflects modernization efforts taking place in neighboring cities, such as San Leandro and Newark, which are also considering BLT modernization measures for the November 2026 ballot. Figure 1 compares the estimated tax rates generated under the proposed tax framework with neighboring jurisdictions. As shown below, the updated proposal keeps the City's generally aligned with the revenue generation of surrounding jurisdictions, while supporting long-term business retention and competitiveness locally.

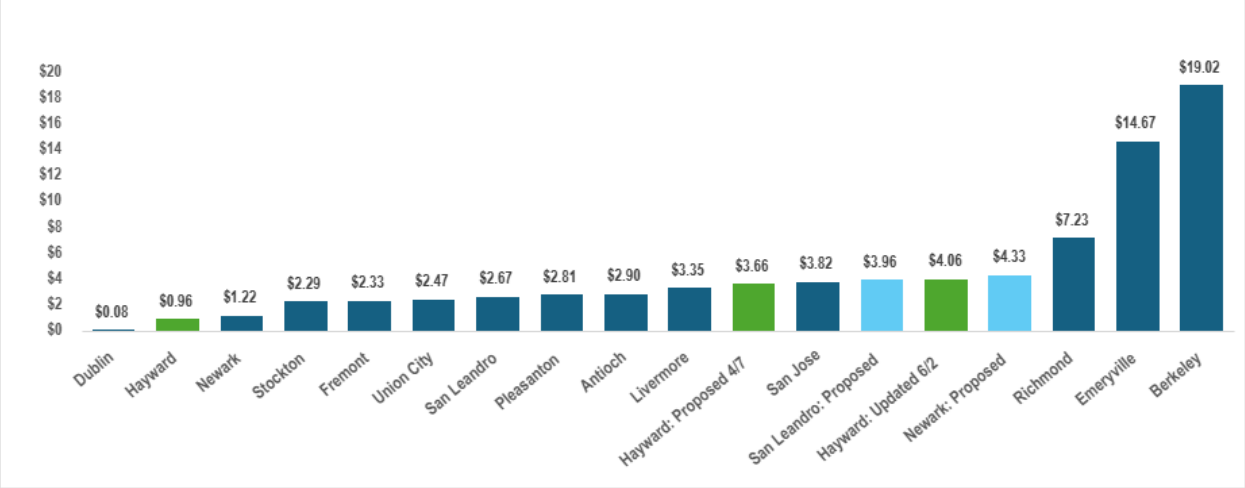


Figure 1. Estimated Business License Tax Rates per $1,000 of Gross Receipts Across Selected Jurisdictions and Proposed Modernization Framework

Similar to the previously discussed "Match Neighbors" framework, the proposed structure transitions the City toward a gross receipts-based structure intended to better align tax obligations with business size and revenue and overall economic activity occurring within the City. This approach differs from the City's current structure, which relies largely on flat fees and limited categories, toward a more progressive framework that reflects differences in business scale and economic activity.

Proposed Ballot Language

Based on direction from Council during our last work session, staff recommend placement of the following ballot language before Hayward voters:

HAYWARD BUSINESS LICENSE TAX MODERNIZATION: Shall the measure updating the Hayward Business License Tax for the first time since 1978, to support general city services, including neighborhood police protection, firefighting, 911 response, libraries, and pothole repair, generating an additional $12 million annually until repealed, with a minimum tax of $60 and rates from $.30 to $3.75 per $1,000 of gross receipts, with higher rates for higher-grossing businesses, as stated in the ordinance, be adopted?	YES
	NO

Proposed BLT Ordinance Amendment
The proposed ordinance would modernize the City's BLT structure for the time since 1978 by transitioning from a system of flat annual fees and employee counts toward a more progressive gross receipts-based framework.

The proposed ordinance includes the following key elements:

Modernized Definitions and Administrative Framework
The ordinance updates and modernizes business activity definitions and classifications to provide clearer and more standardized categorization of business activity.

The ordinance also updates provisions related to annual license periods, payment schedules, penalties, interest, apportionment methodologies, and administrative authority to support implementation of the updated structure, including provisions allowing for apportionment of gross receipts attributable to business activity occurring within the City.

Updated Business Activity Classifications
The ordinance establishes standardized business activity classifications (Class A through Class J) to replace the City's structure that contained dozens of individual business categories and fee schedules. It also replaces numerous outdated business-specific categories, such as card rooms, peddlers, and various trades and occupations into broader business activity categories.

The proposed categories are:

- Retail Sales and Utility
- Wholesale Sales, Transportation, and Warehousing
- Manufacturing
- Business and Personal Services
- Professional/Semi-Professional Services
- Construction Contractor
- Hotel and Motel
- Data Center

- Miscellaneous
- Residential and Nonresidential Rental

The ordinance also includes updated definitions and classifications related to utilities, data centers, warehousing operations, and other business types to better reflect modern business activity within the City.

Transition to Gross Receipts-Based and Progressive Tax Structure
The ordinance introduces a new gross receipts-based methodology that transitions away from the current structure that was primarily based on flat fees and employee counts.

The ordinance establishes gross receipts brackets for most business classifications using the following thresholds:

- Up to $5 million
- $5 million to $10 million
- $10 million to $25 million
- $25 million to $50 million
- Over $50 million

Other key elements of the new structure include:
- A minimum tax payment of $60 applicable to all businesses, to ensure a baseline contribution across all business types;
- Tiered gross receipts rates ranging from $0.30 to $3.75 per $1,000 of annual gross receipts, with higher rates applied to businesses with higher gross receipts;
- Authority for the Tax and License Administrator to determine apportionment of gross receipts attributable to business activity occurring within the City; and
- A definition for businesses under common ownership to ensure that related entities under common control are treated as a single economic enterprise, so the progressive rate structure applies based on the true scale of business activity within the City.

The table below provides a summary of the proposed business activity classifications and corresponding gross receipts-based tax rates included in the proposed ordinance.

			Alt Proposal							Tax Revenue (2026 $)		Average Effective Tax Rate (per $1,000)	
					Bracket 1	Bracket 2	Bracket 3	Bracket 4	Bracket 5				
TAX CATEGORY	Payers	Gross Receipts (2026 $)*	Min tax	Alt Tax Payroll	$0 mil - $5 mil	$5 mil - $10 mil	$10 mil - $25 mil	$25 mil - $50 mil	$50 mil +	Current Law	Alt Proposal	Current Law	Alt Proposal
Retail Sales	1,341	$2,917,255,148	$60	$0.70	$0.30	$0.40	$0.50	$0.75	$1.00	$694,021	$1,742,255	$0.24	$0.60
Grocers	58	$311,466,346	$60	$0.70	$0.30	$0.40	$0.50	$0.75	$1.00	$36,695	$136,839	$0.12	$0.44
Automobile Sales	103	$671,723,379	$60	$0.70	$0.30	$0.40	$0.50	$0.75	$1.00	$71,859	$454,177	$0.11	$0.68
Wholesale Trade/Warehouse	701	$4,646,990,288	$60	$0.70	$0.50	$0.60	$0.70	$0.80	$1.00	$549,313	$3,235,516	$0.12	$0.70
Manufacturing (Value Add)	365	*$1,474,924,344*	$60	$0.70	$0.60	$0.80	$0.90	$1.00	$1.10	$390,021	$1,323,451	$0.26	$0.90
Business/Personal Svcs	1,537	$920,476,690	$60	$0.70	$0.50	$1.00	$1.25	$1.50	$1.75	$169,286	$716,308	$0.18	$0.78
Professional Svcs	1,376	$1,419,045,992	$60	$0.70	$1.50	$1.50	$1.50	$1.50	$1.75	$1,027,473	$2,264,055	$0.72	$1.60
Contractors	2,107	$700,214,941	$60	$0.70	$0.50	$0.90	$1.15	$1.25	$1.50	$191,275	$400,589	$0.27	$0.57
Hotel/Motel	19	$28,944,004	$60	$0.70	$0.30	$0.40	$0.50	$0.60	$1.00	$8,282	$9,215	$0.29	$0.32
Utility Companies	8	$145,564,178	$60	$0.70	$2.50	$2.50	$2.50	$2.50	$2.50	$1,075	$365,827	$0.01	$2.51
Trucking/Transportation	320	$576,448,601	$60	$0.70	$0.50	$0.60	$0.70	$0.80	$1.00	$111,582	$364,440	$0.19	$0.63
Data Centers	6	$34,574,216	$60	$0.70	$3.00	$3.00	$3.00	$3.00	$3.00	$2,359	$103,769	$0.07	$3.00
Miscellaneous	44	$17,208,925	$60	$0.70	$1.50	$2.00	$2.50	$2.50	$2.50	$3,481	$28,299	$0.20	$1.64
Commercial Rental Property	1,107	$740,542,575	$60	$0.70	$3.75	$3.75	$3.75	$3.75	$3.75	$221,232	$2,792,953	$0.30	$3.77
Residential Rental Property (4+ Unit	515	$282,637,889	$60	$0.70	$3.75	$3.75	$3.75	$3.75	$3.75	$86,982	$1,063,845	$0.31	$3.76
Residential Rentals (1-3 Units)	4,858	$154,719,415	$60	$0.70	$3.75	$3.75	$3.75	$3.75	$3.75	$0	$580,198	$0.00	$3.75
Total	**14,466**	**$15,042,736,931**	**Total Estimated Base Taxes (excluding penalties)**							**$3,564,937**	**$15,581,735**	**$0.24**	**$1.04**
			Estimated Penalties							$95,866	$419,016		
			Total Estimated Business Tax Revenue							**$3,660,804**	**$16,000,751**		

