

CITY OF HAYWARD

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



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Wednesday, April 26, 2017

4:00 PM

Conference Room 2A

Council Infrastructure Committee

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENTS:

(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda as well as items on the agenda. The Committee welcomes your 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 Committee is prohibited by State law from discussing items not listed on the agenda, any comments on items not on the agenda will be taken under consideration without Committee discussion and may be referred to staff.)

ELECTION OF CHAIR AND VICE CHAIR

APPROVAL OF MINUTES

1. [MIN 17-064](#) Draft Meeting Minutes from March 29, 2017 Regular Meeting

REPORTS/ACTION ITEMS

2. [ACT 17-028](#) Review Draft Complete Streets Strategic Initiative Two-Year Action Plan.
3. [RPT 17-070](#) Capital Improvement Program FY 2018 - FY 2027

ORAL UPDATE ON CIP PROJECT(S)

FUTURE AGENDA ITEMS

Discussion on BART Expansion

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: MIN 17-064

DATE: April 26, 2017

TO: Council Infrastructure Committee

FROM: Assistant City Manager

SUBJECT

Draft Meeting Minutes from March 29, 2017 Regular Meeting

RECOMMENDATION

That the Committee approves the meeting minutes from the March 29, 2017 Regular Meeting.

ATTACHMENTS

Attachment I Draft Minutes March 29, 2017



COUNCIL INFRASTRUCTURE COMMITTEE MEETING
Hayward City Hall – Conference Room 1C
777 B Street, Hayward, CA 94541-5007

March 29, 2017
4:00 p.m. – 6:00 p.m.

MEETING MINUTES

CALL TO ORDER:

Meeting called to order at 4:03 p.m. by Council Member Elisa Márquez

ROLL CALL:

Members Present: Al Mendall, City Council Member; Elisa Márquez, City Council Member; Marvin Peixoto, City Council Member

Staff Present: Kelly McAdoo, City Manager; Maria Hurtado, Assistant City Manager; Alex Ameri, Director of Utilities & Environmental Services; Morad Fakhrai, Director of Public Works; Fred Kelley, Transportation Manager; Colleen Kamai, Executive Assistant (Recorder)

Others: There was one member of the public present

PUBLIC COMMENTS:

There were no public comments.

1. INFRASTRUCTURE COMMITTEE REGULAR QUARTERLY MEETING SCHEDULE AND 2017/2018 AGENDA PLANNING CALENDAR:

Kelly McAdoo, City Manager welcomed everyone to the first Council Infrastructure Committee (CIC) meeting and introduced Assistant City Manager Maria Hurtado who is the staff liaison to the committee.

Maria Hurtado, Assistant City Manager introduced Utilities & Environmental Services Director Alex Ameri, and Public Works Director Morad Fakhrai who will be contributing and presenting to the CIC moving forward.

Ms. Hurtado stated that this report was a two-part report (1) a review of the proposed CIC Quarterly meeting dates and times and (2) and a discussion of the proposed agenda topics for 2017/2018 presented through the FY 2017/2018 Agenda Planning Calendar

Ms. Hurtado asked the Committee members to discuss and approve staff's recommendation that the CIC meet Quarterly on the 4th Wednesday of the month in January, April, July, and October from 4:00 p.m. – 6:00 p.m. every year. After a brief discussion, the Committee determined the dates of the subsequent meetings would be as follows:

April 26, 2017
July 26, 2017
October 25, 2017

January 24, 2018
April 25, 2018

Ms. Hurtado then asked Committee members to review and discuss the proposed 2017/2018 agenda planning calendar. She noted that additional items may be added to the agenda planning calendar in the Fall, once the CIP budget process begins.

Council Member Al Mendall acknowledged staff's experience and technical skill for working on infrastructure projects. He then shared areas of focus he thought the CIC might cover over the course of the next couple of years. He remarked that the Council Infrastructure Committee is an opportunity for CIC members to incorporate community feedback, experience, and expertise to the discussion for long-term projects. He added that community input can bring value and guidance to developers and staff.

Council Member Mendall also re-emphasized the importance of prioritizing projects and utilizing the CIC meeting time for that.

Council Member Marvin Peixoto agreed with Council Member Mendall that looking at CIP with a long-term approach and prioritizing projects was important. He mentioned that the ACTC strategies and efforts may be related to CIC discussions in the future.

Council Member Márquez requested a standing agenda item to receive brief updates on major CIP projects, such as the Library and Fire Station improvements. She stated her interest in receiving updates on BART expansions and suggest having a brainstorming session at a future CIC meeting. She also suggested the agenda topics be limited to two to three items in order to leave time for "hot topics" or things that come up in the community.

A member of the public commented on the recent Downtown Specific Plan Charrette.

Committee members identified items to add to the next CIC agenda, which included the election of the CIC Chair, Pledge of Allegiance, addition of a standing agenda item "Oral Update on CIP Projects"

ADJOURNMENT:

4:35 PM



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Hayward City Hall
777 B Street
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File #: ACT 17-028

DATE: April 26, 2017

TO: Council Infrastructure Committee

FROM: City Manager

SUBJECT

Review Draft Complete Streets Strategic Initiative Two-Year Action Plan.

RECOMMENDATION

That the Committee reviews and provides feedback on the Draft Complete Streets Strategic Initiative Two-Year Action Plan.

