

CITY OF HAYWARD

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



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Tuesday, April 24, 2018

7:00 PM

Council Chambers

City Council

Mayor Barbara Halliday
Mayor Pro Tempore Elisa Márquez
Council Member Francisco Zermeño
Council Member Marvin Peixoto
Council Member Al Mendall
Council Member Sara Lamnin
Council Member Mark Salinas

CITY COUNCIL MEETING**CALL TO ORDER Pledge of Allegiance: Council Member Peixoto****ROLL CALL****CLOSED SESSION ANNOUNCEMENT****PRESENTATIONS**

22nd Annual Affordable Housing Week Proclamation

Fair Housing Month Proclamation

PUBLIC COMMENTS

The Public Comment section provides an opportunity to address the City Council on items not listed on the agenda or Information Items. The Council 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 Council is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff.

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

1. [CONS 18-235](#) Fire Stations 1-5 Improvements: Amendment to Professional Services Agreement with Kitchell

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution](#)

2. [CONS 18-236](#) Authorize the City Manager to Execute Agreements with Local Partners for Operating Specialized Services in the New Library Including: Community Art Gallery, Book Store Gift Shop, and Pocket Café

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution](#)

3. [CONS 18-245](#) Approval of a Resolution Endorsing Regional Measure 3 -
Funding for a San Francisco Bay Area Region Transportation
Plan

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution](#)
[Attachment III RM3 Transportation Projects](#)

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.

4. [WS 18-015](#) I-880/Whipple Road/Industrial Parkway Interchanges Project
(Report from Interim Public Works Director Ameri)

Attachments: [Attachment I Staff Report](#)
[Attachment II Conceptual Alternatives Exhibits](#)
[Attachment III Feasibility Study](#)

LEGISLATIVE BUSINESS

5. [LB 18-014](#) Downtown Parking Study: Adoption of the Downtown Parking
Management Plan and Professional Services Agreement with
CDM Smith, Inc. (Report from Interim Public Works Director
Ameri)

Attachments: [Attachment I Staff Report](#)
[Attachment II Resolution PSA with CDM](#)
[Attachment III Resolution Adoption of Management Plan](#)
[Attachment IV Executive Summary](#)

6. [LB 18-017](#) Recommended Garbage and Recycling Rates Adjustment for
2018-2019 (Report from Interim Public Works Director Ameri)

Attachments: [Attachment I Staff Report](#)
[Attachment II Draft Resolution](#)
[Attachment III Rates Comparison](#)

CITY MANAGER'S COMMENTS

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

COUNCIL REPORTS, REFERRALS, AND FUTURE AGENDA ITEMS

Oral reports from Council Members on their activities, referrals to staff, and suggestions for future agenda items.

ADJOURNMENT

NEXT SPECIAL MEETING, Saturday, April 28, 2018

PUBLIC COMMENT RULES

Any member of the public desiring to address the Council shall limit her/his address 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. Speaker Cards are available from the City Clerk at the meeting.

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 website and on Cable Channel 15, KHRT. ****

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 TDD (510) 247-3340.

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.



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: CONS 18-235

DATE: April 24, 2018

TO: Mayor and City Council

FROM: Interim Director of Public Works

SUBJECT

Fire Stations 1-5 Improvements: Amendment to Professional Services Agreement with Kitchell

RECOMMENDATION

That Council adopts the attached resolution authorizing the City Manager to execute an Amendment to the Professional Services Agreement with Kitchell Capital Expenditure Managers, Inc., in an amount not-to-exceed \$190,000.

SUMMARY

Kitchell is providing construction support services for the improvements to Fire Stations 1 through 5. Construction is on-going and has exceeded the contract duration due to contractor delays and scope changes. Additional construction support by Kitchell is necessary to complete the project.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution



DATE: April 24, 2018

TO: Mayor and City Council

FROM: Interim Director of Public Works

SUBJECT: Fire Stations 1-5 Improvements: Amendment to Professional Services Agreement with Kitchell

RECOMMENDATION

That Council adopts the attached resolution authorizing the City Manager to execute an Amendment to the Professional Services Agreement with Kitchell Capital Expenditure Managers, Inc., in an amount not-to-exceed \$190,000.

SUMMARY

Kitchell is providing construction support services for improvements to Fire Stations 1 through 5. Construction is on-going and has exceeded the contract duration due to contractor delays and scope changes. Additional construction support by Kitchell is necessary to complete the project.

BACKGROUND

On June 3, 2014, voters approved Measure C, which authorized the City of Hayward to increase the sales tax rate in the City by one-half cent for twenty years to restore and maintain City services and facilities, including firefighting/emergency medical services, improving police services to neighborhoods, replacing the aging library with a 21st century facility, repairing potholes and streets, updating aging neighborhood fire stations, and other City services. Based on the facility needs assessment report completed on October 10, 2014 by RossDrulisCusenbery for Fire Stations 1-6 and the Fire Training Center, substantial upgrades are needed in these aging facilities. Fire Stations 1-5 are currently being renovated. Fire Station 6 and the Fire Training Center will be reconstructed and expanded.

On May 26, 2015, Council authorized the City Manager to execute professional services agreements with Kitchell in an amount not-to-exceed \$200,000 for project management services for Fire Stations 1-5, and the master planning of Fire Station 6 and the Fire Training Center.

On March 21, 2017, during the award of the construction contract, Council authorized the City Manager to execute an Amendment to the Professional Services Agreement with Kitchell in an amount not-to-exceed \$490,000 for construction support services for the Fire Stations 1-5 Improvements Project.

DISCUSSION

Construction of Fire Stations 1, 2, and 3 started on April 24, 2017. Fire Station 1 construction occurred while station personnel maintained operations since hazardous materials abatement was not required. Fire Stations 2 and 3 improvements were more extensive and required hazardous material abatement, necessitating station personnel to relocate to other stations.

Fire Station 1:	Improvements completed on December 11, 2017
Fire Station 2:	Improvements completed on November 20, 2017
Fire Station 3:	Improvements completed on February 16, 2018
Fire Station 4:	Construction started on December 11, 2017
Fire Station 5:	Construction started on February 20, 2018

Currently, Fire Stations 4 and 5 are under construction and are anticipated to be complete by July 2018.

Construction of these two fire stations would have been completed in March 2018 per the allotted contract time; however, the project experienced delays due to a combination of factors. Near the start of the project, there was the request from the contractor to substitute their four-fold door subcontractor causing delays in approval and procurement of materials. There were issues with light fixtures, windows, and doors. The electrical and window subcontractors did not provide adequate work force.

The project duration was also extended due to scope changes. One of the earlier scope changes in the project was replacement of the entire roof at Fire Station 3 due to its condition and age. There was also unanticipated work added due to unforeseen conditions. The original scope included cleaning the existing ductwork for the HVAC system. At Fire Station 4 after cleaning started, staff learned that the duct lining was wet and not reusable due to leaks, resulting in replacement of the entire ductwork. The station alerting and electrical plans needed to be revised due to missing and incomplete information from the original construction documents.

Kitchell's agreement for construction support services was based on the original construction duration ending in March 2018. With the revised anticipated completion in July 2018, four more months of additional services and services related to the scope changes need to be added to Kitchell's agreement. The provision of and funds for additional project duration was not anticipated in the original scope of work in the previously approved Professional Services Agreement or in the first amendment approved on March 21, 2016; therefore, this second amendment is necessary. Staff recommends that Council authorize the City Manager to execute an amendment to the existing agreement with Kitchell to increase the not-to-exceed amount from \$490,000 to \$680,000.

ECONOMIC IMPACT

There is no economic impact associated with this item.

FISCAL IMPACT

The Adopted FY18 CIP includes a total of \$10,830,000 for the design and construction of the Fire Stations 1-5 project in the Measure C Fund. There are adequate funds in the project for Kitchell to provide the additional construction support services for the Fire Stations 1-5 Improvements project in the amount of \$190,000.

STRATEGIC INITIATIVES

This agenda item pertains to routine operations and does not directly relate to the Council's Strategic Initiatives.

SUSTAINABILITY FEATURES

The action taken with this report will not result in physical development, purchase, or service, or a new policy/legislation.

PUBLIC CONTACT

No public contact has occurred associated with this action.

NEXT STEPS

If approved by Council, staff will amend the Professional Services Agreement with Kitchell prior to execution.

Prepared by: Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Interim Director of Public Works

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 18-

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH KITCHELL FOR ADDITIONAL SERVICES ASSOCIATED WITH THE FIRE STATIONS 1-5 IMPROVEMENTS PROJECT.

WHEREAS, the aforesaid parties have entered into that certain Agreement dated the 17th day of April 2017, entitled "Amendment to Professional Services Agreement between the City of Hayward and Kitchell for the Fire Stations 1-6 and Fire Training Center Improvement Project" and

WHEREAS, the City and the Consultant desire to amend the Agreement in certain respects; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the City Manager is hereby authorized and directed to execute, on behalf of the City of Hayward, an amendment to the agreement with Kitchell for additional services not-to-exceed \$190,000 associated with the Fire Stations 1-5 Improvements Project.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2018

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



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
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File #: CONS 18-236

DATE: April 24, 2018
TO: Mayor and City Council
FROM: Director of Library and Community Services
SUBJECT

Authorize the City Manager to Execute Agreements for Services with Local Partners for Operating Specialized Services in the New Library Including: Community Art Gallery, Book Store Gift Shop, and Pocket Café.

RECOMMENDATION

That Council approves the attached resolution (Attachment II) authorizing the City Manager to execute agreements for services with local partners for operating specialized services in the new library including: Community Art Gallery, Book Store Gift Shop, and Pocket Café.

SUMMARY

In preparation for the transition to the new library facility in 2018, staff and the Library Commission have developed tentative Third Party Operating Agreements with external community partner organizations for operating specialized services in the new library. This report provides an overview of the proposed agreements and requests that Council authorize the City Manager to execute agreements with local partners for the following specialized services: community art gallery; book store gift shop; and pocket café.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution



DATE: April 24, 2018

TO: Mayor and Council

FROM: City Manager

SUBJECT Authorize the City Manager to Execute Agreements with Local Partners for Operating Specialized Services in the New Library Including: Community Art Gallery, Book Store Gift Shop, and Pocket Café

RECOMMENDATION

That Council approves the attached resolution (Attachment II) authorizing the City Manager to execute agreements for services with local partners for operating specialized services in the new library including: Community Art Gallery, Book Store Gift Shop, and Pocket Café.

SUMMARY

In preparation for the transition to the new library facility in 2018, staff and the Library Commission have developed tentative Third Party Operating Agreements with external community partner organizations for operating specialized services in the new library. This report provides an overview of the proposed agreements and requests that Council authorize the City Manager to execute agreements with local partners for the following specialized services: community art gallery; book store gift shop; and pocket café.

BACKGROUND

On May 26, 2015, Council approved the 21st Century Library and Community Learning Center Project Plans and Specifications, including detailed layouts and descriptions of the Bookstore Gift Shop, Community Art Gallery, and Pocket Café specialized spaces within the new library. At that time, it was envisioned that these functions, none of which exist in the current old Main Library, would be operated in the new library by external community partner organizations. To this end, staff and the Library Commission have identified and developed agreements with suitable partner organizations for Council review.

DISCUSSION

In preparation for the transition to the 21st Century Library facility in 2018, Library staff and the Library Commission have developed Third Party Operating Agreements with external community partner organizations for operating various specialized services in the new library. What follows is an overview of the following Third Party Operating Agreements:

- I. Community art gallery
- II. Bookstore/ gift shop
- III. Pocket Café

I. Community Art Gallery

The new library will feature two wall spaces on the second floor, each approximately 20' in length, which are designed for displays of community artwork. Staff, with the support and advice of the Library Commission, has reached a tentative agreement with Hayward Arts Council and Sun Gallery (Curators) to maintain and curate the community art gallery in the new library. Hayward Arts Council and Sun Gallery currently curate several other community galleries in Hayward, including the John O'Lague Galleria at Hayward City Hall. The general terms of the community art gallery tentative agreement are as follows:

- Curators will curate displays of community artwork in two designated areas (Galleries) of the new downtown library.
- The Galleries are located on the second floor of the new library, each with wall space approximately 20' in length.
- Curators will update the Gallery displays with new artwork at least four times per year, or more often if desired. At least once per year, Curators will display new artworks created by local Hayward youth. At least once per year, Curators will display new artworks created by Hayward residents that are collected through an open Call for Artists that places an emphasis on emerging artists.
- Library will make no compensation to Curators. Curators will be responsible for all costs associated with Galleries, including but not limited to insurance of artworks.
- Curators will handle all aspects of collecting, maintaining and curating the Galleries and related activities, including the costs thereof. Library will bear no responsibility for preparation, setup, cleanup, maintenance, or storage of Galleries and related activities; nor will Library bear any of the related costs.
- All displays and related activities within and associated with the Galleries must comply with all Library policies. Library reserves the right to reject and/or request removal of any display that is deemed contrary to Library policies, at Library's sole discretion.
- Curators acknowledge that the Library is a shared public environment, not just an art gallery, and that Library visitors come to the shared public environment to access shared Library services and resources, and that Library visitors hold many diverse viewpoints and come from many diverse walks of life, and as such, displays in the Galleries will be curated with the understanding that all artwork displayed must be suitable for this broad public audience.

II. Bookstore/ Gift Shop

The new library will feature a brick-and-mortar bookstore/ gift shop (The Bookstore), approximately 500 square feet in size, that is designed specifically for use by the Friends of Hayward Library partner nonprofit organization (The Friends). The sole mission of the Friends is to raise funds to support library services, programs, and other needs. They achieve their mission through various ongoing fundraising efforts, which at present include selling donated used books from a temporary booth near the Hayward Farmers' Market. When the new library opens, the Friends will move their book selling operation into the new bookstore, and they will add Hayward-themed merchandise (e.g., gifts, apparel, stationery, etc.) to their retail inventory. The general terms of the Bookstore tentative agreement are as follows:

- Friends will operate the Bookstore in a designated room of the new downtown library.
- The Bookstore is located on the first floor of the new library, with its own controlled entrance, and is approximately 500 square feet in size.
- Friends will set the Bookstore hours of operation, select and maintain inventory, set pricing, provide cashiering, and all related aspects of the retail operation.
- Friends will make no compensation to Library for use of the Bookstore space; however, all of Friends' proceeds from the Bookstore sales will be donated to the Library for various services, programs and other needs, as recommended by Library and subject to approval by Friends of Hayward Library's board of directors.
- Library will continue to cover the cost of general liability insurance (policy rider) to the Friends, as per past and current practice.
- All displays and related activities within and associated with the Bookstore must comply with all Library policies. Library reserves the right to reject and/or remove any display or activity that is deemed contrary to Library policies, at Library's sole discretion.
- Friends acknowledge that the Library is a shared public environment, not just a Bookstore, and that Library visitors come to the shared public environment to access shared Library services and resources, and that Library visitors hold many diverse viewpoints and come from many diverse walks of life, and as such, all merchandise, signage, displays, and activities in and related to the Bookstore must be suitable for this broad public audience.