Effective Date and Implementation

If approved by voters, the ordinance would become effective following certification of the November 3, 2026 election results. The updated BLT rates would apply beginning January 1, 2027, and would be calculated using calendar year 2026 gross receipts.

Environmental Review

The adoption of the attached Resolutions is exempt from review under the California Environmental Quality Act (Public Resources Code§§ 21000 et seq., "CEQA," and 14 Cal. Code Reg.§§ 15000 et seq., "CEQA Guidelines"). Under CEQA Guidelines section 15378(b)(4), the resolution contained in Attachment II is not a project within the meaning of CEQA because the ballot measure would create a government funding mechanism that does not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment. If revenue from the tax were used for a purpose that would have either such effect, the city would undertake the required CEQA review for that particular project.

Adoption of the resolution contained in Attachment III to establish the policy for ballot arguments is exempt from CEQA review pursuant to CEQA Guidelines section 15378(b)(5) as an organizational or administrative activity that will not result in a direct or indirect physical change to the environment.

Furthermore, the resolutions contained in Attachment II and Attachment III are subject to the "common sense" exemption contained in section 15061(b)(3) of the CEQA Guidelines in that it can be seen with certainty that there is no possibility that adoption of the resolutions may have a significant effect on the environment.

PUBLIC CONTACT

Staff conducted public outreach and stakeholder engagement efforts related to the modernization measure, including public opinion polling, a business engagement survey, and

meetings with local business stakeholder groups. Additional details regarding these outreach efforts are included in the April 7, 2026, Council Work Session Staff Report. Additionally, the City met with labor representatives in May to discuss potential refinement of the proposed tax framework.

NEXT STEPS

If Council adopts the resolution placing the measure on the November 3, 2026, ballot, staff will work closely with the City Clerk and City Attorney to submit all of the required documentation to the County Registrar of Voters by the deadline. The City Attorney will also draft the impartial analysis of the measure for submittal.

Below is a schedule of other key dates related to a November 3, 2026 election:

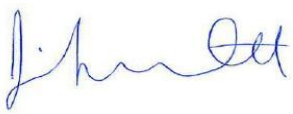
Date	Action
August 3, 2026	Deadline to file City Attorney Impartial Analysis with City Clerk
August 7, 2026	Deadline to file with County Board of Supervisors and Alameda County Registrar of Voters the ballot measure question, ballot measure full text, and City Attorney Impartial Analysis (EC 9280-9287)
August 10, 2026 (noon, 12pm)	Last day to file direct arguments with City Clerk (EC 9282, 9286)
August 10-20, 2026	Public review period for direct arguments (EC 9295)
August 14, 2026 (noon, 12pm)	Last day to file rebuttal arguments with City Clerk (EC 9285, 9286)
August 14 -24, 2026	Public review period for rebuttal arguments (EC 9295)
August 24, 2026	Deadline to submit direct and rebuttal arguments to the Alameda County Registrar of Voters

EC = Election Code

Prepared by: Irene Perez, Management Analyst II
Miriam Lens, City Clerk
Michael Vigilia, Senior Assistant City Attorney

Recommended by: Mary Thomas, Assistant City Manager

Approved by:



Jennifer Ott, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-_____

Introduced by Council Member _____

RESOLUTION OF THE CITY OF HAYWARD ESTABLISHING NOVEMBER 3, 2026, AS THE DATE FOR AN ELECTION ON A PROPOSED BALLOT MEASURE SEEKING VOTER APPROVAL OF AN ORDINANCE TO MODERNIZE THE CITY OF HAYWARD BUSINESS LICENSE TAX, AND REQUESTING THE BOARD OF SUPERVISORS OF ALAMEDA COUNTY TO CONSOLIDATE SAID ELECTION WITH THE STATEWIDE GENERAL ELECTION; AUTHORIZING CERTAIN OTHER ELECTION ACTIVITIES; AND FINDING THAT THE ACTION IS EXEMPT FROM ENVIRONMENTAL REVIEW

WHEREAS, the Hayward City Council is authorized by California Elections Code Section 9222 to place measures before the voters; and

WHEREAS, Elections Code Sections 9281 through 9287 set forth the procedures for arguments in favor of and in opposition to any City ballot measure and for rebuttal arguments; and

WHEREAS, the City of Hayward, as a charter city, may impose a business license tax pursuant to its authority over municipal affairs as described in Article XI, Section 5 of the California Constitution; and

WHEREAS, the proposed business license tax to be submitted to the voters is a general tax that can be used for any legitimate governmental purpose, including but not limited to, neighborhood police protection, firefighting, 911 response, libraries, and pothole repair; and

WHEREAS, any general tax must be submitted to the electorate and approved by a majority vote, as specified in Article XIIIC, Section 2 of the California Constitution and Government Code section 53723; and

WHEREAS, the City of Hayward adopted the current business license tax structure on July 11, 1978. This current system generates approximately $3.3 million in revenue from about 10,000 business license payers; and

WHEREAS, the current tax structure is primarily based on flat annual fees applied by business categories, employee counts and limited gross receipt categories. As a result, many businesses within the same category pay similar taxes regardless of business size or revenue; and

WHEREAS, the ballot measure proposes a business license tax that uses a gross receipts-based structure intended to better align tax obligations with business size and revenue and features a more progressive framework that reflects differences in business scale and economic activity; and

WHEREAS, the proposed business license tax would generate an additional $12 million annually with a minimum tax of $60 and rates from $.30 to $3.75 per $1,000 of gross receipts, with higher rates for higher-grossing businesses; and

WHEREAS, November 3, 2026, is the date of the Statewide General Election and it is desirable that the election on the City's ballot measure be consolidated with the Statewide General Election to be held on the same date; that within the City, the precincts, vote centers and election officers of the two elections be the same; and that the Alameda County Registrar of Voters canvass the returns of the consolidated election and that the election be held in all respects as if there were only one election; and

WHEREAS, the adoption of this Resolution is exempt from the California Environmental Quality Act (Public Resources Code§§ 21000 et seq., "CEQA," and 14 Cal. Code Reg.§§ 15000 et seq., "CEQA Guidelines"). Under CEQA Guidelines section 15378(b)(4), the action is not a project within the meaning of CEQA because the ballot measure would create a government funding mechanism that does not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment. If revenue from the tax were used for a purpose that would have either such effect, the city would undertake the required CEQA review for that particular project. Furthermore, this action is subject to the "common sense" exemption contained in section 15061(b)(3) of the CEQA Guidelines in that it can be seen with certainty that there is no possibility that adoption of the Resolution may have a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward:

1. Recitals. The foregoing recitals are true and correct and are hereby incorporated by reference.

2. Call Election; Placement of Measure on the Ballot. Pursuant to California Constitution Article XIIIC, Section 2; Government Code Sections 53723 and 53724; and Elections Code Section 9222, the City Council of the City of Hayward hereby calls an election at which it shall submit to the qualified voters of the City, a measure that, if approved, would impose a business license tax that can be used for any legitimate governmental purpose. This measure shall be assigned a letter designation by the Alameda County Registrar of Voters. Pursuant to Election Code Section 10400 *et seq.,* the election for this measure shall be

consolidated with the established election to be conducted on November 3, 2026.