ATTACHMENTS

Attachment I **Staff Report**
Attachment II **Draft Complete Streets Strategy Two-Year Business/Action Plan**



DATE: April 26, 2017
TO: Council Infrastructure Committee
FROM: City Manager
SUBJECT: Review Draft Complete Streets Strategic Initiative Two-Year Action Plan.

RECOMMENDATION

That the Committee reviews and provides feedback on the Draft Complete Streets Strategic Initiative Two-Year Action Plan.

SUMMARY

The City Council has four guiding priorities that drive City action: Safe, Clean, Green, and Thrive. These overarching priorities emphasize the City Council's desire for the Hayward community over the last several years.

In November, 2016, the City Council held a Council priority setting retreat where they identified three strategic initiatives for the next two years: Complete Streets, Complete Communities and Tennyson Corridor. On February 28, 2017, the Council held a work session to discuss the Complete Streets strategic initiative and provided staff further direction related to this initiative.

In March 2017, the City Manager established an interdepartmental strategy team representing seven departments to develop a two-year action plan to further advance this strategic initiative. This Complete Streets Strategic Initiative two-year action plan delineates the specific goals, objectives, and performance measures that will be implemented over the next two-year period to ensure the City advances the intent of this Council strategic initiative.

BACKGROUND

Over the years, Council has taken several actions to develop policy that ensures the City builds streets that are safe, convenient for travel, regardless of age or ability and that accommodate motorists, pedestrians, bicyclists, and public transportation riders. The [Hayward 2040 General Plan](#) includes Goal Mobility-3, to provide Complete Streets, designed to balance the diverse needs of users of the public right-of-way. Per the General Plan, careful planning and coordinated development of complete streets infrastructure can provide long-term cost savings for the City by reducing road construction, repair and maintenance costs and expanding the tax base; improving public health by encouraging active lifestyles; ensuring

roadway safety for all modes of transportation; providing economic benefits to property owners and businesses; and decreasing pollution through the reduced reliance on single occupancy vehicles for transportation.

On March 19, 2013, the City Council adopted Resolution No. 13-027, supporting a city-wide Complete Streets Policy to support design and development of a comprehensive, integrated transportation network to allow for safe, convenient travel along and across streets for all users.

As mentioned earlier, on February 28, 2017, the City Council held a [Work Session](#) to obtain further direction on the Complete Streets initiative and to discuss the Central Alameda County Complete Streets Implementation Project. At that meeting, the Council directed staff to prioritize safety and adopt programs that would encourage people to consider alternatives modes of transportation

DISCUSSION

The overarching purpose of this Complete Streets strategic initiative two-year action plan is to build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability; including motorists, pedestrians, bicyclists, and public transportation riders.

To this end, the Complete Streets two-year action plan identifies goals and objectives to be completed over the next two years and identifies specific performance measures to gauge the successful implementation of the plan.

COMPLETE STREETS STRATEGIC INITIATIVE GOALS:

The three goals identified in the Complete Streets strategic initiative two-year action plan include the following: (1) prioritizing safety for all modes of travel, (2) providing complete streets that balance the diverse needs of users of the public right-of-way, and (3) maintaining sufficient funding to provide for existing and future transportation facility and service needs.

OBJECTIVES:

For Goal 1, Prioritize Safety for all modes of travel, two objectives have been identified: These include the following:

- Objective 1: Reduce number of accidents
- Objective 2: Adopt design standards and develop toolbox to address speeding and aggressive driving behavior

Three performance measures are identified to ensure the goal is met. These include:

1. Reduction in fatal auto and non-auto accidents
2. Reduction in non-fatal auto and non-auto accidents
3. Average speed at specific locations measured annually

The two-year action plan provides further detail related to the proposed action steps staff will take to meet these goals and objectives. Staff proposes to complete various studies that range from identifying existing safety issues, developing tools to address safety issues, and developing conceptual projects with complete streets elements for subsequent implementation in the future as funding becomes available.

The studies described in the two-year action plan will identify and develop individual projects that may range from small projects like intersection improvements to large projects such as corridor improvements. As these projects get funded and implemented, their performance will be measured against the following performance measures to evaluate if the goals and objectives identified in the Action Plan have been met.

For Goal 2, to Provide complete streets that balance the diverse needs of users of the public right-of-way, four objectives are identified. These include the following:

- Objective 1: Decrease single-occupancy automobile use by getting people out of their cars and encouraging walking, biking, transit usage, carpooling and other sustainable modes of transportation
- Objective 2: Improve public health by encouraging active lifestyles and improving roadway safety
- Objective 3: Provide economic benefits to property owners and businesses
- Objective 4: Reduce greenhouse gas emissions

Six performance measures associated with this Complete Streets strategic goal are identified as follows:

1. Citywide Multi-modal level of service (measured at key locations throughout the City every 3-5 years)
2. Report number of miles of new or replaced sidewalks
3. Report number of miles of new bike lanes
4. Report number of new or enhanced crosswalks
5. Report number of curb-ramps installed each year
6. Report number of street lights installed or upgraded each year

Goal 2 focuses on planning, developing, and implementing a complete street network that meets the needs for all users. The tasks proposed to achieve this goal are generally oriented towards developing long term visioning documents that will guide the implementation of capital projects and help achieve the objectives identified above. Other tasks that focus on policy, staff training as well as existing CIP programs that fund improvements for complete streets elements have also been proposed.