III. Pocket Café

The new library will feature a brick-and-mortar Pocket Café serving coffee, beverages, and packaged foods. In December and January, staff solicited a Request for Qualifications (RFQ) to identify a local vendor to operate the Pocket Café. After the completion of the RFQ process, the Library identified, entered into negotiations with, and reached a tentative agreement with local vendor Hippy's Brew to operate the Pocket Café in the new library. Hippy's Brew currently operates a successful coffee bar in Hayward at 21988 Foothill Way. The general terms of the Pocket Café tentative agreement with Hippy's Brew (the Operator) are as follows:

- Operator will operate a Pocket Café in the new downtown library.
- The Pocket Café is located on the first floor of the new library, with its own controlled entrance, and is approximately 400 square feet in size.
- Operator will set the Pocket Café hours of operation, at least 40 hours per week of which will coincide with the Library's hours of operation.
- Operator will be responsible for all aspects of its retail operation, including the costs of staffing, inventory, janitorial, daily maintenance, and related operational expenses.
- Operator will provide for its own general liability insurance, health department compliance and fees, and all other legal and regulatory aspects of the Pocket Café operations.
- Operator will pay rent to Library for use of the Pocket Café space in the amount of \$1 per square foot per month.
- City will procure and install all necessary casework, furnishings, and commercial café equipment in the Pocket Café during the primary construction of the new Library facility. Operator will leaseback the commercial café equipment from City over a period of 60 months by remitting monthly lease payments equal to 1/60th of City's total cost to procure and install the commercial café equipment, less 25% for depreciation. Operator will bear responsibility for all equipment maintenance and repair costs during the leaseback period. Upon full payment by Operator of the agreed upon leaseback amount in full, City will transfer ownership of the commercial café equipment to Operator.
- All retail activities, special events, promotions, signage, and related activities within and associated with the Pocket Café must comply with all Library policies. Library reserves the right to reject and/or remove any display or activity that is deemed contrary to Library policies, at Library's sole discretion, and further reserves the right to terminate the lease agreement for cause should Operator fail to timely and fully correct a policy violation.
- Operator acknowledges that the Library is a shared public environment, not just a Pocket Café, and that Library visitors come to the shared public environment to access shared Library services and resources, and that Library visitors hold many diverse viewpoints and come from many diverse walks of life, and as such, all merchandise, signage, events, displays, and activities in and related to the Pocket Café must be suitable for this broad public audience.

FISCAL IMPACT

The agreements outlined in this report will have no significant impact to the General Fund. Two of the agreements (Bookstore and Community Art Gallery) involve no compensation nor significant impact to City resources. The Pocket Café agreement involves rent payments from the Café Operator to the City in the amount of \$1 per square foot per month to offset the City's facility maintenance costs; and leaseback payments from the Café Operator to the City over five years to offset the City's cost of purchasing and installing the commercial café equipment during library construction. The initial funds for the café equipment will come from the library construction project's equipment budget.

STRATEGIC INITIATIVES

This agenda item supports the Council's Complete Communities Initiative. The purpose of the Complete Communities initiative is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work and play for all. This agenda item supports the following goals and objectives of this Initiative:

- Goal 1: Improve quality of life for residents, business owners, and community members in all Hayward neighborhoods.
- Objective 2: Foster a sense of place and support neighborhood pride
- Objective 3: Increase collaboration with businesses, non-profits and neighborhood groups on placemaking projects.

PUBLIC CONTACT

- On May 26, 2015, Council convened a Public Hearing, during which Council approved the 21st Century Library and Community Learning Center Project Plans and Specifications, including detailed layouts and descriptions of the Bookstore, Community Art Gallery, and Pocket Café specialized spaces within the new library.
- On March 20, 2017, the Library Commission convened a regularly scheduled public meeting, during which the Commission reviewed and discussed a draft 21st Century Operations Plan including the potential use of Third Party Agreements for operations of the Bookstore, Community Art Gallery, and Pocket Café specialized spaces within the new library.
- On November 13, 2017, the Library Commission convened a regularly scheduled public meeting, during which the Commission discussed the 21st Century Operations Plan including the use of Third Party Agreements for operations of the Bookstore, Community Art Gallery, and Pocket Café specialized spaces within the new library.
- On December 12, 2017, the City issued a public [Request for Qualifications \(RFQ\)](#) process to identify a local vendor to operate the Pocket Café.
- On December 18, 2017, the Library Commission convened a regularly scheduled public meeting, during which the Commission discussed the 21st Century Operations Plan including the Third Party Operating Agreements and the RFQ for a Pocket Café Operator.

- On January 22, 2018, the Library Commission convened a regularly scheduled public meeting, during which the Commission discussed the 21st Century Operations Plan including the Third Party Operating Agreements and the RFQ for a Pocket Café Operator.
- On March 19, 2018, the Library Commission convened a regularly scheduled public meeting, during which the Commission reviewed the three Third Party Operating Agreements outlined in this report, and unanimously recommended all three agreements to Council for approval.

NEXT STEPS

Should Council approve the resolution in Attachment II, staff will begin negotiations and execution of the Third-Party Operator Agreements noted in this report.

Prepared by: Lindsey Polanco, Education Services Manager
Rachael McNamara, Management Analyst

Recommended by: Sean Reinhart, Library and Community Services Director

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 18-

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE AGREEMENTS WITH HAYWARD ARTS COUNCIL/SUN GALLERY, HAYWARD AREA HISTORICAL SOCIETY, FRIENDS OF HAYWARD LIBRARY, AND HIPPIE'S BREW TO OPERATE SPECIALIZED SERVICES IN THE NEW LIBRARY, RESPECTIVELY: COMMUNITY ART GALLERY, BOOK STORE GIFT SHOP, AND POCKET CAFÉ

WHEREAS, Council on May 26, 2015 approved the 21st Century Library and Community Learning Center Project Plans and Specifications, including detailed layouts and descriptions of the Bookstore Gift Shop, Community Art Gallery, and Pocket Café specialized spaces within the new library; and

WHEREAS, it is envisioned that the above noted functions, none of which exist in the current old Main Library, would be operated in the 21st Century Library and Community Learning Center by external community partner organizations; and

WHEREAS, City staff and the Library Commission have identified and developed agreements with suitable partner organizations; and

WHEREAS, construction of the 21st Century Library and Community Learning Center is nearing completion and the grand opening is anticipated in summer 2018

NOW, THEREFORE BE IT RESOLVED that the Hayward City Council authorizes the City Manager to negotiate and execute agreements with Hayward Arts Council/Sun Gallery, Friends of Hayward Library, and Hippie's Brew to operate specialized services in the 21st Century Library and Community Learning Center, respectively: Community Art Gallery, Book Store Gift Shop, and Pocket Café.

IN COUNCIL, HAYWARD, CALIFORNIA, APRIL 24, 2018

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



CITY OF HAYWARD

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File #: CONS 18-245

DATE: April 24, 2018
TO: Mayor and City Council
FROM: City Manager

SUBJECT

Approval of a Resolution Endorsing Regional Measure 3 - Funding for a San Francisco Bay Area Region Transportation Plan

RECOMMENDATION

That the City Council approves the attached resolution endorsing Regional Measure 3 on the June 2018 ballot that provides funding for the implementation of a regional transportation plan.

SUMMARY

In 2017, Governor Brown signed Senate Bill 595 (Beall), known as Regional Measure 3 (RM3). The approved legislation authorized a public vote on June 5, 2018 in the San Francisco Bay Area region for the funding of traffic relief projects through a series of phased in increases to regional bridge tolls.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Resolution
Attachment III	RM3 Transportation Projects



DATE: April 24, 2018

TO: Mayor and City Council

FROM: City Manager

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RECOMMENDATION

That the City Council approves the attached resolution endorsing Regional Measure 3 on the June 2018 ballot that provides funding for the implementation of a regional transportation plan.

SUMMARY

In 2017, Governor Brown signed Senate Bill 595 (Beall), known as Regional Measure 3 (RM3). The approved legislation authorized a public vote on June 5, 2018 in the San Francisco Bay Area region for the funding of traffic relief projects through a series of phased in increases to regional bridge tolls.

BACKGROUND AND DISCUSSION

In 2017, Governor Brown signed Senate Bill 595 (Beall), known as Regional Measure 3 (RM3). The approved legislation authorized a public vote on June 5, 2018 in the San Francisco Bay Area region for the funding of traffic relief projects.

The Regional Measure 3 plan aims to revitalize the San Francisco Bay Area Region's transportation infrastructure and reduce traffic. Some of the transportation projects that will benefit Alameda County include:

- **Expansion of Regional Express Bus Service:** Reduce highway congestion by expanding regional express bus service throughout the Bay Area;
- **New Bay Area Corridor Express Lanes:** New highway Express Lanes that are actively managed to be congestion-free at all times;
- **Improved Goods Movement and Mitigation:** Reduce truck traffic, truck congestion, and truck pollution with improvements on Interstates 580, 80, 880 and on freight rail and at the Port of Oakland;

- Improved San Francisco Bay Trail/Safe Routes to Transit: Improvements to bicycle and pedestrian access on and around state-owned bridges connecting to rail transit stations and ferry terminals; and
- Implementation of Next-Generation Clipper Transit Fare Payment System: Develop and implement the next generation of the Clipper transit fare payment system to use a single card to pay for many different transit systems.

Additional information about the regional projects that will benefit Alameda County are listed in Attachment III and can be accessed online at: www.YesonRM3.com.

Regional Measure 3 achieves several of the Council’s Legislative Program Policy Positions, specifically:

- 1.2.A. - Support legislation and initiatives that boost funding for infrastructure projects within the city and surrounding region;
- 1.2.B. - Support legislation and initiatives that increase access and funding for regional public transportation; and
- 1.2.C. – Support legislation and initiatives that reduce traffic and congestion and boost public transportation ridership.

Senate Bill 595⁽¹⁾ requires that the City and County of San Francisco and the other 8 Bay Area counties in the San Francisco Bay area, including Alameda County, conduct a special election on the proposed increase in the amount of the toll rate charged on the state-owned toll bridges in the region to be used for specified projects and programs. The bill also requires the Bay Area Toll Authority (BATA) to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval.

If approved by the voters, the bill would authorize BATA to phase in the toll increase over a period and to adjust the toll increase for inflation after the toll increase is phased in completely. The bill would specify that, except for the inflation adjustment, providing funding to meet the requirements of voter approved regional measures, and as otherwise specified in statute, the toll increase adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature.

The bill also requires BATA to establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure that the revenues generated by the toll increase are expended consistent with a specified expenditure plan. The bill also requires BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.

⁽¹⁾ Link to more information about: [SB595 \(Beal\) – Regional Measure 3 \(RM3\)](#)

ECONOMIC AND FISCAL IMPACT

The total transportation plan would fund \$4.45 billion in regional transportation projects. This plan is financed by a \$3 total bridge toll increase that is phased in as follows: a \$1 increase in tolls on all Bay Area bridges, except the Golden Gate Bridge, effective January 1, 2019; a \$1 toll increase effective January 1, 2022; and a \$1 toll increase effective January 1, 2025. This measure will not have any fiscal impact on the City of Hayward but could potentially provide funding for regional transportation projects benefitting Hayward.

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets Initiative 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. This item supports the following goal:

Goal 3: Maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system.

PUBLIC CONTACT

This agenda item was posted in compliance with the California Brown Act.

NEXT STEPS

If Council approves the attached resolution, staff will distribute the signed resolution to the appropriate bodies and organizations, as well as post a copy of the resolution on the Legislative Program website.

Prepared and Recommended by: David Korth, Assistant to the City Manager

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 18-_____

Introduced by Council Member _____

RESOLUTION ENDORSING THE REGIONAL MEASURE 3 SAN FRANCISCO BAY
AREA REGION TRANSPORTATION PLAN

WHEREAS, the State of California enacted Senate Bill 595 (Beall), also known as Regional Measure 3, which requires that the City and County of San Francisco and the other 8 counties in the San Francisco Bay area, including Alameda County, conduct a special election on a proposed increase in the amount of the toll rate to be charged on the state-owned toll bridges in the region to be used for specific transportation projects and programs that will benefit Hayward and other Alameda County communities; and

WHEREAS, San Francisco Bay Area traffic has grown to crises levels; and

WHEREAS, Regional Measure 3, if passed by the voters, will fund many vital traffic relief projects which are important to maintaining the regional economy and quality life and which will revitalize the San Francisco Bay Area's transportation infrastructure and reduce traffic; and

WHEREAS, Regional Measure 3 achieves several of the City of Hayward's established legislative priorities including the support of legislative initiatives that boost funding for infrastructure projects within the city and the surrounding region, increase access and funding for regional public transportation; and reduce traffic and congestion as well as boost public transportation ridership; and

WHEREAS, Regional Measure 3 requires the Bay Area Toll Authority (BATA) to select the amount of the proposed increase, not to exceed \$3, to be placed on the June 5, 2018 ballot for voter approval; and

WHEREAS, except for the inflation adjustment, providing funding to meet the requirements of voter approved regional measures, and as otherwise specified in statute, the toll increase adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature; and

WHEREAS, Regional Measure 3 requires the BATA to establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure that the revenues generated by the toll increase are expended consistent with a specified expenditure plan, and BATA must submit an annual report to the Legislature on the status of the projects and programs funded by the toll increases.

NOW, THEREFORE BE IT RESOLVED that the City of Hayward hereby endorses the Regional Measure 3 Transportation Plan on the June 5, 2018 ballot.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2018

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

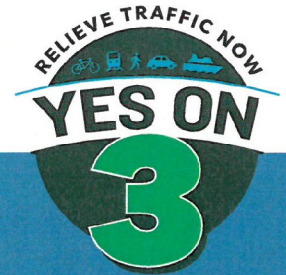
ABSENT: COUNCIL MEMBERS:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward

YES on RM3: Relieve Traffic in Alameda County



As Bay Area traffic grows to crisis levels, the State Legislature authorized a bold, coordinated, region-wide traffic relief plan called Regional Measure 3 that will be on the **June 5, 2018 ballot**.

The RM3 plan builds on improvements from past local transportation measures to revitalize transportation infrastructure and reduce traffic. RM3 will increase AC Transit service frequency, expand bus service in the Bay Bridge corridor and improve safety and congestion at the Interstate 680/State Route 84 interchange. RM3 will additionally reduce travel times in the Dumbarton Bridge corridor, improve Amtrak service and upgrade highways throughout Alameda County, among other projects.