3. Ballot Language. The question to be presented to the voters shall be as follows:

HAYWARD BUSINESS LICENSE TAX MODERNIZATION: Shall the measure updating the Hayward Business License Tax for the first time since 1978, to support general city services, including neighborhood police protection, firefighting, 911 response, libraries, and pothole repair, generating an additional $12 million annually until repealed, with a minimum tax of $60 and rates from $.30 to $3.75 per $1,000 of gross receipts, with higher rates for higher-grossing businesses, as stated in the ordinance, be adopted?	YES
	NO

4. Proposed Ordinance.

a) That the proposed full text of the measure authorizing the general tax to be approved by the voters is attached hereto as Exhibit A. The City Council hereby approves the measure, the form thereof, and its submission to the voters of the City at the November 3, 2026 election. The full text of the ordinance will be accessible on the City of Hayward's website (www.hayward-ca.gov) or by contacting the City Clerk, and this will be referenced in the Voter Information Pamphlet.

b) That the measure authorizing the general tax is subject to the approval of a majority (greater than 50%) of the voters voting on the measure, per California Constitution Article XIIIC, Section 2 and Government Code section 53723.

5. Publication of Measure. The City Clerk is hereby directed to cause notice of the measure to be published once in the official newspaper of the City of Hayward, in accordance with Section 12111 of the Elections Code and Section 6061 of the Government Code.

6. Request to Consolidate and Conduct Election and Canvass Returns.

(a) Pursuant to the requirement of Section 10403 of the Elections Code, the Board of Supervisors of Alameda County is hereby requested to consent and agree to the consolidation of a General Municipal Election with the Statewide General Election on Tuesday November 3, 2026, for the purpose of placing the measure set forth in Sections 3 and 4 on the ballot.

(b) The Alameda County Registrar of Voters is authorized to canvass the returns of the municipal election. The election shall be held in all respects as if there were only one election, and only one form of ballot shall be used.

(c) The Alameda County Board of Supervisors is requested to issue instructions to the Alameda County Registrar of Voters to take any and all steps necessary for the holding of the consolidated election.

(d) The City of Hayward recognizes that additional costs will be incurred by the Alameda County Registrar of Voters because of this consolidation and agrees to reimburse the County for any costs.

7. Submission of Ballot Argument and Impartial Analysis to City Clerk.

(a) The last day for submission of direct arguments for or against the measure shall be by noon, 12:00 p.m. on August 10, 2026.

(b) The last day for submission of rebuttal arguments for or against the measure shall be by noon, 12:00 p.m. on August 14, 2026.

(c) Direct arguments shall not exceed three hundred (300) words and shall be signed by not more than five authors.

(d) Rebuttal arguments shall not exceed two hundred fifty (250) words and shall be signed by not more than five authors. The author of an argument may prepare and submit a rebuttal argument or may authorize in writing another person or persons to prepare, submit, or sign the rebuttal argument.

(e) The City Attorney shall prepare an impartial analysis of the measure by August 3, 2026, and such analysis shall not exceed five hundred (500) words.

(f) Pursuant to California Elections Code Section 9285, when the City Clerk has selected the arguments for and against the measure, which will be printed in the voter information guide, the City Clerk shall send a copy of the

argument in favor of the measure to the authors of the argument against the measure, and a copy of the argument against the measure to the authors of the argument in favor of the measure. Rebuttal arguments shall be printed in the same manner as the direct arguments. Each rebuttal argument shall immediately follow the direct argument, which it seeks to rebut.

8. Effective Date. This Resolution shall become effective immediately upon its adoption and the City Clerk is directed to send certified copies of the Resolution to the Alameda County Board of Supervisors and the Alameda County Registrar of Voters.

9. CEQA. The adoption of this Resolution is exempt from the California Environmental Quality Act (Public Resources Code§§ 21000 et seq., "CEQA," and 14 Cal. Code Reg.§§ 15000 et seq., "CEQA Guidelines"). Under CEQA Guidelines section 15378(b)(4), the action is not a project within the meaning of CEQA because the ballot measure would create a government funding mechanism that does not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment. If revenue from the tax were used for a purpose that would have either such effect, the city would undertake the required CEQA review for that particular project. Furthermore, this action is subject to the "common sense" exemption contained in section 15061(b)(3) of the CEQA Guidelines in that it can be seen with certainty that there is no possibility that adoption of the Resolution may have a significant effect on the environment.

IN COUNCIL, HAYWARD, CALIFORNIA, _____, 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

EXHIBIT A

Proposed Ordinance

ME ORDINANCE NO. 26-____

THE PEOPLE OF THE CITY OF HAYWARD DO ORDAIN AS FOLLOWS:

Section 1. Definitions—Amendment. Section 8-1.10 of Article 1, Chapter 8 of the Hayward Municipal Code is hereby amended to read as follows, with deleted terms shown in strikeout and added terms underlined:

SEC. 8-1.10 - DEFINITIONS. GENERAL.

~~For the purposes of this Article certain words and phrases are defined and certain provisions shall be construed as herein set out unless it shall be apparent from their context that a different meaning is intended.~~

The definitions in this section apply to the words and phrases used in this Article unless the context clearly indicates otherwise.

(a) "Business" means any activity, enterprise, profession, trade, or undertaking of any nature conducted or engaged in, with the object of gain, benefit or advantage, whether direct or indirect, to the taxpayer or to another or others. "Business" shall include any transaction which is, or which in effect results in, a sale, but shall not include the services rendered by an employee to their employer.

(b) "City" means City of Hayward, a California Charter City.

(c) "Engaging in Business" means commencing, conducting, or continuing in business and also the exercise of corporate or franchise powers as well as liquidating a business when the liquidators hold themselves out to the public as conducting such business.

(d) "Gross Receipts" means the total amount of the sale price of all sales and the total amount charged or received for the performance of any act, service, or employment of whatever nature it may be, for which a charge is made or credit allowed; and included in Gross Receipts shall be all receipts, cash, credits, and property of any kind or nature and any amount for which credit is allowed by the seller to the purchaser without any deduction therefrom on account of the cost of the property sold, the cost of the materials used, labor or service cost, interest paid or payable or losses or other expenses whatever. Excluded from Gross Receipts shall be cash discounts allowed and taken on sales, value of property accepted as part of the purchase price and which property will later be sold, any tax which is measured by the sales price or the Gross Receipts from the sale or which is a stated sum per unit of such property sold, included in or added to the purchase price and collected from the consumer or purchaser, and such part of the sale price

of property returned by the purchaser upon revision of the contract of sale as is refunded either in cash or by credit.

(e) "Newly Established Business" means:

(1) A Person conducting any business activity in the City for the first time; or

(2) A Business that resumes operation in the City after having been out of operation in the City during the entire previous tax year.

(f) "Person" means any natural person, receiver, administrator, executor, assignee, trustee in bankruptcy, trust, estate, firm, co-partnership, joint venture, club, company, joint stock company, business trust, limited liability company, municipal corporation, political subdivision of the State of California, domestic or foreign corporation, association, syndicate, society, or any group of individuals acting as a unit, whether mutual, cooperative, fraternal, nonprofit, or otherwise, and the United States or any instrumentality thereof, and any natural person, who as an individual or with a spouse, owns more than fifty (50) percent of the capital stock of a corporation obligated to file a declaration and pay tax pursuant to this Article; and in addition, is a person with the power to control the fiscal decision-making process by which the corporation allocates funds to creditors in preference to its tax obligations under the provisions of this Article. A person as defined herein, who is also an officer or director of a corporation obligated to file declarations and pay tax pursuant to this Article, shall be presumed to be a person with the power to control the fiscal decision-making process. Whenever the term "person" is used in any clause prescribing and imposing a penalty, the term as applied to any association shall mean the owners or part owners of such association, and as applied to any corporation, shall mean the officers of such association.