For example, modal priority and multi-modal level of service (LOS) policies will help inform long term planning documents like Bicycle and Pedestrian Masterplans. These planning documents will identify priority corridors for such facilities and direct resources towards implementation of such projects.

For Goal 3, to maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system, two objectives are identified as follows:

- Objective 1: Establish a sustainable funding mechanism and dedicated funding source to build complete streets network
- Objective 2: Develop a maintenance plan for complete streets projects

Three performance measures are identified to ensure this goal is met. These include:

1. Number of Approved Grants
2. Dollar value of implemented Complete Streets Projects
3. Miles/Feet of sidewalk, bike lanes, landscaped medians, striping, signing etc. maintained per year by city crew.

Goal 3 identifies the need for developing a funding plan and a maintenance plan, both of which would require significant financial and staff resources. Staff recommends a series of tasks to identify dedicated and competitive (grants) funding sources for complete street projects. Additionally, to meet the objective of the first two goals, it is critically important to develop a maintenance plan and budget for increased maintenance cost of complete streets projects.

Staff requests that the Council Infrastructure Committee discuss the proposed Complete Streets Strategic Initiative two-year action plan and provide feedback. The Complete Streets Strategic Initiative two-year action plan will then be finalized and presented to the full Council for review at the June 13, 2017 work session on the three Council strategic initiatives and eventual adoption at the June 27, 2017 Council meeting.

FISCAL AND ECONOMIC IMPACT

The fiscal impact of this two-year action plan may include impact staff workload prioritization, staff resources, and potential need for consultants to complete some of the tasks identified in the plan. The fiscal impact of implementation of some of the projects identified in the plan may vary based on the project and the timeframe considered and may include one-time costs (i.e. construction) and ongoing operational costs (maintenance).

SUSTAINABILITY FEATURES

Complete Streets promote multi-modal transportation which will lead to a reduction in greenhouse gas emissions related to single occupancy vehicle use, and will address green infrastructure and storm water treatment technology through street design.

NEXT STEPS

Prepared by: Parikh Abhishek, Senior Transportation Engineer
 Leigha Schmidt, Senior Planner
 Fred Kelley, Transportation Manager
 Bryan Matthews, Police Captain

John Stefanski, Management Analyst
Allen Baquilar, Senior Civil Engineer
Erik Pearson, Environmental Services Manager
Rod Affonso, Streets Manager
Alimah Amhad, Fire Technician II
Dennis Zafiratos, Senior Building Inspector
Robert Goldassio, Senior Secretary

Recommended by: Morad Fakhrai, Public Works Director
Maria A. Hurtado, Assistant City Manager

Approved by:

Kelly McAdoo, City Manager



Purpose: To build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders.

GOAL	OBJECTIVE	ACTION/TASK	LEAD STAFF	DUE DATE	STATUS	COMMENT
1. Prioritize safety for all modes of travel.	<p>1. Reduce number of accidents</p> <p>2. Adopt design standards and develop a tool box to address speeding and aggressive driving behavior</p>	1. Complete Citywide Intersection Study	Sr. Transportation Engineer	June 2019	[Green]	Intersection Study will follow the development of Bike and Pedestrian Master Plan and adoption of Multi-Modal LOS policy.
		Implements Which Objective(s): 1, 2				
		2. Complete Neighborhood Traffic Calming Study	Transportation Manager	December 2017		Council previously updated during a work-session.
		Implements Which Objective(s): 2				
		3. Incorporate design standards and best practices in complete streets roadway design and update standard details	Sr. Transportation Engineer/ Sr. Civil Engineer	June 2019		Will be scoped out to better understand schedule and fiscal impact.
		Implements Which Objective(s): 2				
		4. Tennyson Road Complete Streets Feasibility Study.	Sr. Transportation Engineer	September 2018		Develop a concept plan for Tennyson Road and apply for local, regional, and federal grant in Fall 2018.
		Implements Which Objective(s): 1, 2				
		5. Hayward Blvd Traffic Calming and Safety Project.	Transportation Manager	September 2018		Develop a concept plan for Hayward Blvd and apply for local, regional, and federal grant in Fall 2018.
		Implements Which Objective(s): 1, 2				