Alameda County RM3 Projects

Alameda-Contra Costa Transit

District: Bus purchases and capital improvements to reduce travel times and increase service frequency

Tri-Valley Transit Access

Improvements: Provide interregional and last-mile transit connections on the Interstate 580 corridor

Interstate 680/State Route 84

Interchange Reconstruction:

Reduce congestion and improve safety by making SR 84 a four-lane expressway and other improvements between 680 and 84

Vasco Road Safety Improvements:

Widen lanes and construct a concrete median barrier to enhance road safety

Interstate 680 Transit

Improvements: Enhance transit service in the Interstate 680 corridor, including bus operations, transit centers and real-time travel information

Dumbarton Bridge Improvements:

Design and construction of improvements to relieve congestion, increase transit capacity and enhance reliability of travel times along the Dumbarton bridge

Interstate 680/Interstate 880/ Route 262 Freeway Connector:

Connect Interstate 680 and Interstate 880 to improve traffic movement, reduce congestion and improve operations and safety

Transbay Rail Crossing: Preliminary engineering and design of second BART transbay rail crossing

AC Transit Rapid Bus Corridor

Improvements: Improvements to reduce travel times and increase service frequency along key corridors

Bay Bridge Corridor Transit

Improvements: Provide faster travel times to and across the Bay Bridge for AC Transit and other transbay buses

Capitol Corridor:

Upgrade Amtrak infrastructure to improve the Capitol Corridor passenger rail, reduce travel times and increase system safety

Major Ferry Enhancement Program:

Double the frequency of WETA ferry service and add new routes and terminals in Berkeley, Alameda and the North Bay, Central Bay and South Bay

Regional Projects that Benefit Alameda County

BART to San Jose: Complete the BART extension to downtown San Jose, connecting to CalTrain and Santa Clara

Expand Regional Express Bus

Service: Reduce highway congestion by expanding regional express bus service throughout the Bay Area

BART Expansion Cars: Expand BART fleet with 300 additional new railcars to enable more service,

longer trains, less crowding and greater reliability

Bay Area Corridor Express Lanes:

New highway Express Lanes that are actively managed to be congestion-free at all times

Goods Movement and Mitigation:

Reduce truck traffic, truck congestion and truck pollution with improvements on Interstates 580, 80, 880 and on freight rail and at the Port of Oakland

San Francisco Bay Trail/Safe Routes

to Transit: Improvements to bicycle and pedestrian access on and around state-owned bridges connecting to rail transit stations and ferry terminals

Next-Generation Clipper Transit

Fare Payment System: Develop and implement the next generation of the Clipper transit fare payment system to use a single card to pay for many different transit systems



The Bay Area Council, Silicon Valley Leadership Group and SPUR are co-sponsoring the effort to support Regional Measure 3 and will be working with elected officials and community groups from all nine counties to pass this vital measure. Visit us online at www.YesonRM3.com.

RM3 Projects that Benefit Alameda County

Alameda County RM3 Projects

- 1 Alameda-Contra Costa Transit District
- 2 Tri-Valley Transit Access Improvements
- 3 Interstate 680/State Route 84 Interchange Reconstruction
- 4 Vasco Road Safety Improvements
- 5 Interstate 680 Transit Improvements
- 6 Dumbarton Bridge Improvements
- 7 Interstate 680/Interstate 880/Route 262 Freeway Connector
- 8 AC Transit Rapid Bus Corridor Improvements
- 9 Transbay Rail Crossing
- 10 Bay Bridge Corridor Transit Improvements
- 11 Capitol Corridor
- 12 Major Ferry Enhancement Program



Regional Projects that Benefit Alameda County

- BART to San Jose
- Expand Regional Express Bus Service
- BART Expansion Cars
- Bay Area Corridor Express Lanes
- Goods Movement and Mitigation
- San Francisco Bay Trail/Safe Routes to Transit
- Next-Generation Clipper Transit Fare Payment System

For more information on our campaign, please contact Annie Eagan at annie@eaganconsult.com or (415) 269-5105.

Paid for by Yes on Regional Measure 3 — Keeping the Bay Area Moving, sponsored by Bay Area Civic Leadership Associations, committee major funding from John Doerr, San Francisco 49ers and Sobrato Organization.



CITY OF HAYWARD

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

File #: WS 18-015

DATE: April 24, 2018

TO: Mayor and City Council

FROM: Interim Director of Public Works

SUBJECT

I-880/Whipple Road/Industrial Parkway Interchanges Project

RECOMMENDATION

That Council reviews this report, receives conceptual project alternatives presentations by Alameda CTC staff, and provides comments on the alternatives for the I-880/Whipple Road/Industrial Parkway Interchanges Project.

SUMMARY

The project, sponsored by the City of Hayward with Alameda County Transportation Commission (Alameda CTC) as the lead agency, utilizes voter-approved Measure BB funds to improve traffic capacity, make pavement improvements, and improve pedestrian/bicycle connections at the I-880/Whipple and I-880/Industrial interchanges. Staff from Alameda CTC, and the cities of Hayward and Union City, conducted a pre-scoping study between December 2015 and March 2016 for the I-880/Whipple Road and I-880/Industrial Parkway project.

The I-880/Whipple Road interchange currently exceeds capacity and traffic is forecasted to increase by 30% between present day and 2035. Congestion occurs daily during morning and afternoon commute hours. Congestion is further impacted by the lack of a northbound off-ramp at the adjacent I-880/Industrial Parkway interchange. As such, northbound traffic wishing to access Industrial Parkway and the City's primary industrial areas must exit at Whipple Road and divert through local streets. Improvements are needed at both interchanges to address current and future congestion.

In addition, incomplete sidewalks (including sections that are not ADA compliant), and current pavement conditions are not conducive for pedestrians or bicyclists. The project will improve pedestrian and bicycle facilities along both Whipple Road and Industrial Parkway to better connect both sides of the I-880 freeway for all users. These improvements will enhance pedestrian and bicycle safety, and encourage alternative modes of transportation consistent with the City's General Plan, Bicycle and Pedestrian Master Plan, and Complete Streets initiatives.

The project is currently in the initial scoping phases of the Caltrans Project Development process, and the Project Initiation Document (PID) is being developed. The purpose of the PID is to document need and purpose, and develop and narrow alternatives to be carried forward to subsequent project phases. The PID for this project is expected to be completed in fall 2018.

Prior to preparing the draft PID, Alameda CTC provided informational background to the City and solicited initial/preliminary feedback. Alameda CTC committed to actively partnering with City staff throughout the project process. Staff requests that Council review this item and provide comments.

ATTACHMENTS

- | | |
|----------------|---|
| Attachment I | Staff Report |
| Attachment II | Conceptual Alternatives Exhibits: <ul style="list-style-type: none">• I-880/Whipple Road Alternative “W”• I-880/Whipple Road Alternative “W” (Design Variation 1)• I-880/Industrial Parkway Alternative “I-1”• I-880/Industrial Parkway Alternative “I-2”• I-880/Industrial Parkway Alternative “I-3” |
| Attachment III | Feasibility Study |



DATE: April 24, 2018
TO: Mayor and City Council
FROM: Interim Director of Public Works
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Prior to preparing the draft PID, Alameda CTC provided informational background to the City and solicited initial/preliminary feedback. Alameda CTC committed to actively partnering with City staff throughout the project process. Staff requests that Council review this item and provide comments.

BACKGROUND

In 2014, Alameda County voters approved Measure BB, which is expected to generate approximately \$8 billion over 30 years for transportation improvements county-wide. Measure BB funds Alameda CTC's 2014 Transportation Expenditure Plan, which allocated approximately 9% of total funding for Traffic Relief on Alameda County Highways, including improvements at the I-880/Whipple Road and I-880/Industrial Parkway interchanges.

The Plan identified needed improvements at both the I-880/Whipple Road interchange, and the I-880/Industrial Parkway interchange for vehicular and truck traffic, and for pedestrians and bicyclists.

The I-880/Whipple Road interchange currently exceeds capacity, with vehicle queues frequently spilling back onto the freeway and onto local streets in both Hayward and Union City. Congestion in the project area is exacerbated because there is no northbound off-ramp to Industrial Parkway. Northbound traffic heading to Industrial Parkway must exit at the I-880/Whipple Road interchange and use local streets.

This diverted regional traffic negatively impacts the local community. It results in increased traffic delay for local commuters, economic loss for local businesses, and reduction in air quality because of increased vehicle miles traveled. The proposed improvements include the addition of a northbound off-ramp at the I-880/Industrial Parkway interchange. This is expected to alleviate demand at the I-880/Whipple Road interchange, and subsequently reduce congestion. In addition to traffic congestion, both the Whipple Road and Industrial Parkway interchanges need pavement and structural improvements, and improvements for pedestrians and bicyclists.

Pavement along Whipple Road within the Caltrans right-of-way needs major rehabilitation. Additionally, the large pot holes and uneven roadway surfaces hinder multi-modal connections, particularly for bicyclists. There are currently no striped bike lanes at either interchange, with incomplete sidewalks, and sections of sidewalk that are not ADA compliant. Moreover, the high speed free-flowing ramps are not conducive to providing easy bicycle or pedestrian connections on either side of the freeway.

At the I-880/Industrial Parkway interchange, safety improvements are needed to address non-standard vertical clearances, structural degradation, and to accommodate existing and future truck traffic.

To address these needs, Alameda CTC conducted a pre-scoping study for this project between December 2015 and March 2016. The project kick-off meeting was held on December 16, 2015, and included City staff. Participants discussed objectives, reviewed the project scope, and identified City priorities. On January 27, 2016, a subsequent workshop review of draft alternatives was held.

Based on comments received from Alameda CTC and the cities, the pre-scoping study was finalized.

The draft report for the feasibility study (Attachment III) was reviewed by staff from both the cities of Hayward and Union City in a meeting on April 13, 2016. Three alternatives for each interchange were discussed in terms of cost, functionality, and impacts.

Improvements to both interchanges were coupled to fully address congestion and connectivity in the area as well as the proximity of the interchanges. The lack of a northbound off-ramp at Industrial Parkway negatively impacts the I-880/Whipple Road interchange as northbound traffic wishing to access Industrial Parkway and the City's West Industrial Area must exit at Whipple Road. The project will provide congestion relief by coupling the improvements, and balance traffic demand between the two interchanges by providing a direct off-ramp from northbound I-880 to Industrial Parkway.

The project is expected to consider a No-Build alternative, one alternative at the I-880/Whipple Road interchange, and three alternatives at the I-880/Industrial Parkway interchange. During the feasibility stage of the project, numerous configurations were explored at both interchanges. Due to the constraints of the existing roadway network and right-of-way, three alternatives were deemed feasible at each of the interchanges. All three alternatives identified during the feasibility stage at the I-880/Industrial Parkway interchange were carried forward. At the I-880/Whipple Road interchange, one alternative was dropped after City of Hayward and Caltrans staff expressed concerns that the reconfigured roadway alignment resulted in a design that would confuse drivers, pedestrians, and bicyclists. The remaining two alternatives at I-880/Whipple Road were carried forward. These two alternatives were identical, with the exception that one alternative would build a new structure, and the other alternative would preserve the existing structures. Based on Caltrans guidelines, these could not be defined as full alternatives. As such, the second alternative was re-designated as a "Design Variation."

DISCUSSION

The conceptual alternatives presented with this report include one at the I-880/Whipple Road interchange and three at the I-880/Industrial Parkway interchange. The alternative at I-880/Whipple will either replace the existing undercrossing structures with one new undercrossing (Alternative "W"), or make improvements while preserving the three

existing under-crossings (Alternative “W”, Design Variation 1). Plans for the conceptual alternatives are attached to this report (Attachment II) and described as follows:

I-880/Whipple Road:

- 1) Alternative “W”: Replace three existing undercrossing structures with one new undercrossing, improve bicycle and pedestrian connectivity, and increase capacity at ramp intersections; or
- 2) Alternative “W” (Design Variation 1): Preserve the three existing undercrossing structures, improve bicycle and pedestrian connectivity, and make improvements to the interchange and ramp intersections within the constraints of the existing structures.

I-880/Industrial Parkway:

- 1) Alternative “I-1”: Replace the existing overcrossing with three new structures, separating the eastbound and westbound traffic from pedestrians and bicyclists. The new northbound and existing southbound ramps will be reconfigured to accommodate a diverging diamond interchange; and
- 2) Alternative “I-2”: Replace the existing overcrossing with a new structure to the north. The new northbound and existing southbound ramps to Industrial Parkway will be reconfigured to a tight diamond interchange; and
- 3) Alternative “I-3A”: Replace the existing I-880/Industrial Parkway overcrossing with a new structure to the north. Both the new northbound and existing southbound ramps will be reconfigured into a combination tight diamond and partial clover leaf interchange.

The selected alternative at the I-880/Whipple Road interchange will be paired with the selected one from the I-880/Industrial Parkway interchange and implemented as a single project. However, based on the selected alternatives, it may be determined that the I-880/Whipple Road interchange improvements and the I-880/Industrial Parkway interchange improvements should be separated into standalone projects. Similarly, elements of each alternative may be combined or modified as the project progresses through the Caltrans Project Development process.

ECONOMIC IMPACT

Both interchanges serve the primary industrial areas of the City, as well as key retail areas. The project would improve access and reduce congestion-related delays both on I-880 and on local streets, and include a new northbound ramp for easier access to the west industrial area. By improving access and reducing delay, the project is expected to have positive impacts on local businesses and retail areas.

FISCAL IMPACT

The project is in initial stages and cost estimates are preliminary. The project is currently not expected to have a direct fiscal impact on the City. The project utilizes Measure BB funding through Alameda CTC's Transportation Expenditure Plan.

Preliminary cost estimates for the project as a whole range from \$112 million to \$158 million as follows:

I-880/Whipple Road:

- 1) The range for capital costs (roadway, structures, right-of-way, and escalation) is between \$16 million to \$39 million; and
- 2) Support costs range from \$5 million to \$13 million; and
- 3) A total project range of approximately \$22 million to \$51 million.

I-880/Industrial Parkway:

- 1) Capital costs range from \$61 million to \$82 million; and
- 2) Support costs range from \$22 million to \$25 million; and
- 3) A total project range of approximately \$90 million to \$107 million.

The Alameda CTC Transportation Expenditure Plan shows \$104 million in Measure BB funding as a line item for this project. Approximately \$11.25 million in Measure BB funds were allocated for the pre-scoping, PID, Project Approval and the Environmental Document (PA&ED) phase. Depending on the preferred alternative, there may be a shortfall in funding. Funding sources to cover the shortfall have not been identified and will need to be determined before starting the detailed design and right of way acquisition process.

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets Initiative 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. This item supports the following goals and objectives:

Goal 1: Prioritize safety for all modes of travel.

Objective 3: Ensure that roadway construction and retrofit programs and projects include complete streets elements.

Goal 2: Provide Complete Streets that balance the diverse needs of users of the public right-of-way.

Objective 1: Increase walking biking, transit usage, carpooling, and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes.

SUSTAINABILITY FEATURES

The project will reduce regional traffic diversions to City streets, and therefore reduce carbon and greenhouse gas emissions and vehicle miles travelled within the City. The project will also improve bicycle and pedestrian facilities and connections through both interchanges, and is consistent with the City's 2007 Bicycle Master Plan.