(g) "Sale" and "Sell" means any transfer of title to property for a price by any manner or means, and to the serving, supplying, or furnishing, for a price, of any property fabricated or made at the special order of consumers who do or do not directly or indirectly furnish the specifications for such special order. "Sale" also includes any transaction where the possession of property is transferred, but the seller retains the title as security for the payment of the price.

Section 2. Repeal of Sections 8-1.11 through 8-1.15. Sections 8-1.11 through 8-1.15 of Article 1, Chapter 8 of the Hayward Municipal Code are hereby repealed and reserved to read as follows:

SECS. 8-1.11—8-1.15 - Reserved.

Section 3. Business Activity Definitions—Addition. Section 8-1.16 is hereby added to Article 1, Chapter 8 of the Hayward Municipal Code to read as follows, with added terms underlined:

SEC. 8-1.16 - BUSINESS ACTIVITY DEFINITIONS.

The definitions in this section apply to the words and phrases used in this Article unless the context clearly indicates otherwise. The Tax and License Administrator may issue written determinations classifying specific business activities consistent with the criteria set forth in this section and shall publish a summary of such determinations for public reference.

(a) "Business and Personal Services" means any Business primarily engaged in providing administrative support, operational support, or personal care services to other businesses or to individuals, where the service does not primarily involve the exercise of professional advice or specialized technical expertise of the kind described in the definition of "Professional/Semi-Professional Services" in this section. "Business and Personal Services" includes, but is not limited to:

(1) Administrative and business support services, including office administrative services; facilities support services; employment placement and staffing agencies (except those placing licensed or credentialed professionals); document preparation and copying services; mail, courier, and messenger services; call center and telemarketing services; collection agencies; credit reporting services; travel arrangement and reservation services; investigation and security guard services; janitorial, landscaping, pest control, and other services to buildings and dwellings; packaging and labeling services; convention and trade show organizing services; and other similar administrative and support activities;

(2) Personal and laundry services, including laundries and dry cleaners; linen supply services; coin-operated laundry; cosmetologists, estheticians, barbers, nail technicians, and other personal appearance services requiring a California Board of Barbering and Cosmetology license or equivalent state license; massage therapists and bodywork practitioners; diet and weight-reducing centers; funeral homes and crematories; shoe repair; pet grooming and boarding; tattoo and body piercing studios; and other personal care and service activities not elsewhere classified.

(b) "Construction Contractor" means a Person who conducts or carries on a Business that is licensed as a contractor by the State of California and who undertakes to, or

offers to undertake to, or purports to have the capacity to undertake to, or submits bids to, or does themselves or by or through others, construct, alter, repair, add to, subtract from, improve, move, wreck, or demolish any building, highway, road, railroad, excavation, or other structure project, development, or improvement, or to do any part thereof, including the erection of scaffolding or other structures or works in connection therewith.

(c) "Data Center" means any Business that primarily operates or provides facilities for the housing or operation of computer systems, servers, and associated equipment used to manage, process, store, distribute, or share data, including, but not limited to, colocation services, cloud computing, data hosting, and managed information technology services.

(d) "Hotel" and "Motel" means providing short-term lodging in facilities known as hotels, motor hotels, inns, resort hotels, and motels that may offer food and beverage services, recreational services, conference rooms, convention services, laundry services, and other services. "Hotel" and "Motel" also include offering all or a portion of a residential building or structure for short-term dwelling, sleeping, or lodging, for example, by offering a bedroom, home, or other living space on a third-party platform for short-term residential use. As used in this definition, "short-term" means for 30 consecutive days or less.

(e) "Manufacturing" means manufacturing or processing any goods, wares, merchandise, articles, or commodities at a location within or outside of the City and selling such items at retail and/or wholesale inside or outside the City.

(f) "Miscellaneous" means any business activity not otherwise defined in this section.

(g) "Nonresidential Rental" means renting or letting all or a portion of a building, structure, billboard, or other property for commercial, industrial, or advertising purposes, or a portion of such building, structure, billboard, or property within the City for a purpose other than dwelling, sleeping, or lodging to a tenant. "Nonresidential Rental" includes offering, renting, or letting co-working spaces in any building or space, either as individual offices or shared working space, to businesses, independent contractors, or persons regardless of whether the person offering the co-working space owns the building or space or offers other related services, space, or products. "Nonresidential Rental" includes renting parking spaces in a parking lot or parking structure or any other rental of parking spaces.

(h) "Professional/Semi-Professional Services" means any Business providing services or information products where the primary activity involves the application of advanced specialized knowledge, skill, or judgment that typically requires formal post-secondary education, professional training, or a license or credential whose issuance is conditioned on demonstrated competency in a field of intellectual, scientific, technical, financial, or healthcare practice. "Professional/Semi-Professional Services" includes, but is not limited to:

(1) Legal services, including attorneys, law firms, title companies, and abstractors;

(2) Accounting, tax preparation, bookkeeping, payroll, and auditing services;

(3) Architectural, engineering, land surveying, and related technical services;

(4) Specialized design services, including graphic design, industrial design, interior design, and fashion design;

(5) Computer systems design, software development, information technology consulting, and related services, including software-as-a-service, platform-as-a-service, and infrastructure-as-a-service; where a Business both operates Data Center infrastructure and provides software, consulting, or other professional services, it shall be classified as a Data Center if the primary activity at its location within the City is the physical housing and operation of computing infrastructure; otherwise, it shall be classified by the nature of the services it primarily provides;

(6) Management consulting, business process consulting, and other scientific and technical consulting services;

(7) Scientific research and development services;

(8) Advertising, public relations, market research, media buying, and related communications services;

(9) Veterinary services;

(10) Photography when conducted as a specialized commercial or artistic profession, translation and interpretation services, and other professional, scientific, or technical services not elsewhere classified;

(11) Finance and insurance services, including banking and credit intermediation; securities, commodities, and investment services; insurance carriers, agencies, and brokers; financial planning and investment advisory services; and fund, trust, and portfolio management;

(12) Real estate services, including real estate agents and brokers, real estate managers and operators acting as agents, property appraisers, and title abstract and settlement services;

(13) Information services, including newspaper, magazine, book, music, and software publishing; motion picture and sound recording production; and other information services;

(14) Healthcare and social assistance services, including offices of physicians, dentists, optometrists, chiropractors, and other licensed health practitioners; outpatient care centers; medical and diagnostic laboratories; home health care services; hospitals; nursing and residential care facilities; individual and family social services; and other health and social assistance activities;

(15) Management of companies and enterprises, including holding companies, corporate headquarters, and central administrative offices whose primary activity is directing and coordinating the activities of subsidiaries or affiliates.

An activity shall be classified as Professional/Semi-Professional Services if it primarily involves any of the activities described above, regardless of how the Business describes itself or its services. Where an activity falls within this definition or the definition of Business and Personal Services, the activity shall be classified as Professional/Semi-Professional Services.

(i) "Residential Rental" means conducting or operating an apartment house or lodging house and every Person engaged in the business of conducting or letting rooms, and/or any building structure, for dwelling, sleeping, or lodging, including, but not limited to, a single-family house, duplex, triplex, townhouse, condominium, or co-operative. "Residential Rental" does not include rentals with an occupancy of 30 consecutive days or less.

(j) "Retail Sales" means the sale of goods, wares, or merchandise for any purpose other than resale in the regular course of business, including restaurants, the selling of new or used motor vehicles at retail, and the sale of groceries at retail. Arts, entertainment, and other performances or recreation activities for which admission is charged to the public shall also be Retail Sales.

(k) "Transportation" refers to the use of transportation equipment such as airplanes, trains, boats, cars, trucks, vehicles, pipelines, or other conveyances as productive assets to move people and goods and includes air transportation, rail transportation, water transportation, truck transportation, transit and ground passenger transportation, pipeline transportation, and scenic and sightseeing transportation.