GOAL	OBJECTIVE	ACTION/TASK	LEAD STAFF	DUE DATE	STATUS	COMMENT		
2. Provide complete streets that balance the diverse needs of users of the public right-of-way.	1. Decrease single-occupancy automobile use by getting people out of their cars and encouraging walking, biking, transit usage, carpooling and other sustainable modes of transportation	1. Sidewalk Repair Program	Sr. Civil Engineer	Ongoing		Number of complete street elements are added, improved, or repaired under these programs including sidewalks, curb ramps, bike lanes and crosswalks.		
		2. Pavement Rehab Program						
		3. Wheel Chair Ramp Program						
		Implements Which Objective(s): 1, 3						
		4. Implement Main Street Complete Street Project	Sr. Civil Engineer	June 2019		Alameda CTC awarded a \$1.675 million grant towards the construction of this project.		
		5. Mission Blvd Phase 2&3 Corridor Improvements	Sr. Civil Engineer	June 2019		Phase 2 will go to construction in summer 2017 and Phase 3 will go to construction in January 2018. Project will add bike lanes, curb ramps, median landscaping, and streetlights. Sidewalk, crosswalk, bus stops will be added or enhanced.		
		Implements Which Objective(s): 1, 2, 3						
		6. Develop Modal Priorities for Arterial and Major Collector Streets. Use work done as part of Central County Complete Street Project as a base and refine and update per community and Council feedback and priorities.	Sr. Transportation Engineer	November 2018		Will be developed as part of Citywide Multimodal Plan		
		Implements Which Objective(s): 1, 2, 3						
		7. Develop a Multi-Modal Level of Service Standard.	Sr. Transportation Engineer	November 2018		Will be developed as part of Citywide Multimodal Plan		
		Implements Which Objective(s): 1, 2						
	8. Develop a Bicycle and Pedestrian Master Plan and Safe Routes to School Plan	Transportation Manager	February 2019		Will create a pedestrian masterplan and update the bicycle masterplan.			
	Implements Which Objective(s): 1, 2							
	9. Complete Shuttle Feasibility Study and implement a first mile/last mile connector service to serve areas underserved by existing transit services.	Sr. Transportation Engineer	September 2017		Study substantially completed. Will be presented to Council in July.			
Implements Which Objective(s): 1, 2, 3, 4								
10. Downtown Specific Plan.	Sr. Planner; Transportation Manager	December 2018		DTSP will contain a robust complete streets component.				
Implements Which Objective(s): 1, 2, 3, 4								
11. Continue staff training to ensure that all new development and redevelopment projects incorporate complete streets elements.	PW & DS Departments	Ongoing		This is an ongoing task to refine processes and train staff internally.				
Implements Which Objective(s): 1, 2, 3, 4								

GOAL	OBJECTIVE	ACTION/TASK	LEAD STAFF	DUE DATE	STATUS	COMMENT
3. Maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system.	1. Establish sustainable funding mechanism and dedicated funding source to build complete streets network.	1. Determine feasibility of Traffic Impact Fee as a permanent revenue source for development/retrofit of complete streets.	Sr. Transportation Engineer & Transportation Manager	June 2019	On Schedule and Within Budget	Need to complete the City-wide Intersection Improvement and Multimodal LOS studies before moving forward with this task.
		Implements Which Objective(s): 1				
	2. Develop a maintenance plan for complete streets projects	2. Identify priority corridors throughout the City and develop projects consistent with City's long-term vision and goal. Such projects have a higher likelihood of being funded through grants.	Sr. Transportation Engineer	June 2018		This will be done as part of developing modal priority in the Citywide Multimodal Plan & Citywide Intersection Improvement Study. Similar projects include Task 1.4.a, Tennyson Road Complete Streets Feasibility Plan.
		Implements Which Objective(s): 1				
	3. Pursue regional, state and federal grant opportunities related to complete streets implementation.	Implements Which Objective(s): 1	Sr. Transportation Engineer	Ongoing		Staff apply for grants every year. Proposed Traffic Impact Fees could be set aside that could provide matching funds for grants.
			Implements Which Objective(s): 1			
4. Evaluate how complete streets projects can be incorporated into the CIP on a prioritized basis.	Implements Which Objective(s): 1, 2	Transportation Manager & Public Work – Management Analyst	Ongoing	All roadway projects will incorporate elements of Complete Streets Policy		
Implements Which Objective(s): 1, 2						

- On Schedule and Within Budget
- Behind Schedule or exceeding Budget
- Stopped – No Progress

COMPLETE STREETS STRATEGIC INITIATIVE PERFORMANCE MEASURES

Goal 1

1. Reduction in fatal accidents involving both auto and non-auto modes
2. Reduction in non-fatal accidents involving both auto and non-auto modes
3. Average speed at specific locations measured annually

Goal 2

1. Citywide multi-modal LOS (measured at key locations every 5 years)
2. Report number of miles of new or replaced sidewalk
3. Report number of miles of bike lanes
4. Report number of new or enhanced crosswalks
5. Report number of new curb ramps installed
6. Report number of streetlights installed or upgraded

Goal 3

1. Number of approved grants
2. Dollar value of implemented Complete Streets projects
3. Miles/Feet of sidewalk, bike lanes, landscaped medians, striping, signing etc. maintained per year by city crew



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Hayward City Hall
777 B Street
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File #: RPT 17-070

DATE: April 26, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Capital Improvement Program FY 2018 - FY 2027

RECOMMENDATION

That the Committee review and comment on the attached Capital Improvement Program (CIP) for Fiscal Year 2018 through Fiscal Year 2027.

ATTACHMENTS

Attachment I Staff Report



DATE: April 26, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT Capital Improvement Program FY 2018 – FY 2027

RECOMMENDATION

That the Committee review and comment on the attached Capital Improvement Program (CIP) for Fiscal Year 2018 through Fiscal Year 2027.

BACKGROUND

The City of Hayward's CIP is a planning document for the upcoming ten-year period that supports the City Council's priorities of Safe, Clean, Green, and Thrive, and the Complete Streets Policy. This planning document includes budget recommendations which contains revenue and expenditure estimates for capital projects. Projects include infrastructure (street construction and improvements, sewer and water systems upgrades, and storm drains), seismic retrofitting of public facilities, constructing public buildings, airport projects, information technology improvements, replacement of major equipment, and other miscellaneous projects.

The CIP development process is comprehensive and includes review by a number of committees/commissions. The CIP process begins with preparation of project cost estimates prepared by staff who then submit capital project funding requests for evaluation by an internal capital projects review committee. The recommended Ten-Year CIP is compiled and presented to the Planning Commission for conformance with the General Plan, the Budget and Finance Committee in previous years and now to the Council Infrastructure Committee for review and input, with a final review by Council via a work session. The public can provide comments at each of these meetings, as well as at the final public hearing. Finally, the capital spending plan for the upcoming year is adopted by the Council by resolution.