The City is currently in the process of updating its Bicycle and Pedestrian Master Plan. A primary goal of the update is to close gaps in the existing bicycle and pedestrian network. Due to the lack of bike lanes and incomplete sidewalks, gaps currently exist along both Whipple Road and Industrial Parkway at I-880. The project will fill these gaps by improving bicycle facilities and sidewalks along both sides of the freeway at both interchanges, and connect them to existing bicycle and pedestrian facilities. These improvements will be consistent with the goals and objectives of the Bicycle and Pedestrian Master Plan Update, including any design guidelines that are developed as part of the update process.

PUBLIC CONTACT

A notice of this Council work session was sent to residents and businesses in neighborhoods adjacent to the Project via social media apps and the City's email list.

Formal public outreach efforts have not yet been conducted as the project is starting the PID phase. Public outreach is normally conducted in the PA&ED phase, which will commence in fall 2018. Early public involvement is expected between late 2018 to early 2019 to obtain initial input. Additional public involvement will occur during the public review of the Draft environmental documents in fall 2019.

NEXT STEPS

The Project is currently in the early stages of the Project Initiation Document (PID) phase. As part of this phase, Alameda CTC is soliciting feedback and identifying preferred alternatives from stakeholders, including the City. Public outreach meetings and a subsequent follow-up presentation to Council will be held during the PA&ED phase. The tentative project schedule is as follows:

Completion of PID	Fall 2018
Completion of PA&ED/Public Outreach/2 nd Council Presentation	Fall 2019
Begin Design Work	Spring 2020
Begin Construction	Spring 2023
Project Completion	Late 2025

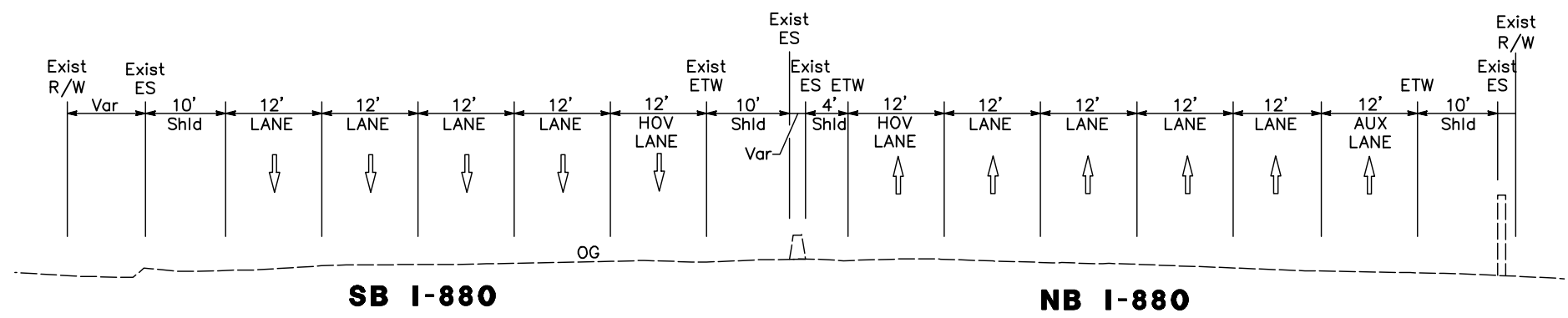
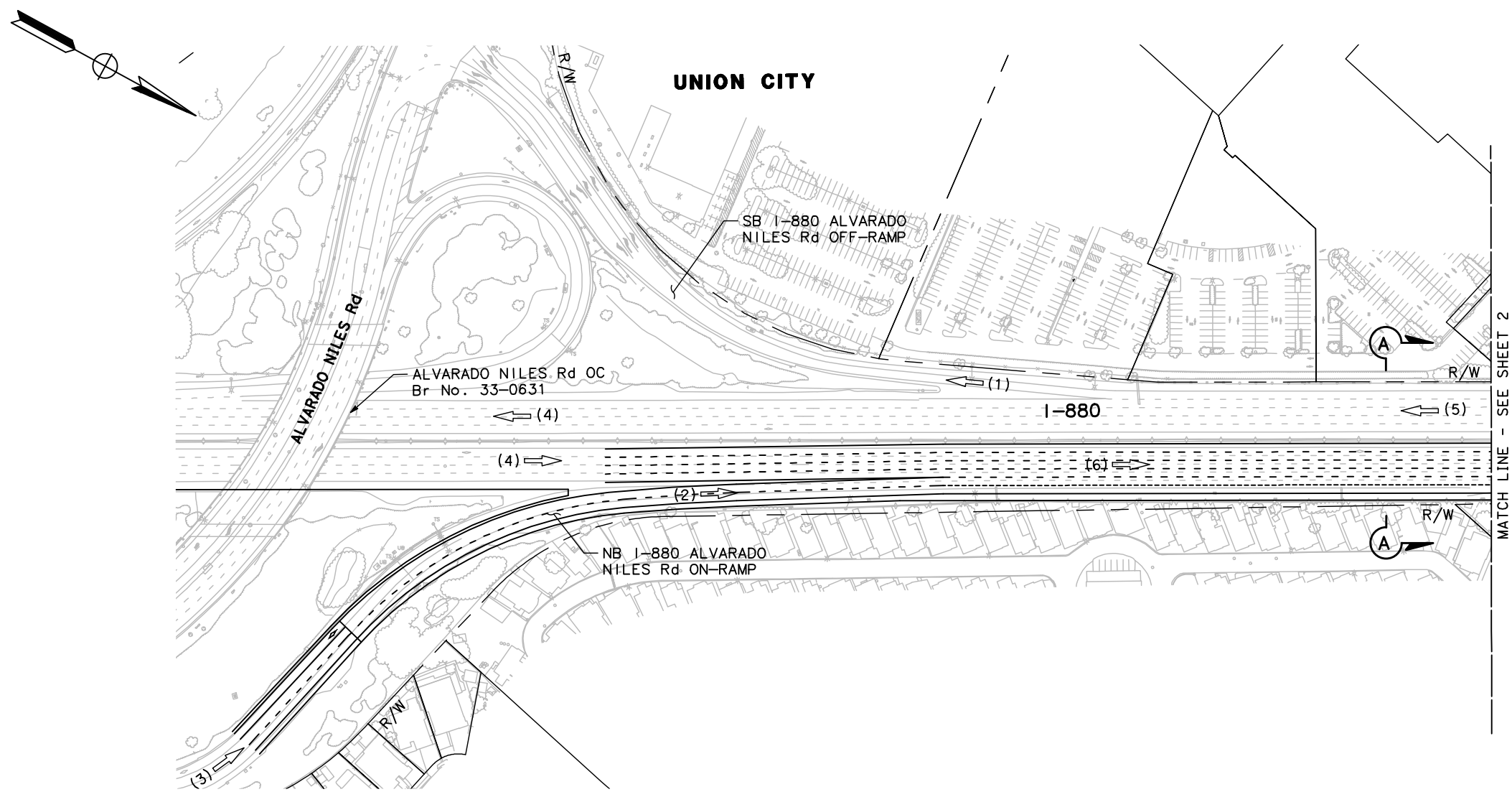
Prepared by: Steven Chang, Associate Transportation Planner
Fred Kelley, Transportation Division Manager

Recommended by: Alex Ameri, Interim Director of Public Works

Approved by:

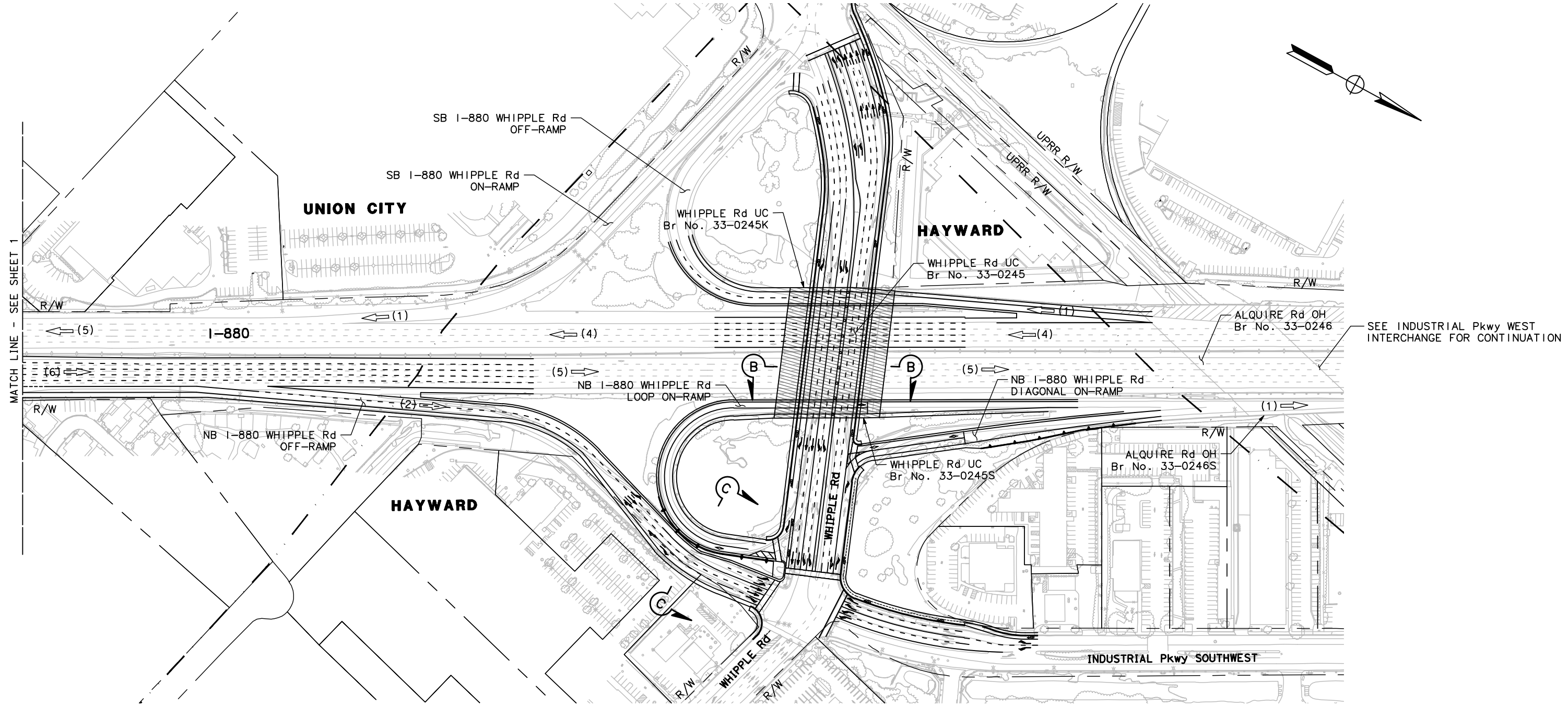


Kelly McAdoo, City Manager

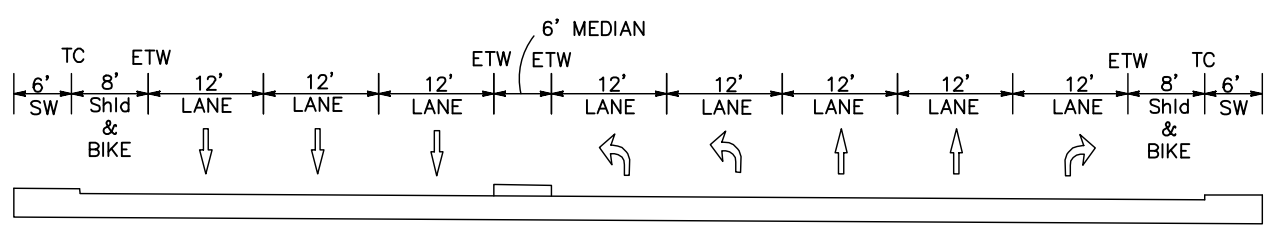


- LEGEND:**
- RIGHT OF WAY / PARCEL LINE
 - . - - CITY LIMIT
 - ← (#) NUMBER OF TRAVEL LANES IN DIRECTION OF TRAFFIC
 - ▨ PROPOSED STRUCTURE

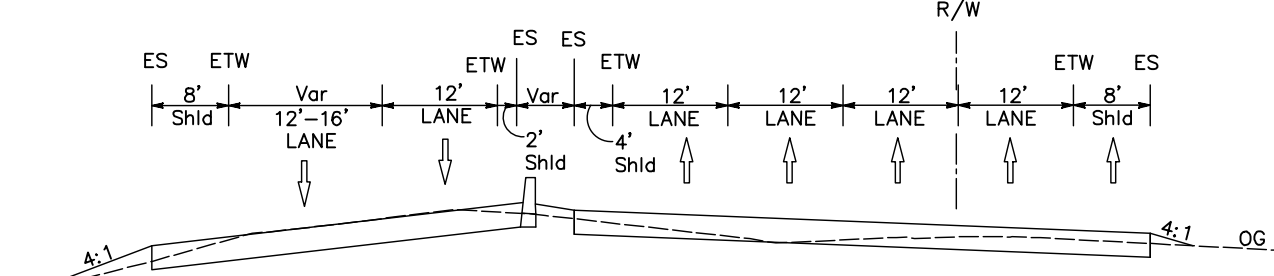
I-880 INTERCHANGE IMPROVEMENTS
WHIPPLE Rd-INDUSTRIAL Pkwy SOUTHWEST INTERCHANGE
 ALT W - REPLACE UC STRUCTURE
 SCALE: 1" = 200'
 MARCH 2018