(l) "Utility" means conducting or operating a public or private utility. This definition includes, but is not limited to, businesses providing to the general public or to private businesses utility services such as gas, electric, sanitary, or garbage services; video services, no matter how provided, including cable television, streaming services, satellite television, and other similar services; and telephone, audio or video telecommunications, or unified communication services. "Utility" also includes generating or selling electricity for either wholesale or retail, but does not include generating electricity from a clean energy source such as solar or wind when the generated electricity is primarily used on the premises where it is generated.

(m) "Warehousing" means any business operation where the principal business activity involves the storage and warehousing of goods, merchandise, packages, mail, or household furniture or goods in the City, including the temporary storage or processing of mail or packages for purposes of sorting or preparing for redelivery. A Business engaged in warehousing activities whose principal business activity within the City is Retail Sales shall be classified as Retail Sales.

(n) "Wholesale Sales" means the sale of goods, wares, or merchandise for the purpose of resale in the regular course of business.

Section 4. Business Activity Classifications—Addition. Section 8-1.17 is hereby added to Article 1, Chapter 8 of the Hayward Municipal Code to read as follows, with added terms underlined:

SEC. 8-1.17 - BUSINESS ACTIVITY CLASSIFICATIONS.

Class A	Retail Sales and Utility
Class B	Wholesale Sales, Transportation, and Warehousing
Class C	Manufacturing
Class D	Business and Personal Services
Class E	Professional/Semi-Professional Services
Class F	Construction Contractor
Class G	Hotel and Motel
Class H	Data Center
Class I	Miscellaneous
Class J	Residential Rental and Nonresidential Rental

Section 5. License Tax; Tax Rates—Addition. Section 8-1.18 is hereby added to Article 1, Chapter 8 of the Hayward Municipal Code to read as follows, with added terms underlined:

SEC. 8-1.18 - LICENSE TAX. TAX RATES.

(a) Except as otherwise provided in this Article, the City imposes, and every Person Engaging in Business within the City shall pay, an annual license tax.

(b) Persons engaged in business activities within the City shall pay the license tax at the rates provided in Section 8-1.19. All rates stated as an amount per one thousand dollars ($1,000.00) shall be paid for each full one thousand dollars ($1,000.00) of taxable Gross Receipts and every fractional part thereof.

(c) Notwithstanding subsection (b), every Person Engaging in Business within the City shall pay an annual minimum license tax of sixty dollars ($60.00).

Section 6. Tax Rates by Classification—Addition. Section 8-1.19 is hereby added to Article 1, Chapter 8 of the Hayward Municipal Code to read as follows, with added terms underlined:

SEC. 8-1.19 - TAX RATES FOR CLASS A THROUGH CLASS J.

(a) **Class A (Retail Sales and Utility).** Persons engaged in Class A business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$0.30 per $1,000
Over $5,000,000 but not over $10,000,000	$1,500, plus $0.40 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$3,500, plus $0.50 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$11,000, plus $0.75 per $1,000 over $25,000,000
Over $50,000,000	$29,750, plus $1.00 per $1,000 over $50,000,000

(b) **Class B (Wholesale Sales, Transportation, and Warehousing).** Persons engaged in Class B business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$0.50 per $1,000
Over $5,000,000 but not over $10,000,000	$2,500, plus $0.60 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$5,500, plus $0.70 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$16,000, plus $0.80 per $1,000 over $25,000,000
Over $50,000,000	$36,000, plus $1.00 per $1,000 over $50,000,000

(c) **Class C (Manufacturing).** Persons engaged in Class C business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$0.60 per $1,000
Over $5,000,000 but not over $10,000,000	$3,000, plus $0.80 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$7,000, plus $0.90 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$20,500, plus $1.00 per $1,000 over $25,000,000
Over $50,000,000	$45,500, plus $1.10 per $1,000 over $50,000,000

(d) **Class D (Business and Personal Services).** Persons engaged in Class D business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$0.50 per $1,000
Over $5,000,000 but not over $10,000,000	$2,500, plus $1.00 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$7,500, plus $1.25 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$26,250, plus $1.50 per $1,000 over $25,000,000
Over $50,000,000	$63,750, plus $1.75 per $1,000 over $50,000,000

(e) **Class E (Professional/Semi-Professional Services).** Persons engaged in Class E business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$1.50 per $1,000
Over $5,000,000 but not over $10,000,000	$7,500, plus $1.50 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$15,000, plus $1.50 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$37,500, plus $1.50 per $1,000 over $25,000,000
Over $50,000,000	$75,000, plus $1.75 per $1,000 over $50,000,000

(f) **Class F (Construction Contractor).** Persons engaged in Class F business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$0.50 per $1,000
Over $5,000,000 but not over $10,000,000	$2,500, plus $0.90 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$7,000, plus $1.15 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$24,250, plus $1.25 per $1,000 over $25,000,000
Over $50,000,000	$55,500, plus $1.50 per $1,000 over $50,000,000

(g) **Class G (Hotel and Motel).** Persons engaged in Class G business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$0.30 per $1,000
Over $5,000,000 but not over $10,000,000	$1,500, plus $0.40 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$3,500, plus $0.50 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$11,000, plus $0.60 per $1,000 over $25,000,000
Over $50,000,000	$26,000, plus $1.00 per $1,000 over $50,000,000

(h) **Class H (Data Center).** Persons engaged in Class H business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$3.00 per $1,000
Over $5,000,000 but not over $10,000,000	$15,000, plus $3.00 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$30,000, plus $3.00 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$75,000, plus $3.00 per $1,000 over $25,000,000
Over $50,000,000	$150,000, plus $3.00 per $1,000 over $50,000,000

(i) **Class I (Miscellaneous).** Persons engaged in Class I business activities shall pay a license tax as follows:

If annual Gross Receipts are:	Then the license tax is:
Not over $5,000,000	$1.50 per $1,000
Over $5,000,000 but not over $10,000,000	$7,500, plus $2.00 per $1,000 over $5,000,000
Over $10,000,000 but not over $25,000,000	$17,500, plus $2.50 per $1,000 over $10,000,000
Over $25,000,000 but not over $50,000,000	$55,000, plus $2.50 per $1,000 over $25,000,000
Over $50,000,000	$117,500, plus $2.50 per $1,000 over $50,000,000

(j) **Class J (Residential Rental and Nonresidential Rental).** Persons engaged in Class J business activities shall pay a license tax of three dollars and seventy-five cents ($3.75) for each one thousand dollars ($1,000.00) of annual Gross Receipts.

Section 7. Licenses; Duration and Payment—Amendment. Section 8-1.24 of Article 1, Chapter 8 of the Hayward Municipal Code is hereby amended to read as follows, with deleted terms shown in strikeout and added terms underlined:

SEC. 8-1.24 - LICENSES. DURATION ~~AND MANNER OF~~ PAYMENT.

No license shall be issued for a period of more than twelve (12) months. ~~Commencing January 1, 1975 the~~ The annual license period shall be on a calendar year basis. ~~No license shall be issued for any period extending beyond the 31st day of December of the calendar year in which such license is issued.~~

~~Notwithstanding the provisions of Section 8-1.25 hereof, for the license period of July 1, 1974 through December 31, 1974 all licenses classified as annual shall be issued on a semi-annual basis at a fee of one-half of the annual tax specified herein.~~

~~All licenses due hereunder shall be payable in advance as follows:~~

~~(a) *Daily License.* Due on its effective date and delinquent at 5:00 o'clock P.M. on due date.~~

~~(b) *Monthly License.* Due on the first day of each month for which license is sought and delinquent at 5:00 o clock P.M. on the tenth day of the month.~~

~~(c) *Quarterly License.* Due on the first day of January, April, July and October. Delinquent at 5:00 o'clock P.M. of the twentieth day of the first month in which the quarterly license is due.~~

~~(d) *Annual License.* Due on the first day of January and delinquent at 5:00 o'clock P.M. on February 28.~~

~~To all delinquent licenses there shall be added a penalty of ten percent (10%) of the amount of the tax due and an additional ten percent (10%) each month the tax remains unpaid after the delinquency date, provided, however, that the amount of such penalty to be added shall in no event exceed fifty percent (50%) of the amount of the license tax due.~~

~~No greater or less amount of money shall be charged or received for any license than is provided in this Article and no license shall be sold or issued for any period of time other than is provided in this Article.~~

(a) A Newly Established Business shall register and pay the license tax imposed by this Article within three (3) months after commencing operations within the City. The license tax shall become delinquent if not paid within that three-month period.