DISCUSSION & FISCAL IMPACT

The Draft Recommended FY 2018 – FY 2027 CIP (Attachment II) currently contains approximately \$134 million of projects for FY18, with an estimated \$514 million for the full ten years and an additional \$365 million in unfunded needs. The CIP continues to focus on many projects related to improving the City's infrastructure, such as improvements to fire stations, construction of the 21st Century Library and Community Center, sidewalks, streets, water, sanitary sewer facilities, and the Hayward Executive Airport. In addition, a strong

emphasis continues towards the goal of upgrading the City's overall appearance, including murals and landscaping.

Road and Street Projects - FY 2017 Update

The Reliever Route, Phase 1 is substantially complete. The project was designed to provide better access to and from the industrial area north of State Route 92 and west of Interstate 880; and relieve congestion on I-880 and SR-92 and major arterial streets. Total project cost is approximately \$32,050,000.

Pavement Rehabilitation FY 2016, is nearing completion with an estimated \$18,905,000 rehabilitating thirty-seven lane-miles of streets and another sixty-nine lane-miles of preventive maintenance. This project was the largest paving project in City history and was primarily funded through Measure C and a combination of Measures B & BB, Gas Tax, and Vehicle Registration Fund (VRF). The project raised the City's Pavement Condition Index (PCI) from sixty-six to seventy. While this is a significant achievement, at the current funding levels, pavement conditions for City streets will certainly deteriorate in future years.

Road and Street Projects – FY 2018

Road and street projects comprise 35% (\$45,299,000) of the FY 2018 CIP total. Those projects include pavement rehabilitation, curb and gutter repair, and major roadway improvements.

Pavement rehabilitation is primarily funded through Measures B (Fund 215) and BB (Fund 212), Gas Tax (Fund 210), VRF (Fund 218), Streets Improvement (Fund 450), and grants such as Local Area Transportation Improvement Program (LATIP). These funds are primarily non-discretionary (i.e. they must be spent on street related projects). This year, a reimplementation of Rule 20A funding for underground conversion of existing overhead utilities, is helping complete the Mission Boulevard Corridor Improvements. Due to the recent passage of the Road Repair and Accountability Act (SB1), an additional \$1.1 million will be received in FY18 and approximately \$2.7 - \$3 million each year thereafter. Roadway improvement funding in each area for FY 2018 is as follows:

- | | |
|--|---------------|
| • Measure B – Local Transportation (215) | \$ 2,268,000 |
| • Measure BB – Local Transportation (212) | \$17,459,000* |
| • Gas Tax – (210) | \$ 1,500,000 |
| • VRF – (218) | \$ 875,000 |
| • LATIP – Mission Blvd. Corridor Improvements (410) | \$20,840,000 |
| • Rule 20A – Mission Blvd. Corridor Improvements (410) | \$ 2,400,000 |

A key project to be undertaken in FY 2018 is Mission Boulevard Corridor Improvements Phases 2 (Industrial Parkway to southern City limits) & 3 (A Street to northern City limits) Design and Construction. Total project cost is \$45,800,000. Among the myriad items included with this work are the installation of landscaping in existing medians, installation of sidewalks, extension of greenways, and the installation of pedestrian path lighting and bike

paths along Mission Boulevard. New landscaping and undergrounding of overhead utilities, among other improvements, will improve the visual appearance of the Mission Boulevard corridor. In addition, this project responds to both City's initiatives to be "clean and green" and includes complete streets components. Funding for this project will be provided using LATIP and Measure BB monies.

Another key project is Pavement Rehabilitation – FY17 & FY18 (\$12,150,000) which includes an estimated ten lane-miles of preventative maintenance and twenty lane-miles of pavement rehabilitation. Streets to be paved in this project are currently being finalized.

Roadway improvement funding in each area for FY 2018 is as follows:

• Measure B – Local Transportation (215)	\$ 2,268,000
• Measure BB – Local Transportation (212)	\$17,459,000*
• Gas Tax – (210)	\$ 1,500,000
• VRF – (218)	\$ 875,000
• LATIP – Mission Blvd. Corridor Improvements (410)	\$20,840,000
• Rule 20A – Mission Blvd. Corridor Improvements (410)	\$ 2,400,000

* \$15,200,000 designated for Mission Boulevard Phases 2 & 3 Corridor Improvements

Pavement Management Program and Street Rehabilitation Selection

Street selection for pavement rehabilitation each year is conducted using several criteria. First, the Pavement Management Program (PMP) evaluates current and predicts future roadway conditions, and provides a logical and efficient method of identifying street rehabilitation needs and determining implementation. Staff also refers to Metropolitan Transportation Commission's (MTC) guidelines, Maintenance Services staff's reports on streets needing repair, especially after a severe rainy season, and public requests for street rehabilitation. The PMP is updated every two years and is a prerequisite for certain funding sources. The industry standard practice recommended by MTC is a minimum of 15% of funding to be spent on preventive maintenance and a maximum of 85% to pavement rehabilitation. Hayward exceeds this standard with a minimum of 20% spent on preventive maintenance and 80% pavement rehabilitation. Additionally, in 2014 Council approved the Economic Development Strategic Plan which recommended additional improvements be made to streets in the Industrial area. Approximately 15% - 20% of the overall paving budget is allocated to improvements in that area.