SEE INDUSTRIAL Pkwy WEST INTERCHANGE FOR CONTINUATION



SECTION B-B
NTS

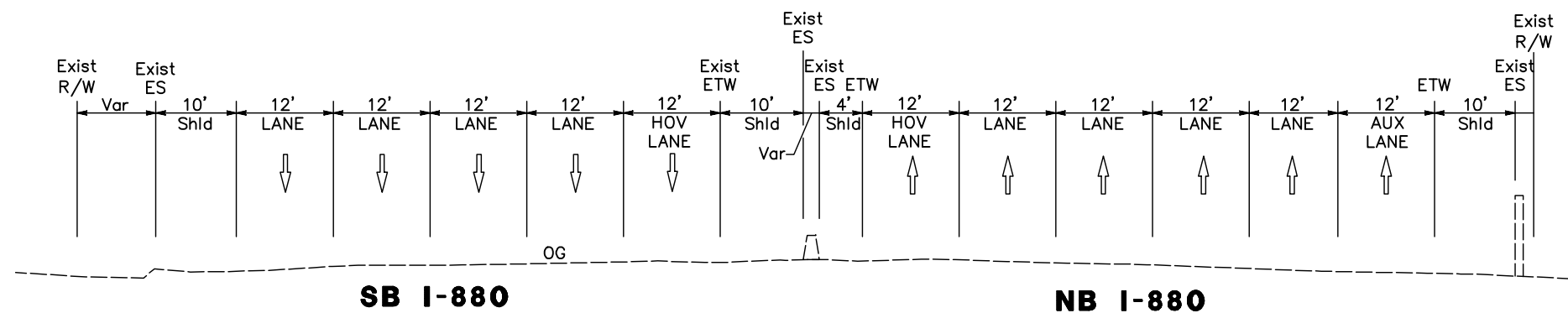
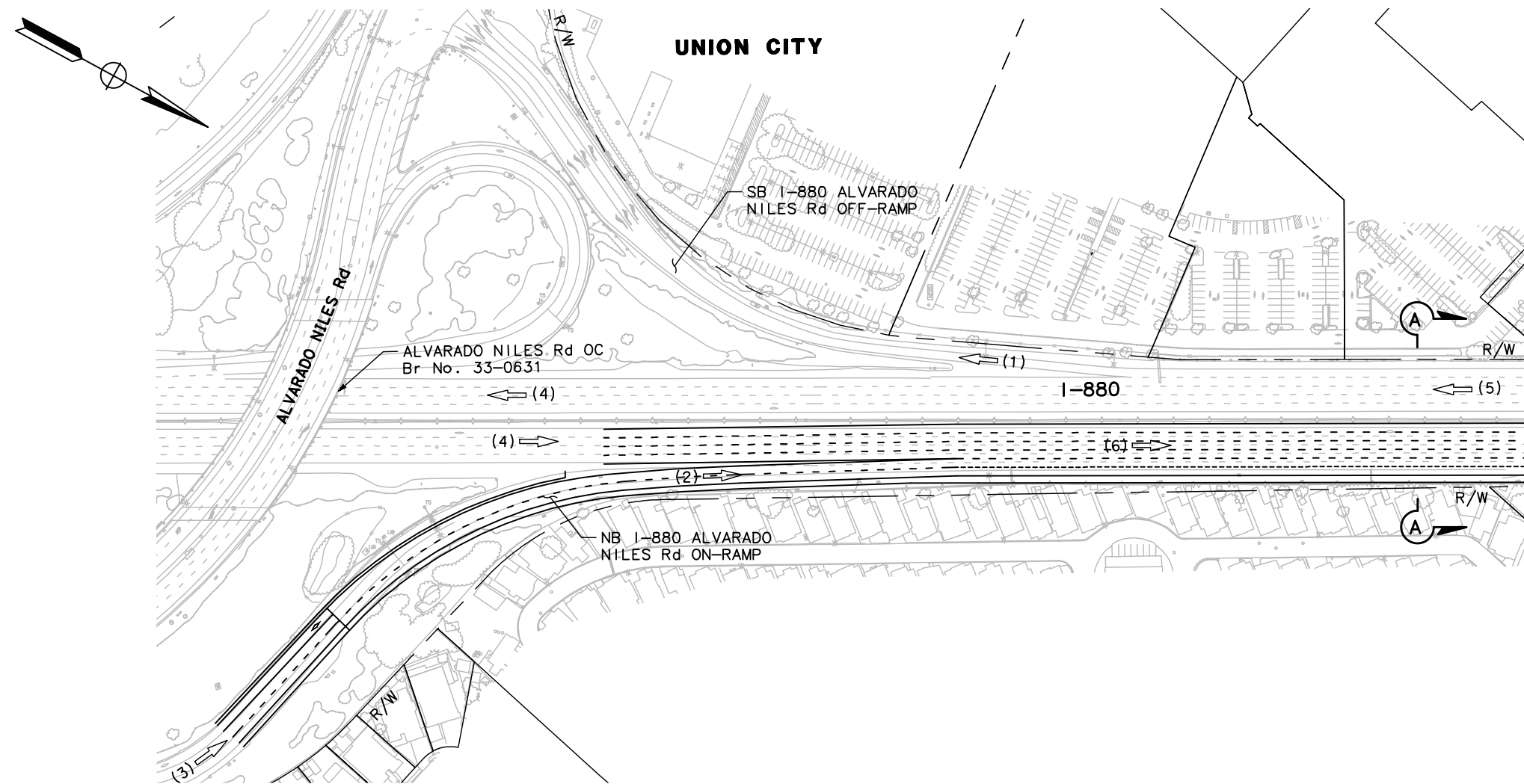


SECTION C-C
NTS

- LEGEND:**
- RIGHT OF WAY / PARCEL LINE
 - - - CITY LIMIT
 - ← (#) NUMBER OF TRAVEL LANES IN DIRECTION OF TRAFFIC
 - ▨ PROPOSED STRUCTURE

**I-880 INTERCHANGE IMPROVEMENTS
WHIPPLE Rd-INDUSTRIAL Pkwy SOUTHWEST
INTERCHANGE**

ALT W - REPLACE UC STRUCTURE
SCALE: 1" = 200'
MARCH 2018



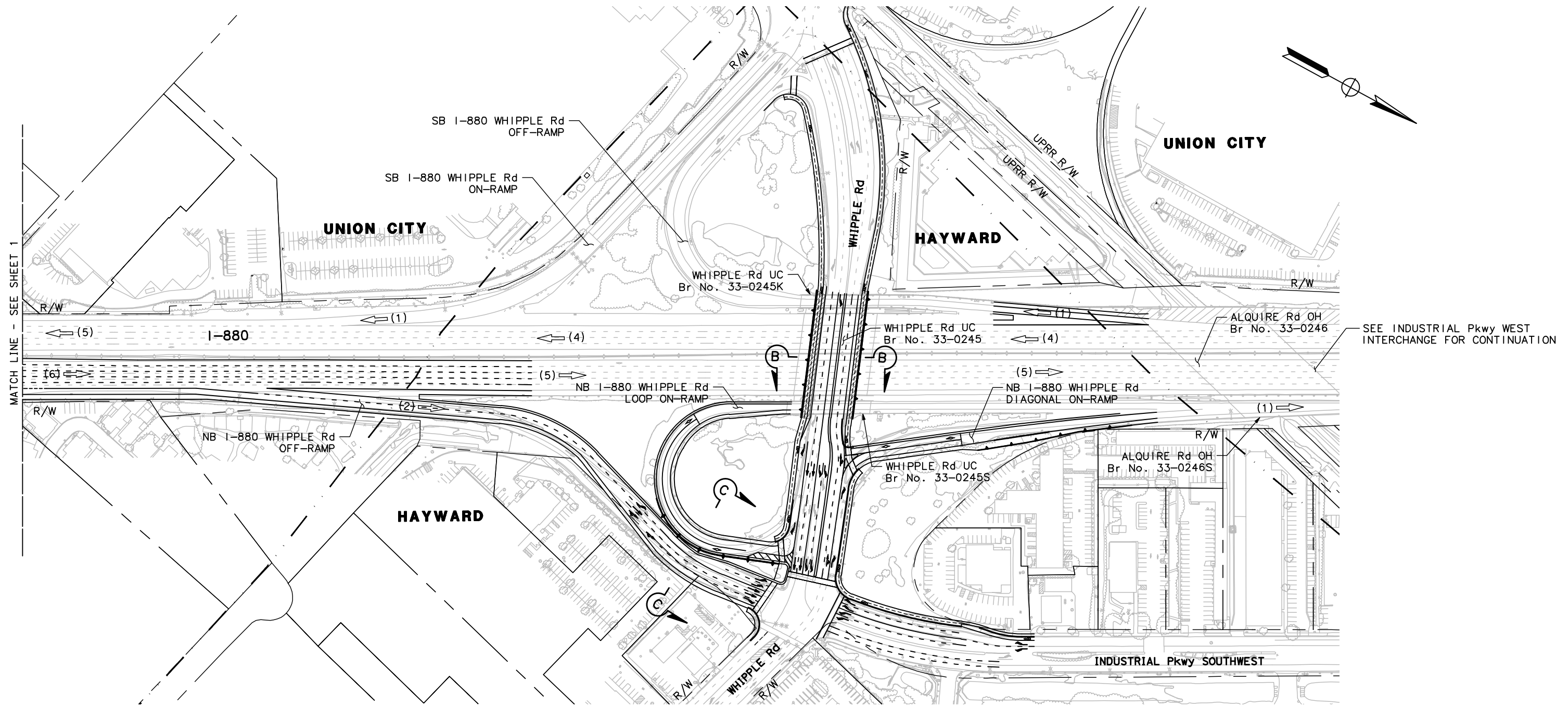
LEGEND:

- RIGHT OF WAY / PARCEL LINE
- . - - CITY LIMIT
- ← (#) NUMBER OF TRAVEL LANES IN DIRECTION OF TRAFFIC
- ▨ PROPOSED STRUCTURE

**I-880 INTERCHANGE IMPROVEMENTS
WHIPPLE Rd-INDUSTRIAL Pkwy SOUTHWEST INTERCHANGE**

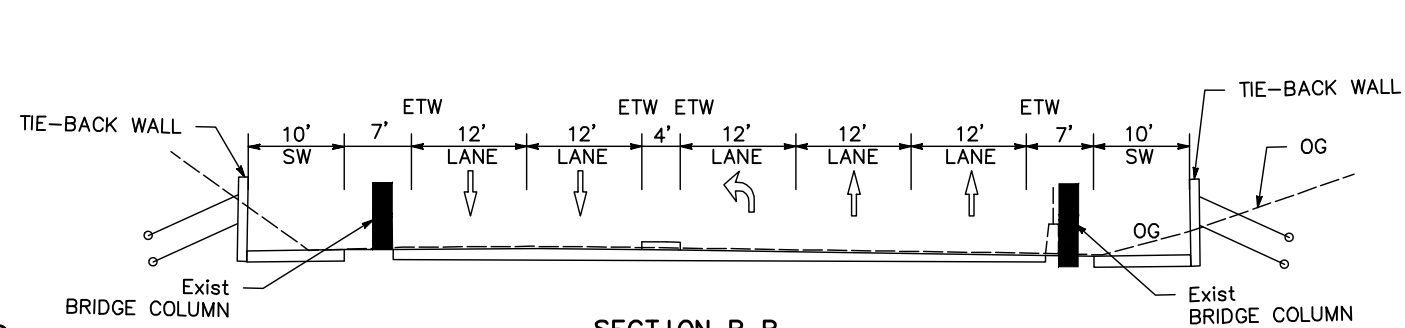
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MAINTAIN EXISTING UC STRUCTURE

SCALE: 1" = 200'
MARCH 2018

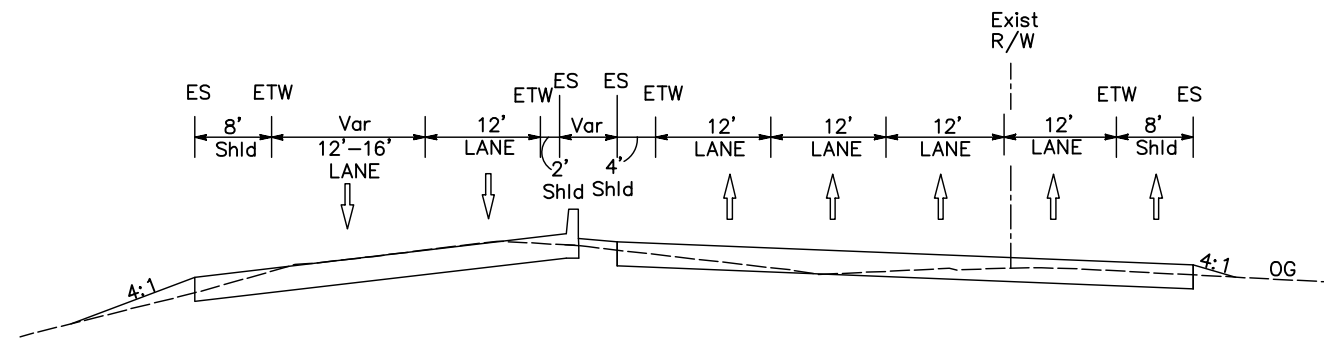


MATCH LINE - SEE SHEET 1

SEE INDUSTRIAL Pkwy WEST INTERCHANGE FOR CONTINUATION



SECTION B-B NTS



SECTION C-C NTS

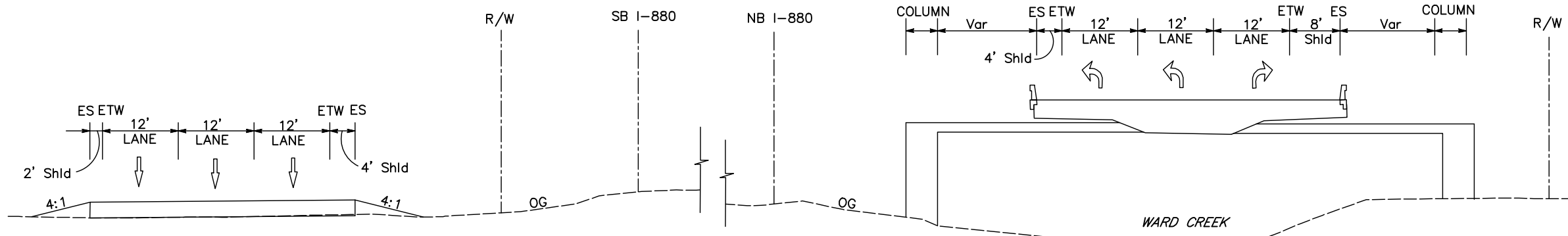
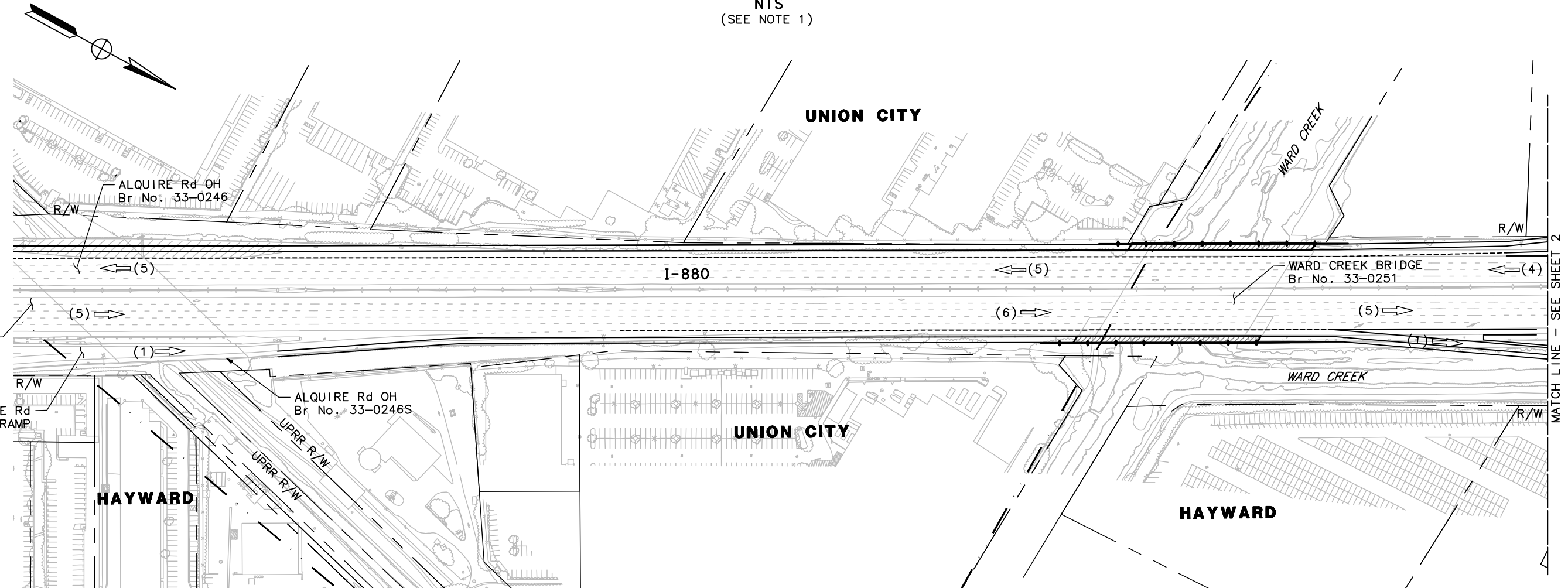
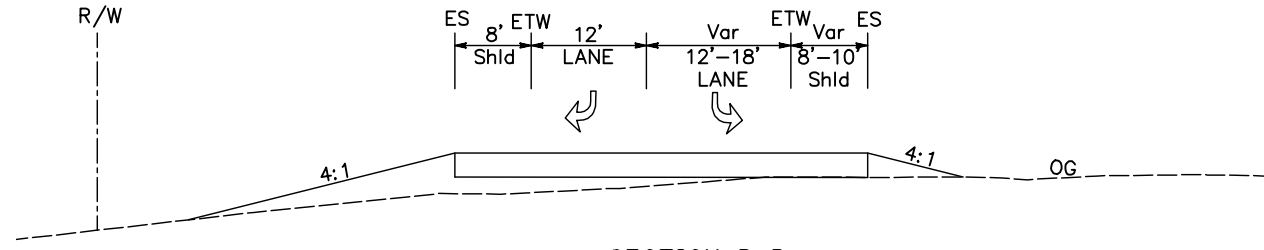
- LEGEND:**
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 - - - CITY LIMIT
 - ← (#) NUMBER OF TRAVEL LANES IN DIRECTION OF TRAFFIC
 - ▨ PROPOSED STRUCTURE