(b) After the first year of operation and for each calendar year thereafter, the annual license tax shall be due on January 1 and shall become delinquent at 5:00 p.m. on February 28 if not paid.

(c) When a license tax becomes delinquent, a penalty of ten percent (10%) of the amount of the delinquent license tax shall be added to the amount due. If the license tax remains unpaid sixty (60) days after becoming delinquent, an additional penalty of ten percent (10%) of the amount of the delinquent license tax, excluding the initial penalty, shall be added to the amount due.

(d) On the first day of each month that a license tax is delinquent, interest at the rate of one and one-half percent (1.5%) of the delinquent amount, excluding penalties and interest, shall be added to the amount due.

Section 8. Definitions—Amendment. Section 8-1.26 of Article 1, Chapter 8 of the Hayward Municipal Code is hereby amended to read as follows, with deleted terms shown in strikeout and added terms underlined:

SEC. 8-1.26 - LICENSE TAX. MANNER OF COMPUTATION.

~~The license tax for a person required to pay a license hereunder who is commencing operation shall be computed in the following manner:~~

~~When the tax to be paid is based upon gross receipts, the minimum annual license tax for the classification shall be paid prior to issuance of such license. The licensee shall at the expiration of the annual licensing period for which the business license tax was paid provide the Tax and License Administrator with a statement upon a form provided showing thereon the actual gross receipts applicable to such person's business during the period for which the first license was issued. The business license tax based upon such actual data shall be then finally ascertained and, if the tax due is greater than the amount actually paid, the licensee shall pay the difference between the two (2) amounts.~~

~~The average monthly receipts as determined from the statement described above, when multiplied by twelve (12), shall be the basis of the license tax for the following license period. For the purposes of this section, a fractional part of a month shall be considered a full month.~~

~~When the license tax to be paid is based on the number of persons employed, vehicles used, admissions charged, seating capacity, number of units or like measure, the applicant shall file with the Tax and License Administrator an estimate of the average number of vehicles, or other unit used in the business monthly and shall pay a license tax based thereon for the portion of the calendar year remaining prior to issuance of such license, but not less than the quarterly, or annual license tax that would be applicable in each case. The licensee shall at the expiration of the licensing period for which such license tax was paid provide the Tax and License Administrator with a statement upon a form provided showing thereon the actual monthly average number of persons used in the business or the actual average number of vehicles or other unit used in the business during the period for which such first license was issued. If the business license tax based upon such data is greater than the amounts actually paid, the difference between the amounts shall be paid.~~

~~The Tax and License Administrator shall use these data as the basis for the license tax of the following license period.~~

(a) Except as otherwise provided in this Article, the license tax imposed by this Article shall be measured by the Business's Gross Receipts apportioned to the City during the preceding calendar year.

(b) A Newly Established Business shall pay the license tax based upon its estimated Gross Receipts apportioned to the City for the remainder of the calendar year in which the Business commences operations. If a Business did not operate within the City for the entirety of the preceding calendar year, the license tax shall be based upon its estimated Gross Receipts apportioned to the City for the current calendar year.

(c) A Business paying tax based upon estimated Gross Receipts shall, when renewing its license, provide the Tax and License Administrator with a statement of the Business's actual Gross Receipts apportioned to the City for the applicable calendar year, together with supporting records as required by the Tax and License Administrator. If the Business's actual Gross Receipts apportioned to the City exceed the estimated Gross Receipts upon which the license tax was calculated and paid, an additional amount of tax based upon the additional Gross Receipts shall be due with the business license renewal. If the Business's actual Gross Receipts apportioned to the City are less than the estimated Gross Receipts upon which the license tax was calculated and paid, the excess amount of tax paid shall at the discretion of the Tax and License Administrator either be refunded or credited towards future license taxes owed by the Business under this Article.

Section 9. Exemptions; Apportionment—Amendment. Section 8-1.30 of Article 1, Chapter 8 of the Hayward Municipal Code is hereby amended to read as follows, with deleted terms shown in strikeout and added terms underlined:

SEC. 8-1.30 - ~~LICENSES.~~ EXEMPTIONS. APPORTIONMENT.

~~No license payable hereunder shall be payable by:~~

~~(a) Any charitable institution, organization or association, organized for charitable purposes and conducting or staging for charitable purposes only, any concert, exhibition, lecture or entertainment within the City of Hayward where no admission is charged or where the receipts from admissions charged are used exclusively for charitable or benevolent purposes and no part thereof is used for the purpose of private gain of any individual.~~

~~(b) Any organization conducting or staging any concert, exhibition, lecture or entertainment, where the proceeds from admissions charged are used for the furtherance of education, are or music within the City of Hayward and where no part of the profits derived therefrom is used for the purpose of private gain of any individual.~~

~~(c) Any news publishing business on its revenues from sale of advertising space or from subscriptions. This exemption does not apply to revenues from job printing businesses which are licensed in Section 8-1.88 hereof.~~

~~No license payable under CANVASSING AND SOLICITING or PEDDLERS shall be payable by:~~

~~(a) Any person who has received an honorable discharge or release from active duty in one (1) of the United States armed services.~~

~~(b) Any blind person or indigent person who by reason of the infirmities of age, loss of limb, or other disabling cause is unable to obtain livelihood by other means than street vending or entertaining or house-to-house selling. Exemption granted hereunder shall not exceed two (2) days in any one (1) month.~~

~~(c) Any person while acting as representative of a church or other recognized religious organization.~~

~~No exemption provided herein shall be granted unless approval first be obtained from the Police Chief.~~

(a) Any Business fully or partially exempt by the laws of the United States or the laws of the State of California from the tax imposed by this Article is not required to pay the tax imposed by Section 8-1.18 to the extent of such exemption, but is required to demonstrate that the Business is exempt and obtain a license.

(b) No tax imposed by this Article shall be applied to a licensee so as to constitute an undue burden on interstate commerce or intercity commerce in violation of the Commerce Clause of the United States Constitution or the Equal Protection and Due Process clauses of the California Constitution. To this end, the Tax and License Administrator may adopt rules, regulations, and procedures for apportioning the tax imposed by this Article.

(c) The City Council may adopt full or partial exemptions from the tax imposed by this Article.

Section 10. Multiple Business Activities; Method of Determining Tax—Addition. Section 8-1.34 is hereby added to Article 1, Chapter 8 of the Hayward Municipal Code to read as follows, with added terms underlined:

SEC. 8-1.34 – MULTIPLE BUSINESS ACTIVITIES. METHOD OF DETERMINING TAX.

When a Person engages in two (2) or more business activities that are taxed on the basis of Gross Receipts under different provisions of this Article or engages in related business activities at two or more locations within the City, the tax imposed by Section 8-1.18 shall be determined in accordance with this section, including Businesses under Common Ownership or Control treated as a single Person pursuant to subsection (b).

(a) Gross Receipts from the same business activity classification conducted at multiple locations within the City shall be aggregated for purposes of calculating the tax imposed by Section 8-1.18.

(b) For purposes of this section, Businesses under Common Ownership or Control shall be treated as a single Person. "Common Ownership or Control" means two (2) or more Businesses in which at least fifty percent (50%) of the ownership interests are directly or indirectly owned or controlled by the same Person or Persons, including through corporations, limited liability companies, partnerships, parent entities, subsidiaries, or other business entities.

(c) Where Businesses with Common Ownership or Control operating in different classifications constitute a single integrated business enterprise — based on shared management, shared facilities, shared employees, shared customers, or functional interdependence of operations — the Gross Receipts of such Businesses shall be treated as Gross Receipts of a single Person for purposes of determining the amount of license taxes owed.

For any Person engaged in business activities described in more than one classification but that constitute a single integrated business enterprise, the progressive tax rate applicable to each classification shall be determined on an aggregate basis as follows:

(1) The tax for the largest classification measured in terms of Gross Receipts shall be calculated by applying the rate schedule for that classification to the Gross Receipts of that classification.