Building Projects

21st Century Library and Community Learning Center and Plaza and Heritage Plaza Arboretum (Measure C, 406) \$65,680,000 – As of mid-April, most of the structural concrete and steel installation is complete. Work has begun on the internal wall framing and electrical, communication, HVAC, utilities, and fire sprinkler systems. Work is approximately 40% complete with an expected building completion date of January 2018. The project schedule

has been impacted by the need to dispose of contaminated soil and by the higher than normal number of rain days during this very wet winter.

Fire Stations Nos. 1-5 Improvements (Measure C, 406) – Design was completed and construction began on the improvements to Fire Stations Nos. 1-5 in FY 2017. Improvements include rehabilitation and modernization, updated infrastructure, improved livability, improvements for quicker response time and a reduced environmental footprint at each location. The total cost for the improvements is \$10,830,000.

New Fire Station 6 and Fire Training Center (Measure C, 406) – The needs assessment study demonstrated the need to renovate Fire Station No. 6; however, the cost to renovate would be near the cost of constructing a new Fire Station No. 6 incorporated with the new Fire Training Center.

The new fire training center will replace and expand on the existing fire training academy adjacent to Fire Station No. 6. The needs assessment report summarized the conditions of all existing buildings and facilities and determined them to be in poor condition, substandard, and some that are not in compliance with current code requirements.

Two options for the Fire Training Center are presented in the Recommended CIP. The first is for Phase 1 improvements only with a cost of \$31,325,000. Phase 1 consists of a new two-story Fire Station 6, including an annex with lobby, administration offices and classrooms, a four-story burn building, a two-story Victorian style burn building, a supplies building, an apparatus storage and service building, a driver's training course, and roadway/utility improvements.

The second option is a full build out of the Fire Training Center for a total cost of \$48,900,000. The full build out consists of the Phase 1 improvements plus an aircraft hangar training structure, flash over fire training simulator, outdoor classroom building, Urban Search and Rescue (USAR) training structure, and an elevated BART training center. Staff is working to identify approximately \$20,000,000 of additional funding which may be provided by partnering agencies. \$22,900,000 would be allocated from Measure C funds and the remaining \$6,000,000 would be obtained through alternative financing.

Livable Neighborhoods

An area of Council priority includes livable neighborhoods. Livable neighborhoods include street lighting, mural art, pedestrian traffic signal improvements, landscaping, traffic calming, the Pedestrian and Bicycle Master Plan, and the evaluation, design, and construction/improvement of sidewalks and wheelchair ramps throughout the City. Funding is through Gas Tax (210), Measures B & BB (Pedestrian and Bicycle Funds 213 and 216) and Street System Improvements (450).

In FY 2017, new sidewalks were installed on Hayward Boulevard and Donald Avenue with a cost of approximately \$1,100,000. Design has begun and construction will begin in FY 2018 for new sidewalks along sections of Walpert Street from Mission Boulevard to 2nd Street. The project is expected to cost approximately \$800,000. Districts 6 (Tennyson Road South neighborhood) and 9 (Winton, Grove, and Thelma neighborhoods) will be targeted for sidewalk rehabilitation and wheelchair ramps improvements in FY 2018.

Currently, new sidewalks are selected by prioritizing safe and accessible pathways to schools and requests from residents. The requests are evaluated based on distance to schools, existing pedestrian routes, and pedestrian traffic volume to determine the priorities for new sidewalks. However, with the completion of the upcoming Bicycle and Pedestrian Master Plan, a more comprehensive work plan will guide selection of these improvements.

Comprehensive Transportation Plans

City-Wide Intersection Improvement Study – This study will evaluate and prioritize needed safety and pedestrian improvements at major intersections throughout the City. It will also provide order of magnitude cost estimates for each identified project. Lastly, staff will finalize the development of a comprehensive set of programs and policies to address neighborhood traffic calming concerns.

Transit Connector (Shuttle) Feasibility Study – Staff was successful in applying for and obtaining two grants that provided funding to determine the feasibility of and demand for a shuttle service from underserved transit sectors in the east/west Industrial areas and the Cannery area developments to the Downtown/BART station. The study is currently being finalized and is expected to be presented to Council this summer.

Downtown Parking Study – Staff will finalize this effort to evaluate comprehensive short and long-term parking strategies for the Downtown area. Parking management, residential and business parking permits, and enforcement strategies will be among the policies submitted to Council for review and approval. The study report is currently being finalized and will be presented to Council this fall.

Neighborhood Traffic Calming Plan (NTCP) - NTCP will provide a well-defined toolbox to effectively utilize the most appropriate solutions combined with flexible policies to better address neighborhood traffic calming concerns.

City-wide Bicycle and Pedestrian Masterplan– Staff will undertake an update to the 2007 Bicycle Plan which will also address pedestrian accessibility. This effort will begin in the downtown area as part of the Downtown Specific Plan process utilizing that analysis as a catalyst to develop a citywide update.

Utilities & Environmental Services

Capital projects for Utilities & Environmental Services (U&ES) include improvement and replacement projects to ensure that the water and sewer infrastructure needed to deliver

critical utilities services is reliable, efficient, and appropriately sized to meet the current and future needs of the community. Many projects are developed with a focus on sustainability, including water conservation, energy efficiency, resource conservation and recycling, renewable energy, and stormwater runoff quality and protection.