**I-880 INTERCHANGE IMPROVEMENTS
WHIPPLE Rd-INDUSTRIAL Pkwy SOUTHWEST
INTERCHANGE**

ALT W DESIGN VARIATION 1 -
MAINTAIN EXISTING UC STRUCTURE
SCALE: 1" = 200'
MARCH 2018

NOTE:

1. FOR LOCATIONS OF SECTION A-A AND SECTION B-B, SEE SHEET 2.



LEGEND:

- RIGHT OF WAY / PARCEL LINE
- . - - CITY LIMIT
- ← (#) NUMBER OF TRAVEL LANES IN DIRECTION OF TRAFFIC
- ▨ PROPOSED STRUCTURE

I-880 INTERCHANGE IMPROVEMENTS
INDUSTRIAL Pkwy WEST INTERCHANGE
 ALTERNATIVE I-1 - DIVERGING DIAMOND INTERCHANGE
 SCALE: 1" = 200'
 MARCH 2018

NOTE:

1. FOR SECTION A-A AND SECTION B-B, SEE SHEET 1.

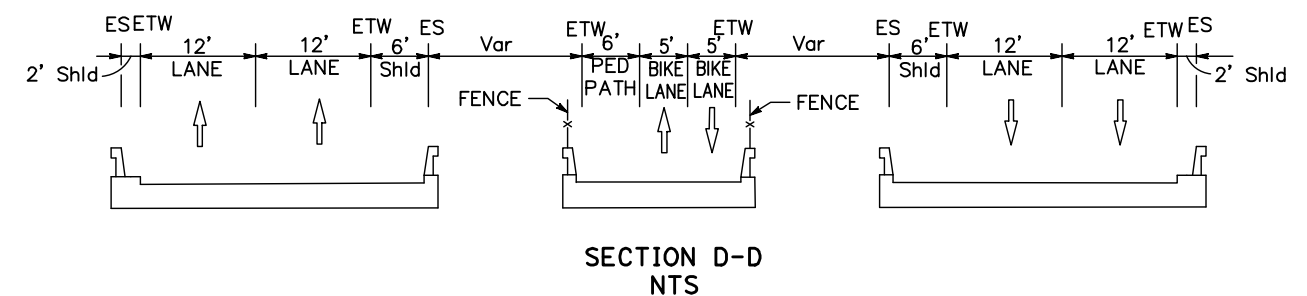
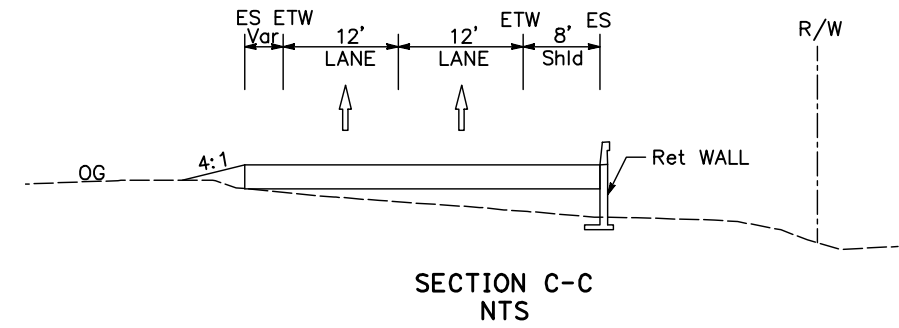
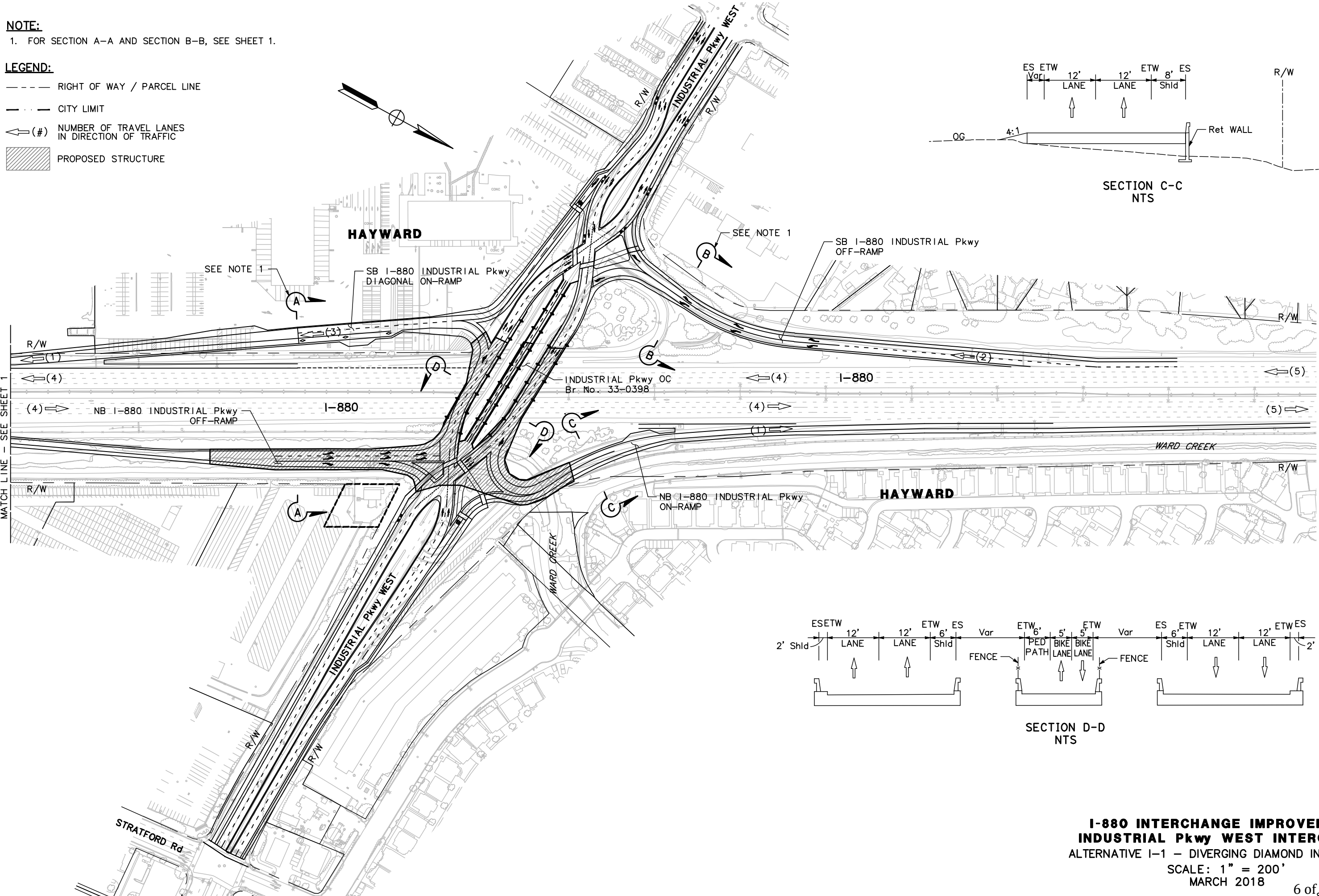
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- - - CITY LIMIT

← (#) NUMBER OF TRAVEL LANES IN DIRECTION OF TRAFFIC

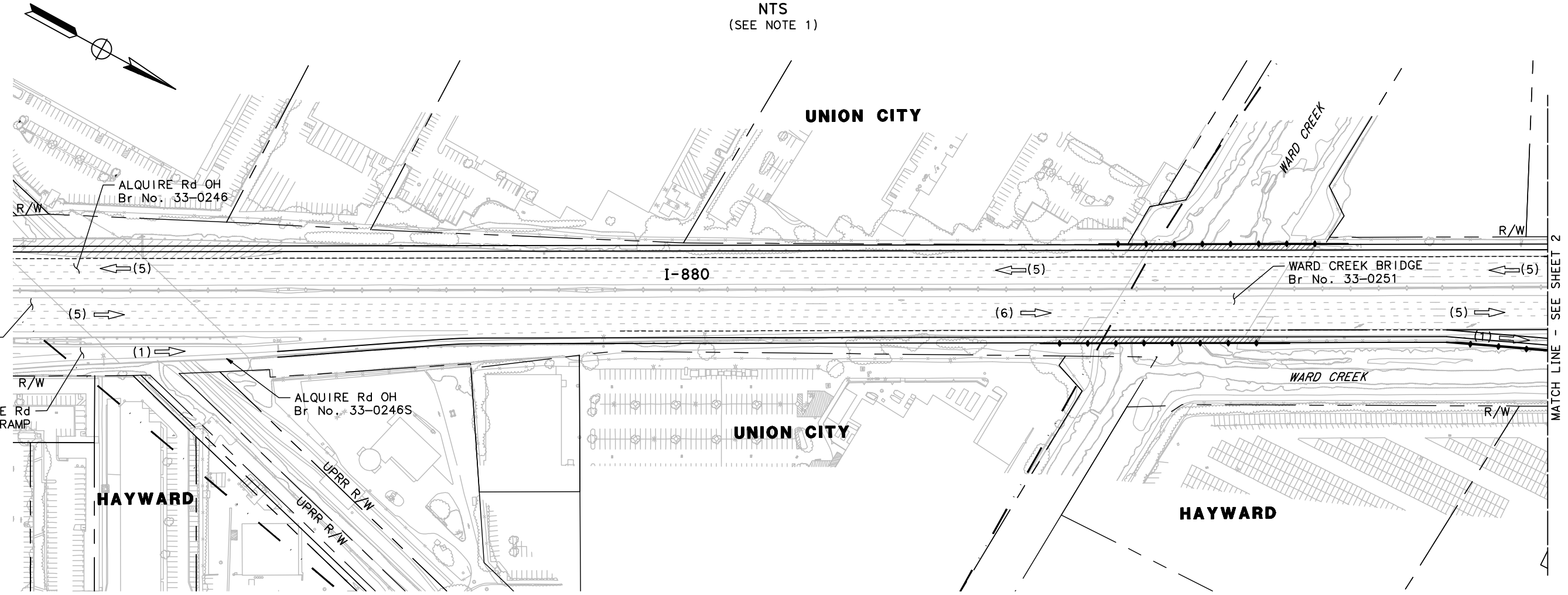
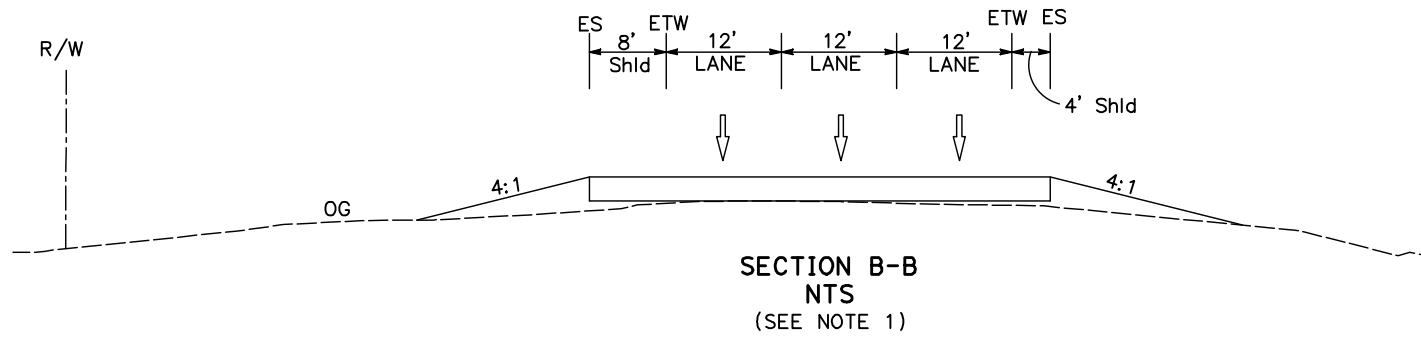
▨ PROPOSED STRUCTURE



I-880 INTERCHANGE IMPROVEMENTS
INDUSTRIAL Pkwy WEST INTERCHANGE
 ALTERNATIVE I-1 - DIVERGING DIAMOND INTERCHANGE
 SCALE: 1" = 200'
 MARCH 2018

NOTE:

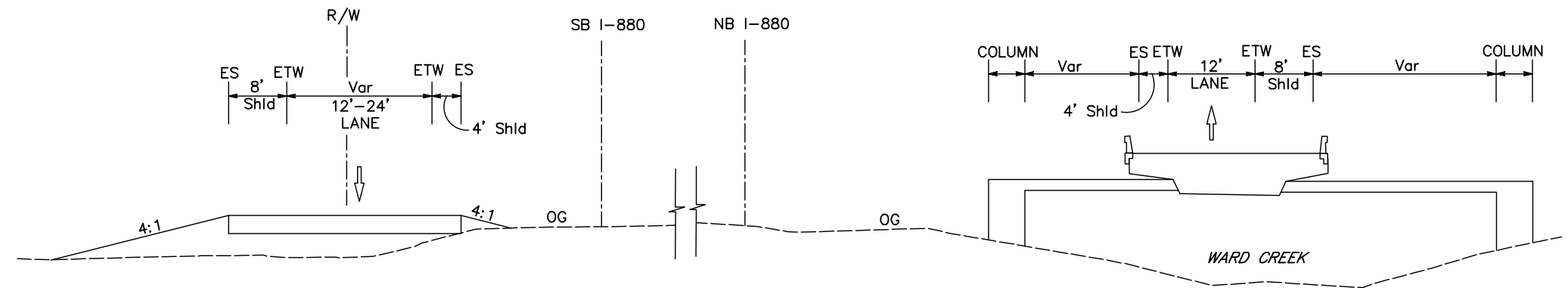
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SEE WHIPPLE Rd - INDUSTRIAL Pkwy SOUTHWEST INTERCHANGE FOR CONTINUATION
 NB I-880 WHIPPLE Rd DIAGONAL ON-RAMP

MATCH LINE - SEE SHEET 2

- LEGEND:**
- RIGHT OF WAY / PARCEL LINE
 - - - CITY LIMIT
 - ← (#) NUMBER OF TRAVEL LANES IN DIRECTION OF TRAFFIC
 - ▨ PROPOSED STRUCTURE



SECTION A-A NTS
(SEE NOTE 1)

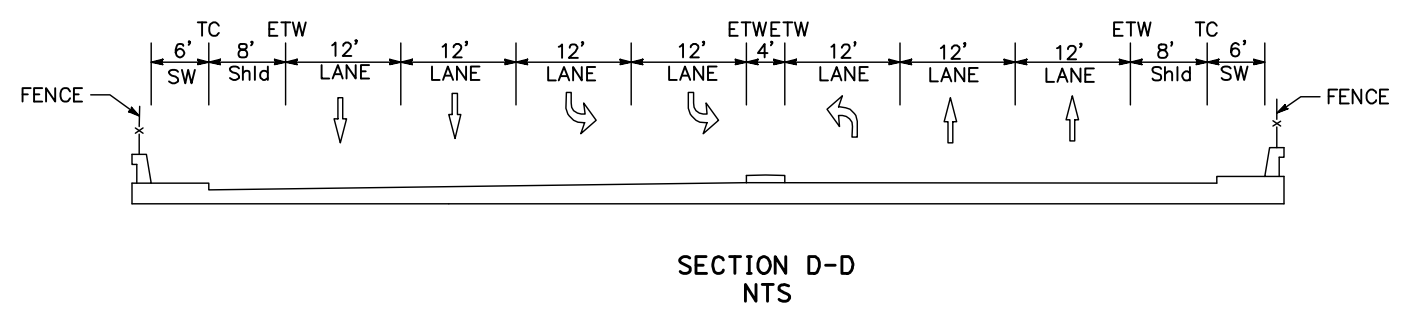
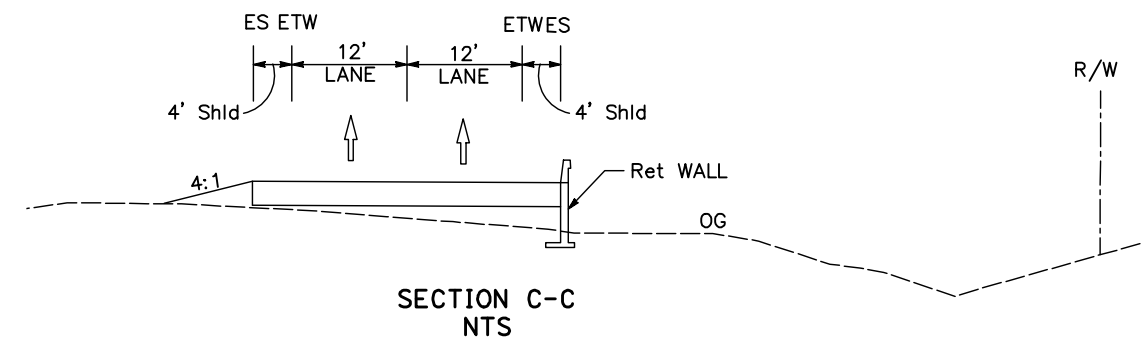
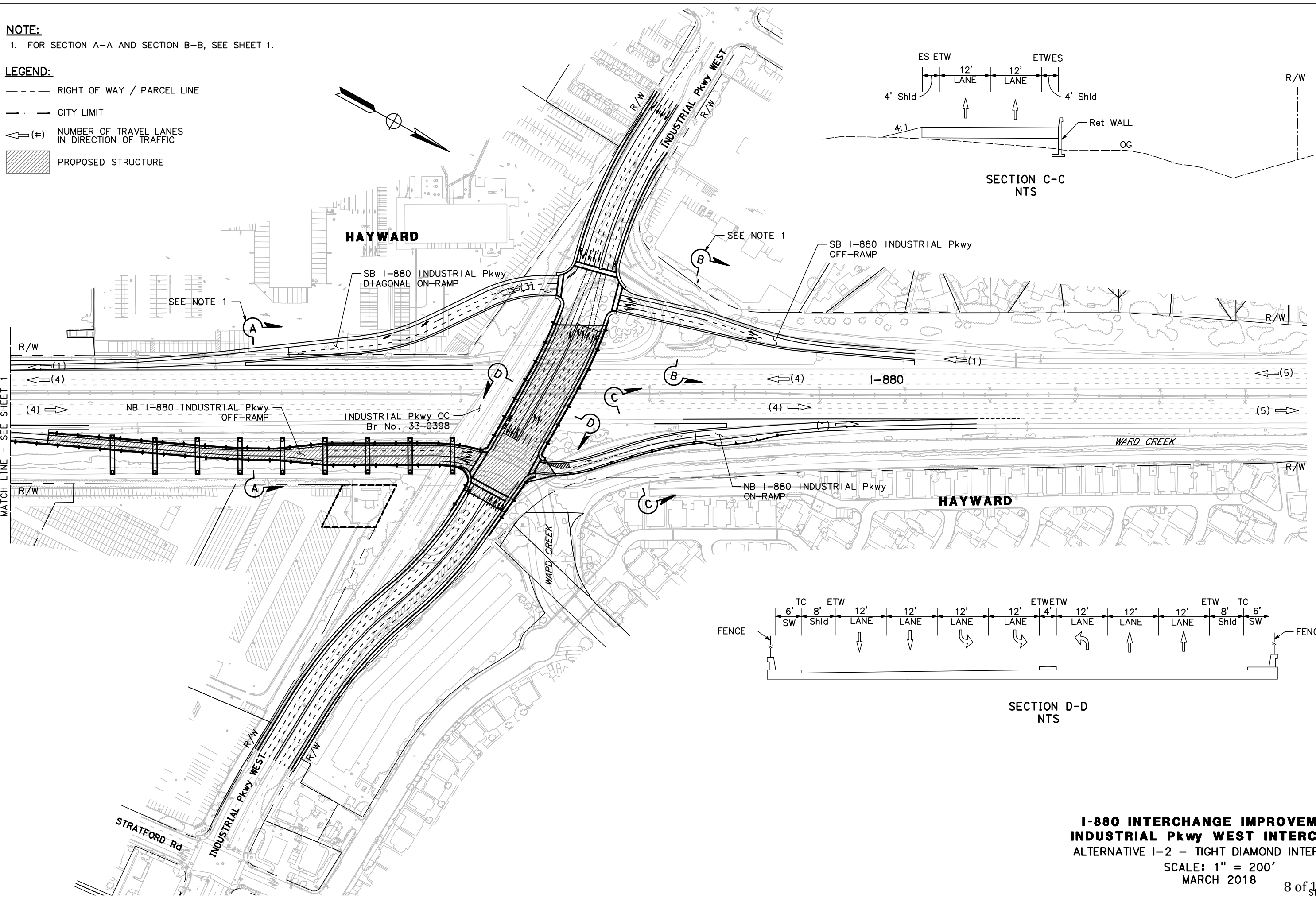
I-880 INTERCHANGE IMPROVEMENTS
INDUSTRIAL Pkwy WEST INTERCHANGE
 ALTERNATIVE I-2 - TIGHT DIAMOND INTERCHANGE
 SCALE: 1" = 200'
 MARCH 2018

NOTE:

1. FOR SECTION A-A AND SECTION B-B, SEE SHEET 1.

LEGEND:

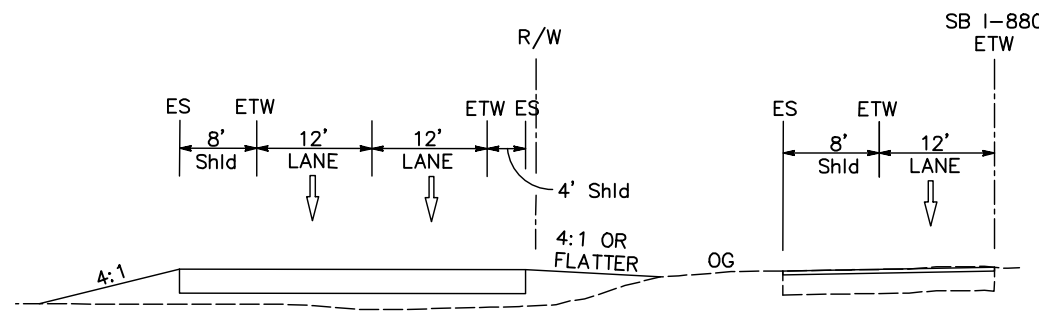
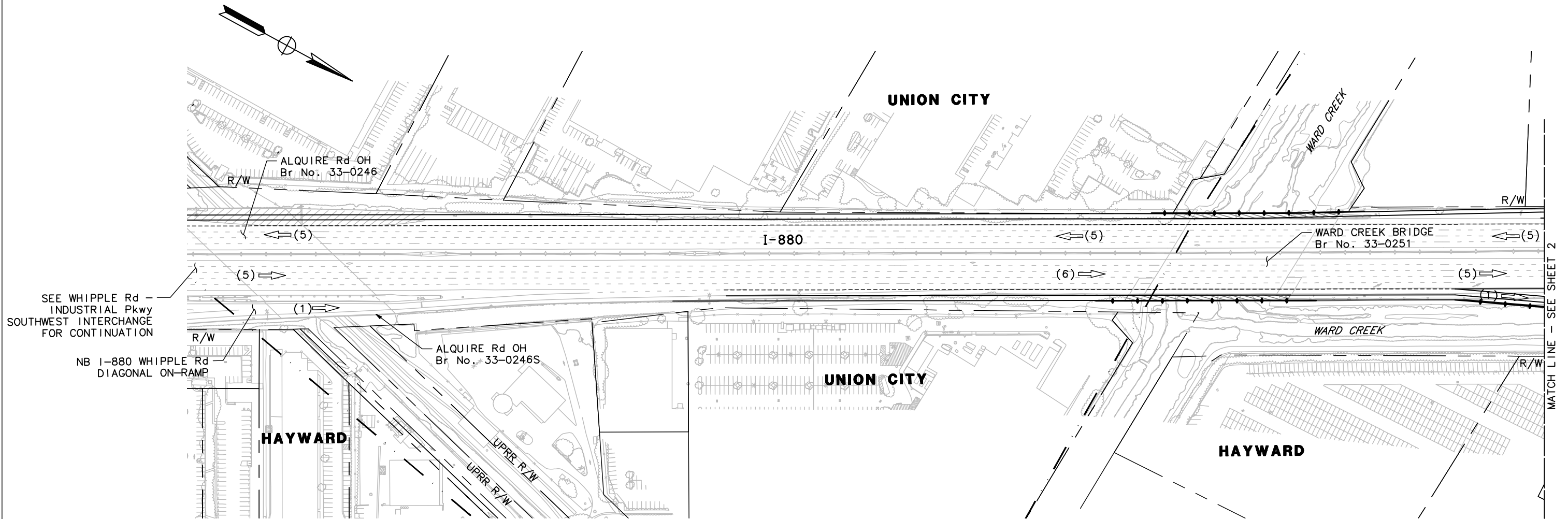
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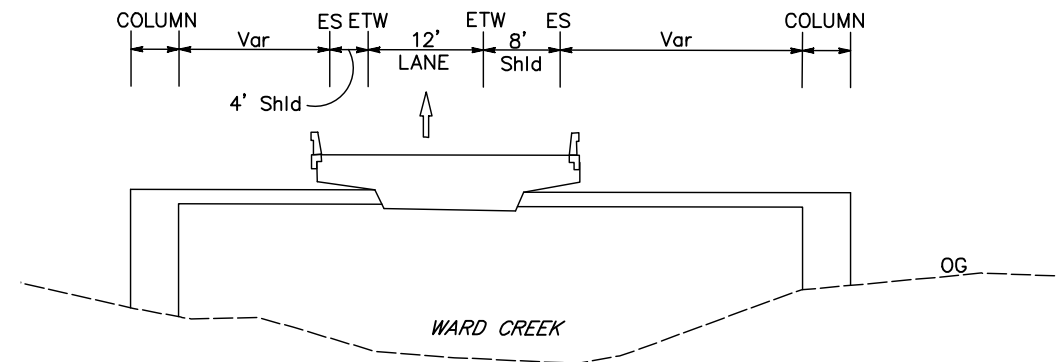
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 ALTERNATIVE I-2 - TIGHT DIAMOND INTERCHANGE
 SCALE: 1" = 200'
 MARCH 2018

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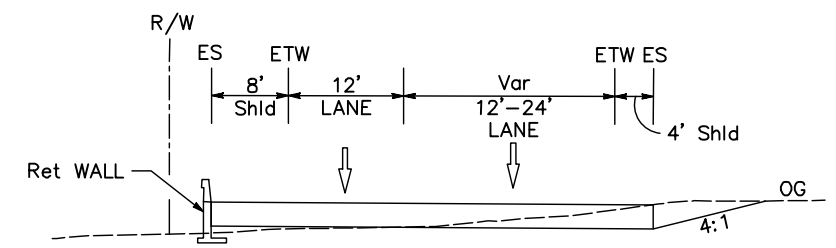
- FOR LOCATIONS OF SECTION A-A, SECTION B-B, AND SECTION C-C, SEE SHEET 2.