(2) The tax for each subsequent classification in descending order of the amount of Gross Receipts shall be determined by adding together the Gross Receipts from all prior classifications, and applying the rate schedule for the current classification commencing at the bracket level corresponding to the next dollar above that cumulative total.

(d) Anti-fragmentation. A Person may not divide a single integrated business operation among multiple legal entities or tax rate classifications for the primary purpose of obtaining separate rate bracket calculations for what constitutes a single enterprise. The Tax and License Administrator may determine that two or more entities constitute a single business operation and require combined reporting across classifications or rate brackets. The burden shall be on the taxpayer to demonstrate by a preponderance of the evidence that the separate entity structure serves a legitimate, non-tax business purpose.

(e) The rules described in this section ensure that a single business operation may not reduce its effective tax rate by dividing revenues among multiple classifications, each of which would otherwise restart the rate schedule at the lowest bracket.

Section 11. Raw Materials Deduction—Addition. Section 8-1.35 is hereby added to Article 1, Chapter 8 of the Hayward Municipal Code to read as follows, with added terms underlined:

SEC. 8-1.35 - RAW MATERIALS.

Notwithstanding the definition of "Gross Receipts" in Section 8-1.10(d), any Person engaged in Manufacturing may deduct the value of raw materials actually used in Manufacturing from the calculation of annual Gross Receipts. Only the value of raw materials actually used during the same time period as the time period used to calculate the Person's annual Gross Receipts may be deducted.

Section 12. Cannabis Businesses—Addition. Section 8-1.36 is hereby added to Article 1, Chapter 8 of the Hayward Municipal Code to read as follows, with added terms underlined:

SEC. 8-1.36 - APPLICABILITY. CANNABIS BUSINESSES.

Any cannabis business subject to taxation under Article 21 of Chapter 8 of the Hayward Municipal Code (Commercial Cannabis Tax) shall also be subject to the license tax imposed by this Article.

Section 13. Alternative Measure of Gross Receipts—Addition. Section 8-1.37 is hereby added to Article 1, Chapter 8 of the Hayward Municipal Code to read as follows, with added terms underlined:

SEC. 8-1.37 - ALTERNATIVE MEASURE OF GROSS RECEIPTS.

(a) Whenever a Person Engaging in Business within the City has no Gross Receipts or has Gross Receipts apportioned to the City that are less than one hundred percent (100%) of the Cost of Maintaining Operations within the City, Gross Receipts shall be deemed to be equal to one hundred percent (100%) of the Cost of Maintaining Operations within the City, as provided in this section.

(b) As used in this section, the "Cost of Maintaining Operations" includes, but is not limited to, payroll, utilities, rent, insurance, depreciation, and other ordinary and necessary business expenses incurred in the operation of the Business within the City.

(c) When calculating payroll costs for this method of measuring tax, employees working from remote offices, including working from home, shall be assigned to an official work location of the Business. In determining where an employee should be assigned, the City shall consider whether the Business has a business license for a designated work location, whether a designated work location is covered by workers' compensation or other workplace insurance, and whether an employee is reimbursed for travel when traveling to a work location.

Section 14. Repeal of Sections 8-1.40 through 8-1.96. Sections 8-1.40 through 8-1.96 of Article 1, Chapter 8 of the Hayward Municipal Code are hereby repealed and reserved to read as follows:

SECS. 8-1.40—8-1.96 - Reserved.

Section 15. Council Amendments. The City Council may amend the terms of this Article in any manner that does not increase the license tax or otherwise constitute a tax increase for which voter approval is required by Article XIII C of the California Constitution.

Section 16. Severability. Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable, or otherwise void, that determination shall have no effect on any other provision of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

Section 17. Liberal Construction. This measure shall be liberally construed to effectuate its purposes.

Section 18. Effective Date. This Ordinance relates to the levying and collecting of the City business license tax and will be in full force and effect ten (10) days after the certification by the City Council of the election returns indicating passage of the ordinance in the election of November 3, 2026, by the margin of votes required by California Constitution Article XIII C, Section 2(b) for general tax measures.

Section 19. Application of Tax. The license tax rates adopted pursuant to this Ordinance shall apply beginning January 1, 2027. The license tax due for calendar year 2027 shall be calculated based on Gross Receipts for calendar year 2026 in accordance with Article 1, Chapter 8 of the Hayward Municipal Code, as amended by this Ordinance.

HAYWARD CITY COUNCIL

RESOLUTION NO. 26-____

Introduced by Council Member _____

RESOLUTION ESTABLISHING THE POLICY FOR FILING BALLOT ARGUMENTS FOR THE BUSINESS LICENSE TAX MEASURE ON THE NOVEMBER 3, 2026 GENERAL ELECTION BALLOT; AND FINDING THAT THE ACTION IS EXEMPT FROM ENVIRONMENTAL REVIEW

WHEREAS, the City Council will submit a ballot measure to impose a business license tax to the voters during the General Municipal Election to be held in the City of Hayward, California, on November 3, 2026,

WHEREAS, it is necessary to establish a schedule and policy for the submission of ballot arguments.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward as follows:

SECTION 1. That the City Council authorizes the following member(s) of its body to file a written argument regarding the City measure as specified above.

_____ Council Member
_____ Council Member
_____ Council Member

SECTION 2. The Primary Argument filing period closes at noon, 12:00 p.m. on Monday, August 10, 2026. The Rebuttal Argument filing period closes at noon, 12:00 p.m. on Friday, August 14, 2026.

SECTION 3. The ten-day public review period for primary arguments closes at noon, 12:00 p.m. on August 20, 2026, and the ten-day public review period for rebuttal arguments closes at noon, 12:00 p.m. on August 24, 2026.

SECTION 3. In accordance with Elections Code 9282 and 9285, primary arguments for or against ballot measures shall not exceed 300 words in length. Rebuttal arguments for or against ballot measures shall not exceed 250 words in length. Word count will be determined using the standards set forth in Elections Code Section 9.

SECTION 4. According to Elections Code 9287, if more than one argument for or more than one argument against the city measure is submitted, the City Clerk shall select one of the arguments in favor and one of the arguments against the measure for printing and distribution to the voters. In selecting the argument, the City Clerk shall give preference and priority, in the order named, to the arguments of the following:

a) The legislative body, or member or members of the legislative body authorized by that body.
b) The individual voter, or bona fide association of citizens, or combination of voters and associations, who are the bona fide sponsors or proponents of the measure.
c) Bona fide associations of citizens.
d) Individual voters who are eligible to vote on the measure.

In order to enable the City Clerk to determine whether it qualifies as a bona fide association of citizens, an organization or association submitting an argument shall submit with its argument one of the following:

a) Its articles of incorporation, articles of association, partnership documents, bylaws, or similar documents.
b) Letterhead containing the name of the organization and its principal officers.
c) If the organization or association is a primarily formed committee established to support or oppose the measure, its statement of organization filed pursuant to Section 84101 of the Government Code.

SECTION 5. Each ballot argument must be accompanied by the printed name(s) and signature(s) of the author or authors submitting it, or, if submitted on behalf of an organization, the name of the organization and the printed name and signature of at least one of its principal officers who is the author of the argument. The Certification of the Author(s) and Proponent(s) must be submitted at the time the respective Primary Argument or Rebuttal Argument is filed. Arguments received prior to the deadline are confidential until the deadline. A form for submitting the information described in this section may be obtained by contacting the City Clerk or on the City of Hayward's website, www.hayward-ca.gov.

SECTION 6. No more than five signatures shall appear with any argument. In case any argument is signed by more than five authors, the signature of the first five shall be printed. Authors must list the signors names on the argument in the order they are to be printed.

SECTION 7. Consent forms are required for individuals and/or organizations listed as supporters in the text of the argument.

SECTION 8. The City Clerk, upon receipt of arguments and after the filing deadline, will transmit copies of arguments to authors of opposing arguments who may then submit rebuttals within the established period.

SECTION 9. In accordance with Elections Code 9285, only the author whose primary argument has been selected by the City Clerk may file a rebuttal argument or may authorize in writing another person or persons to prepare, submit, or sign the rebuttal argument.

SECTION 10. Rebuttal arguments shall be printed in the same manner as direct arguments. Each rebuttal argument shall immediately follow the primary argument which it seeks to rebut.