Given the nature of water and wastewater projects, staff must be prepared to address changing priorities on short notice.

Water Systems

The City-wide water meter replacement and Advanced Metering Infrastructure (AMI) conversion project is underway and is expected to be completed by the end of FY 2019. This project will provide the City and its water customers with hourly consumption data, which will enable improved leak detection, and provide the City with a sophisticated tool to analyze water usage data and trends.

Water systems projects that address long-term adequacy and reliability remain fundamental priorities in the CIP. Options for retrofit or replacement of the Maitland and East and West Highland 250-foot reservoirs will be further evaluated in the coming years to assess the potential damage that could be caused by a future seismic event. The Garin, South Walpert, Treeview Reservoirs will also be inspected in FY 2018 and FY 2019. If rehabilitation and/or recoating is necessary, the reservoirs will be taken out of service and rehabilitated appropriately.

Over the next ten years, an annual project will be implemented to replace existing cast iron pipes, that are either reaching the end of their practical useful life as evidenced by the frequency of the main and service connection breaks and leaks, or they are hydraulically undersized. Asbestos cement water pipeline replacements at various locations will also occur over the next five years. There is a total of 300 miles of asbestos cement and cast iron pipes in the City's water distribution system. U&ES will be systematically replacing an average of four to six miles of cast iron and asbestos cement water pipelines annually, which represents approximately 2% of the existing 300 miles in the water distribution system.

A new 0.75 million-gallon water tank, pump system, and backup generator at the Garin Reservoir site will be completed in FY 2018. A second water tank will accommodate water demands and fire flow for future developments. The new pump system will also double the capacity of the existing pump station. As this reservoir will supply water to serve future developments at LaVista and potentially Ersted property, a developer cost reimbursement arrangement for the project has been implemented.

Sewer Systems

The Sewer Collection System will undergo several pipeline improvements in the next few years. These improvements are planned to either replace pipelines that are showing signs of age and require frequent maintenance and repair, or to upsize undersized mains to increase their conveyance capacity to handle current demand flows. A Master Plan update for the

Sewer Collection System was completed in 2015. These projects include areas of the City such as Cypress Avenue, Soto Road, Tyrell Avenue, Tennyson Road, and Harder Road. These are in addition to systematic sewer main replacement projects that do not have specific project locations at the time the funding is requested, to address age, condition, or hydraulic capacity.

Water Pollution Control Facility

Noteworthy, near-term WPCF projects potentially include the replacement of an existing trickling filter that is past its useful life and does not meet current seismic standards, the renovation or construction of a new Administration Building, and construction of the new Operations Building. The new or renovated WPCF Administration Building and Operations Building will be designed to accommodate facility needs of the wastewater staff. A new one megawatt solar project (which would be in addition to the existing one megawatt solar installation) at the WPCF is scheduled for design in FY 2018. The WPCF will also begin to study the feasibility of near shore discharge of tertiary treated wastewater in FY 2018 and prepare an associated facilities plan.

Recycled Water

To make more efficient use of potable water, the City is currently designing a recycled water storage and distribution system to deliver the excess tertiary-treated recycled water to sites near the WPCF for use in landscape irrigation and suitable industrial processes. This project would cost nearly \$20 million and would take advantage of low interest State loan funding specifically for recycled water projects. This project is predicated on the City's ability to enter into an agreement with Calpine to utilize excess treated water from Russell City Energy Center's (RCEC's) recycled water facility (RWF). If not successful, there is a need for the City to develop its own RWF.

Groundwater

Although Hayward has not relied on groundwater for day-to-day water supplies since the early 1960s, the City has a long groundwater use history, relying entirely on groundwater for water supplies for over a century until an agreement was signed with the San Francisco Public Utilities Commission (SFPUC) in 1962 to supply all City water needs. The 2014 Sustainable Groundwater Management Act (SGMA) requires, for the first time, comprehensive and sustainable management of California's groundwater resources. SGMA provides a framework for sustainable management of groundwater at the local level through formation of Groundwater Sustainability Agencies (GSAs) and implementation of Groundwater Sustainability Plans (GSPs). The City of Hayward overlies a portion of the East Bay Plain Groundwater Basin and applied to become the GSA for this part of the Basin in March 2017. It is anticipated that the Department of Water Resources will designate the City as a GSA by the end of June 2017. Staff will then begin preparation of a GSP, which must be completed by January 2022.

Airport

The Hayward Executive Airport is a self-supporting, general aviation reliever airport encompassing 521 acres. The primary function of the Airport is to relieve air carrier airports of general aviation traffic in the San Francisco Bay Area. Pavement Rehabilitation was completed on Runways 28L/10R in FY 2017 as well as a new access road and perimeter road repair. New electrical services were extended to the South side of the airport. A key project in FY 2018 is development of an Airport Infrastructure Improvement plan. This two-part study will evaluate the condition of structures at the airport owned and operated by the City, including nineteen hangar buildings and the control tower building. After the evaluation, a forecast will be made of future aviation demand, including the anticipated type and number of based aircraft. The study will conclude with a determination of the best and highest use of current airport assets, and whether those structures should be maintained, renovated, or replaced. If replacement is indicated, the study will offer suggestions for future development based on the demand forecast. Projects will be added to the CIP based on the findings in the plan. Other major upcoming projects at the airport include:

- Taxiway Alpha and Foxtrot Pavement Rehabilitation (FY18 & FY19) \$1,075,000
- Sulphur Creek Mitigation Design (FY18) and construction (FY19) \$2,500,000*

*2,193,000 will be reimbursed from FAA Funding

Internal Service Funds

Internal Service Funds, primarily funded by the general fund, are used to finance and account for goods and/or services provided by one City department to another, on a cost reimbursement basis.