SECTION 11. CEQA. This action is exempt from CEQA review pursuant to CEQA Guidelines section 15378(b)(5) as an organizational or administrative activity that will not result in a direct or indirect physical change to the environment. Furthermore, the action is subject to the "common sense" exemption contained in section 15061(b)(3) of the CEQA Guidelines in that it can be seen with certainty that there is no possibility that adoption of this resolution may have a significant effect on the environment.

IN COUNCIL, HAYWARD, CALIFORNIA, _____, 2026.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

_____
City Attorney of the City of Hayward

TAX CATEGORY	Payers	Gross Receipts (2026 $)*	"Match Neighbors" April 7 Proposal: Min tax	Alt Tax Payroll	Bracket 1: $0 mil - $5 mil	Bracket 2: $5 mil - $10 mil	Bracket 3: $10 mil - $25 mil	Bracket 4: $25 mil +	Tax Revenue (2026 $): Current Law	New Match Neighbors	Average Effective Tax Rate (per $1,000): Current Law	New Match Neighbors
Retail Sales	1,341	$2,917,255,148	$60	$0.70	$0.30	$0.40	$0.50	$0.60	$694,021	$1,377,962	$0.24	$0.47
Grocers	58	$311,466,346	$60	$0.70	$0.30	$0.40	$0.50	$0.60	$36,695	$132,638	$0.12	$0.43
Automobile Sales	103	$671,723,379	$60	$0.70	$0.30	$0.40	$0.50	$0.60	$71,859	$346,169	$0.11	$0.52
Wholesale Trade/Warehouse	701	$4,646,990,288	$60	$0.70	$0.50	$0.60	$0.70	$0.80	$549,313	$3,100,484	$0.12	$0.67
Manufacturing (Value Add)	365	*$1,474,924,344*	$60	$0.70	$0.60	$0.80	$0.90	$1.00	$390,021	$1,299,352	$0.26	$0.88
Business/Personal Svcs	1,537	$920,476,690	$60	$0.70	$0.50	$1.00	$1.25	$1.50	$169,286	$704,892	$0.18	$0.77
Professional Svcs	1,376	$1,419,045,992	$60	$0.70	$1.50	$1.50	$1.50	$1.50	$1,027,473	$2,246,783	$0.72	$1.58
Contractors	2,107	$700,214,941	$60	$0.70	$0.50	$0.90	$1.15	$1.25	$191,275	$400,589	$0.27	$0.57
Hotel/Motel	19	$28,944,004	$60	$0.70	$0.30	$0.40	$0.45	$0.50	$8,282	$9,215	$0.29	$0.32
Utility Companies	8	$145,564,178	$60	$0.70	$2.50	$2.50	$2.50	$2.50	$1,075	$365,827	$0.01	$2.51
Trucking/Transportation	320	$576,448,601	$60	$0.70	$0.50	$0.60	$0.70	$0.80	$111,582	$364,440	$0.19	$0.63
Data Centers	6	$34,574,216	$60	$0.70	$2.50	$2.50	$2.50	$2.50	$2,359	$86,491	$0.07	$2.50
Miscellaneous	44	$17,208,925	$60	$0.70	$2.50	$2.50	$2.50	$2.50	$3,481	$45,296	$0.20	$2.63
Commercial Rental Property	1,107	$740,542,575	$60	$0.70	$3.00	$3.00	$3.00	$3.00	$221,232	$2,238,437	$0.30	$3.02
Residential Rental Property (4+ Units)	515	$282,637,889	$60	$0.70	$3.00	$3.00	$3.00	$3.00	$86,982	$852,077	$0.31	$3.01
Residential Rentals (1-3 Units)	4,858	$154,719,415	$60	$0.70	$3.00	$3.00	$3.00	$3.00	$0	$464,158	$0.00	$3.00
Total	**14,466**	**$15,042,736,931**	**Total Estimated Base Taxes (excluding penalties)**						**$3,564,937**	**$14,034,809**	**$0.24**	**$0.93**
			Estimated Penalties						$95,866	$377,417		
			Total Estimated Business Tax Revenue						**$3,660,804**	**$14,412,226**		

Residential Landlords:	
Unit Threshold to Pay BLT	1
Revenues from CRU Units Taxed?	YES

X increase from current **3.94**

TAX CATEGORY	Payers	Gross Receipts (2026 $)*	Hayward Updated Proposal 6/2: Min tax	Alt Tax Payroll	Bracket 1: $0 mil - $5 mil	Bracket 2: $5 mil - $10 mil	Bracket 3: $10 mil - $25 mil	Bracket 4: $25 mil - $50 mil	Bracket 5: $50 mil +	Tax Revenue (2026 $): Current Law	Alt Proposal	Average Effective Tax Rate (per $1,000): Current Law	Alt Proposal
Retail Sales	1,341	$2,917,255,148	$60	$0.70	$0.30	$0.40	$0.50	$0.75	$1.00	$694,021	$1,742,255	$0.24	$0.60
Grocers	58	$311,466,346	$60	$0.70	$0.30	$0.40	$0.50	$0.75	$1.00	$36,695	$136,839	$0.12	$0.44
Automobile Sales	103	$671,723,379	$60	$0.70	$0.30	$0.40	$0.50	$0.75	$1.00	$71,859	$454,177	$0.11	$0.68
Wholesale Trade/Warehouse	701	$4,646,990,288	$60	$0.70	$0.50	$0.60	$0.70	$0.80	$1.00	$549,313	$3,235,516	$0.12	$0.70
Manufacturing (Value Add)	365	*$1,474,924,344*	$60	$0.70	$0.60	$0.80	$0.90	$1.00	$1.10	$390,021	$1,323,451	$0.26	$0.90
Business/Personal Svcs	1,537	$920,476,690	$60	$0.70	$0.50	$1.00	$1.25	$1.50	$1.75	$169,286	$716,308	$0.18	$0.78
Professional Svcs	1,376	$1,419,045,992	$60	$0.70	$1.50	$1.50	$1.50	$1.50	$1.75	$1,027,473	$2,264,055	$0.72	$1.60
Contractors	2,107	$700,214,941	$60	$0.70	$0.50	$0.90	$1.15	$1.25	$1.50	$191,275	$400,589	$0.27	$0.57
Hotel/Motel	19	$28,944,004	$60	$0.70	$0.30	$0.40	$0.50	$0.60	$1.00	$8,282	$9,215	$0.29	$0.32
Utility Companies	8	$145,564,178	$60	$0.70	$2.50	$2.50	$2.50	$2.50	$2.50	$1,075	$365,827	$0.01	$2.51
Trucking/Transportation	320	$576,448,601	$60	$0.70	$0.50	$0.60	$0.70	$0.80	$1.00	$111,582	$364,440	$0.19	$0.63
Data Centers	6	$34,574,216	$60	$0.70	$3.00	$3.00	$3.00	$3.00	$3.00	$2,359	$103,769	$0.07	$3.00
Miscellaneous	44	$17,208,925	$60	$0.70	$1.50	$2.00	$2.50	$2.50	$2.50	$3,481	$28,299	$0.20	$1.64
Commercial Rental Property	1,107	$740,542,575	$60	$0.70	$3.75	$3.75	$3.75	$3.75	$3.75	$221,232	$2,792,953	$0.30	$3.77
Residential Rental Property (4+ Units)	515	$282,637,889	$60	$0.70	$3.75	$3.75	$3.75	$3.75	$3.75	$86,982	$1,063,845	$0.31	$3.76
Residential Rentals (1-3 Units)	4,858	$154,719,415	$60	$0.70	$3.75	$3.75	$3.75	$3.75	$3.75	$0	$580,198	$0.00	$3.75
Total	**14,466**	**$15,042,736,931**	**Total Estimated Base Taxes (excluding penalties)**							**$3,564,937**	**$15,581,735**	**$0.24**	**$1.04**
			Estimated Penalties							$95,866	$419,016		
			Total Estimated Business Tax Revenue							**$3,660,804**	**$16,000,751**		

Residential Landlords:	
Unit Threshold to Pay BLT	1
Revenues from CRU Units Taxed?	YES

X increase from current **4.37**

Bright Blue = updated