Facilities

The Facilities Fund (726) is utilized to address the improvements and upkeep necessary for many of the City's older buildings, such as the Police Department and various fire stations. Facility Management is primarily responsible for ensuring that the City of Hayward has working environments which are clean, safe, attractive, and comfortable. A vigorous maintenance program protects the physical assets and preserves taxpayers' investments in public buildings, minimizes energy consumption and prevents delays in delivery of public services. FY 2017 projects include:

- Flooring Replacement at City Hall \$140,000
- Fire Alarm/Smoke Detector Replacement \$ 50,000

Information Technology

The Information Technology Capital Fund (731) addresses the City's aging information technology infrastructure and the unmet technology needs throughout the City. In FY 2017, in addition to ongoing technology upgrade projects, the Council Chambers underwent a major upgrade and a pilot project was completed that investigated the viability of public security cameras. Projects for FY 2018 include:

- | | |
|--------------------------------------|--------------|
| • Highspeed Hayward (Fiber Optic) | \$5,490,000* |
| • CAD Enterprise Upgrade | \$400,000 |
| • Network Server Replacement Project | \$262,000 |
| • Network Infrastructure Replacement | \$588,000 |

* \$2,745,000 provided by an EDA Grant and \$2,108,000 through right of way contribution valuation.

Successful implementation of projects within this fund is wholly dependent on the assessment of Information Technology charges on supported departments, and possible transfers from the General Fund.

Fleet

Fleet has two funds; one for General Fund vehicles and one for Enterprise vehicles. FY 2018 expenditures are as follows:

General Fund:

Fire Department Vehicles	\$1,055,000
Police Department Vehicles	\$1,050,000
Other General Fund Vehicles	\$1,199,000

Enterprise Fund:

Sewer Division	\$4400,000
Water Division	\$1,700,000
Stormwater Division	\$ 51,000
Airport	\$ 150,000

Staff is committed to ensuring that the City's fleet of vehicles reflects Council's "green" priority. To that end, staff has thoroughly evaluated and is incorporating (where possible) the use of "green" technology into vehicle purchases. Furthermore, staff has been critically assessing the needed amount of fleet vehicles, reducing vehicles, and determining which vehicles are non-essential and thus have been or can be removed from the City's fleet and not replaced. The Primary identified funding source is internal service charges.

Identified Capital Needs

The last section of the CIP is Identified and Unfunded Capital Needs. As funding becomes available, some projects on this list move to funded areas. For example, in FY 2016 due to the passage of Measure C and Measure BB, improvements to Fire Stations 1-6, Fire Training Center, the construction of the 21st Century Library and Community Learning Center, and \$1 million per year for paving improvements were moved from the unfunded list to funded projects.

As previously stated, primarily due to the passage of both sales tax measures mentioned above, the amount of the projects contained in this section has been reduced considerably from over \$510 million in FY 2015 to approximately \$400 million in FY 2018. While the approval of Measure C allowed the City to address many critical facility needs (i.e. the new Library and upgrades to Fire Stations), the single most expensive unfunded capital need is the replacement of the City's Police Building (recently estimated at \$130,000,000). This aging and outdated facility houses the City's 911 dispatch center for the Police and Fire Departments as well as the City's jail. The facility does not meet current seismic standards or the operational needs of a modern policing agency.

Costs in this section are generally broken down into the following categories:

Technology Services:	\$ 1,250,000
Fleet:	\$ 351,000
Facilities and Equipment:	\$ 139,509,000
Street and Transportation:	\$ 259,142,000
	Total \$400,252,000

It is important to reiterate that this list identifies critical needs that have, as of now, no identified funding sources. The number of projects will continue to grow over time as will the amounts needed to fund these extremely important upgrades/repairs to infrastructure and equipment.

Considering the ongoing structural deficit in the General Fund, staff has re-doubled its efforts to dedicate as many financial and staff-related resources as possible towards projects deemed as most critical to both the community and Council. The Draft Recommended 10-year Capital Improvement Program FY 2018 – FY 2027 for your review is: www.hayward-ca.gov/2018CIP.

SUSTAINABILITY FEATURES

The action taken for this agenda report will not result in a physical development, purchase or service, or a new policy or legislation. Any physical work will depend upon a future Council action. Sustainability features for individual CIP projects are listed in each staff report.

PUBLIC CONTACT

A notice advising residents about the Planning Commission's public hearing on the CIP is published in the paper the requisite ten days in advance. The agenda for the Council Work Session on the CIP is posted in City Hall, as well as the Library. A printed copy of the Recommended CIP is made available at the Library and the City Clerk's office. Individual projects receive council approval and public input as appropriate.

NEXT STEPS

Once the CIC has completed the review of the CIP and offered comments, appropriate changes will be included in the Draft Recommended CIP. The following proposed schedule has been established for the adoption of the CIP.

Planning Commission	May 25
City Council Work Session	June 6
City Council Public Hearing & Adoption	June 20

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Approved by:

Kelly McAdoo, City Manager