SECTION A-A
NTS
(SEE NOTE 1)



SECTION B-B
NTS
(SEE NOTE 1)



SECTION C-C
NTS
(SEE NOTE 1)

LEGEND:

- RIGHT OF WAY / PARCEL LINE
- - - CITY LIMIT
- ← (#) NUMBER OF TRAVEL LANES IN DIRECTION OF TRAFFIC
- ▨ PROPOSED STRUCTURE

I-880 INTERCHANGE IMPROVEMENTS
INDUSTRIAL Pkwy WEST INTERCHANGE
 ALTERNATIVE I-3 - NB TIGHT DIAMOND INTERCHANGE &
 SB PARTIAL CLOVERLEAF INTERCHANGE
 SCALE: 1" = 200'
 MARCH 2018

NOTE:

1. FOR SECTION A-A, SECTION B-B, AND SECTION C-C, SEE SHEET 1.

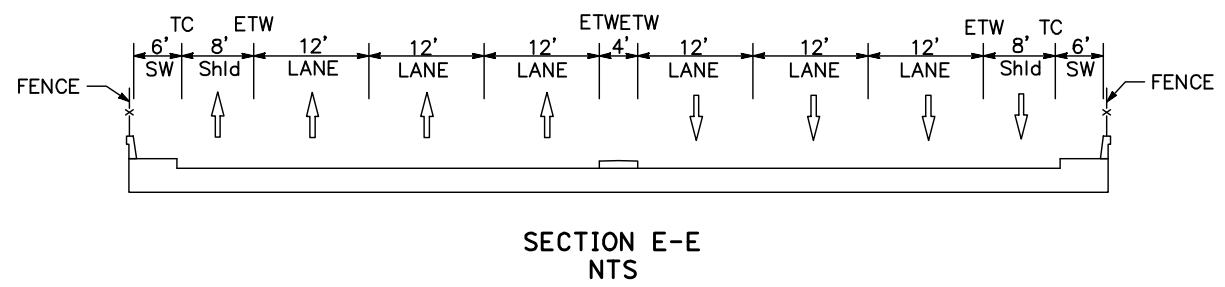
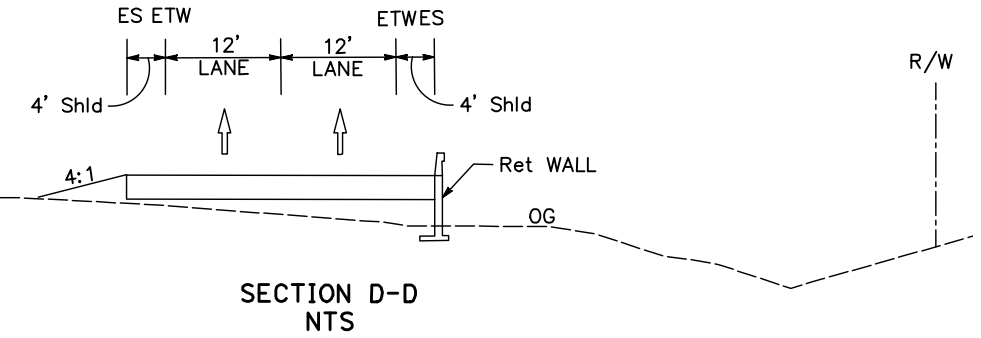
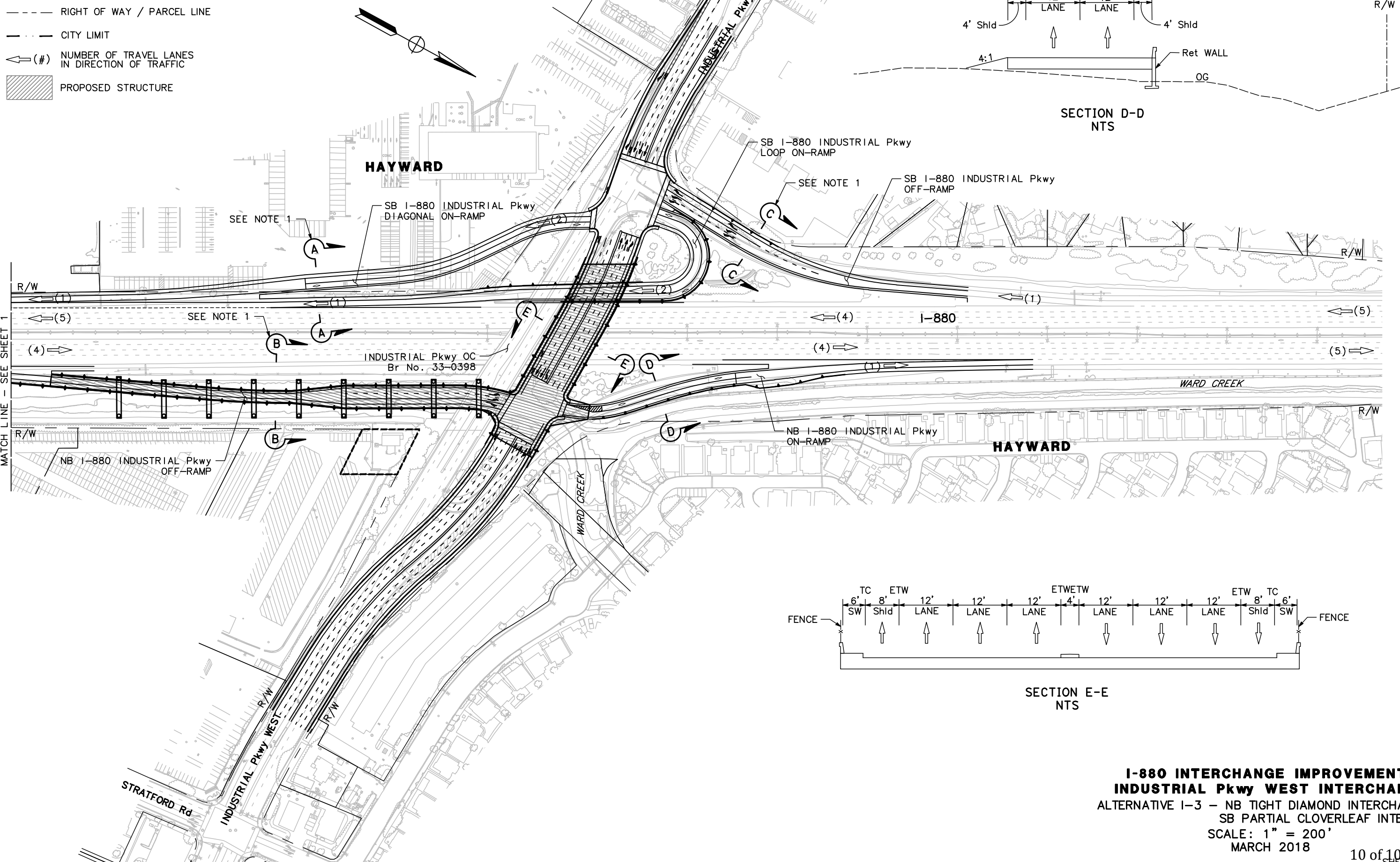
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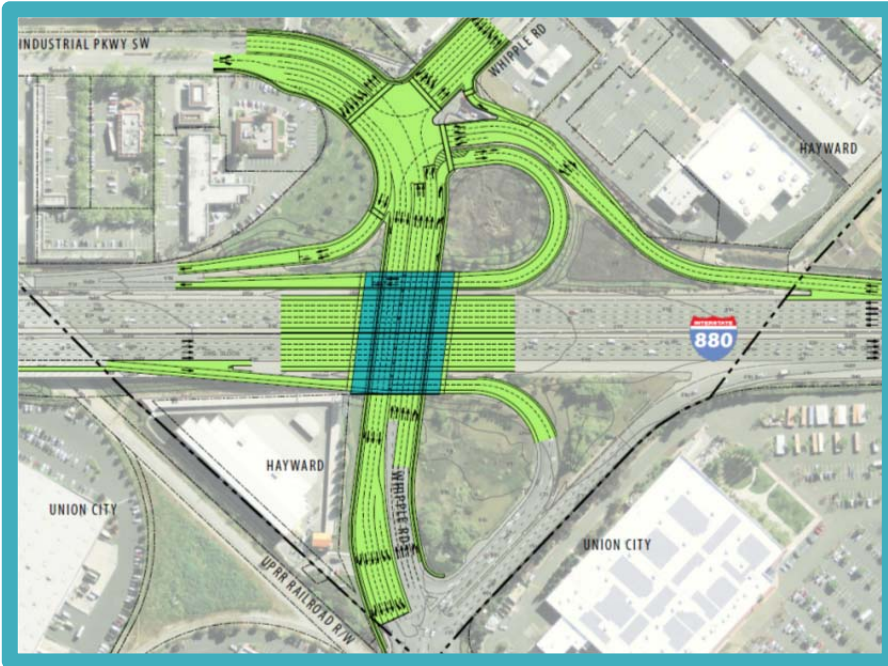
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I-880 INTERCHANGE IMPROVEMENTS
INDUSTRIAL Pkwy WEST INTERCHANGE
 ALTERNATIVE I-3 - NB TIGHT DIAMOND INTERCHANGE & SB PARTIAL CLOVERLEAF INTERCHANGE
 SCALE: 1" = 200'
 MARCH 2018

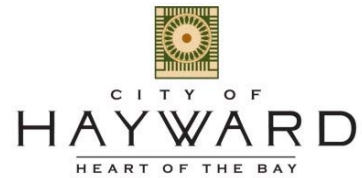
ABSTRACT

The Alameda County Transportation Commission (Alameda CTC) proposes to improve both the I-880 Whipple Road and Industrial Parkway Interchanges in order to relieve freeway and interchange congestion, enhance safety, improve business access and provide routine bicycle and pedestrian accommodations.



I-880/WHIPPLE ROAD – INDUSTRIAL PARKWAY SOUTH WEST AND I-880/ INDUSTRIAL PARKWAY WEST INTERCHANGES

Feasibility Study



PREPARED BY:



May, 2016

EXECUTIVE SUMMARY

The Alameda County Transportation Commission (Alameda CTC) proposes to improve the I-880 Whipple Road – Industrial Parkway South West and Industrial Parkway West Interchanges in order to relieve freeway and interchange congestion, enhance safety, improve business access and provide routine bicycle & pedestrian accommodation. Both the I-880 Whipple Road – Industrial Parkway South West and I-880 Industrial Parkway West interchanges are currently named projects in the Alameda CTC Measure BB Transportation Expenditure Plan (TEP) and have been programmed for interchange improvements. The purpose of this study is to identify potential deficiencies and evaluate viable improvement alternatives geared toward improving safety and traffic operations interchanges, providing bicycle and pedestrian connections through the interchanges, and improving local traffic circulation.

Alternatives developed as part of this feasibility study incorporate the most recent transportation data available from Caltrans, Alameda CTC, and each of the cities located along the corridor. Working in conjunction with the Alameda CTC, the Cities, Caltrans, and other involved agencies, improvements were identified that meet the purpose and need of the project which are summarized in this report. This feasibility study identifies three interchange alternatives for each interchange, and considers right of way, environmental and staging impacts, identifies conceptual construction and support costs, and significant non-standard features requiring design exceptions associated with each alternative. An environmental screening, structures assessment, and traffic operations assessment were performed for each alternative, with more detailed information included in the attachments to this report.

This feasibility report scopes the project in order to allow each interchange to move forward into the Caltrans project development process (PID, PA/ED and PS&E phases) with the intention of beginning construction in 2020.

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Attachments

- Attachment A Vicinity Map
- Attachment B Alternatives
- Attachment C Cost Estimates
- Attachment D Environmental Screening Memo
- Attachment E Traffic Operations Assessment

INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) proposes to improve the I-880 Whipple Road – Industrial Parkway South West and Industrial Parkway West Interchanges in order to relieve freeway and interchange congestion, enhance safety, improve business access and provide routine bicycle & pedestrian accommodation. It is proposed to reconstruct both interchanges, providing full movements, provide local street improvements, and modernize ramps to include HOV preferential lanes at all on-ramps.

Both the I-880 Whipple Road – Industrial Parkway South West and I-880 Industrial Parkway West interchanges are currently named projects in the Alameda CTC Measure BB Transportation Expenditure Plan (TEP) and have been programmed for interchange improvements. The purpose of this study is to identify potential deficiencies and evaluate viable improvement alternatives geared toward improving safety and traffic operations interchanges, providing bicycle and pedestrian connections through the interchanges, and improving local traffic circulation.

Alternatives developed as part of this feasibility study incorporate the most recent transportation data available from Caltrans, Alameda CTC, and each of the cities located along the corridor. This study collected available data and identified and examined existing recurrent traffic congestion along the I-880 corridor and at the Whipple Road – Industrial Parkway South West and Industrial Parkway West interchanges. Working in conjunction with the Alameda CTC, the Cities, Caltrans, and other involved agencies, improvements were identified that meet the purpose and need of the project which are summarized in this report.

This feasibility study identifies improvements, considers right of way, environmental and staging impacts, identifies conceptual construction and support costs, and significant non-standard features requiring design exceptions associated with each alternative. This report will ultimately scope both projects in order to allow each interchange to move forward into the Caltrans project development process (PID, PA/ED and PS&E phases) with the intention of beginning construction in 2020. A project Vicinity Map can be found in Attachment A.

1 BACKGROUND

In 2009, a Project Initiation Document (PID) to Support the Central Alameda County Local Alternative Transportation Improvement Program (LATIP) was prepared to evaluate improvements along I-880 between Davis Street and Whipple Road, I-238 between I-880 and I-580, I-580 between I-238 and Crow Canyon Road, and SR 92 between Whitesell Street and Industrial Boulevard. The purpose of the study was to define improvements and implementation planning to relieve traffic along the I-880, I-580, and I-238 corridors.

Three separate projects were identified within this project's study area as part of the PID document for the Central Alameda County LATIP:

1. Project E was defined as reconstructing the I-880/Industrial Parkway interchange to a modified partial cloverleaf configuration. The improvements included the addition of a northbound 2-lane off-ramp and an eastbound to northbound loop on-ramp to replace the left turn connection for that movement.
2. Project F added auxiliary lanes in both directions of I-880 between the Industrial Parkway West and Whipple Road– Industrial Parkway South West interchanges, which included the widening of Alameda Creek.
3. Project G improved the northbound on-ramp to I-880 from Whipple road to 2-lanes (1 general purpose + 1 HOV preferential lane) which included widening of the existing Union Pacific Railroad (UPRR) bridge and right of way acquisition.

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency and sponsor for this study, with involvement from the Cities of Union City and Hayward. Caltrans and MTC were engaged through this study to provide input on conceptual alternatives as well as coordination of improvements along the corridor.

1.1 EXISTING FACILITY

Interstate 880 is a north-south freeway that connects San Jose to Oakland. I-880 begins at the I-280/SR 17 interchange in San Jose and terminates at the I-80/I-580 interchange (known as the MacArthur Maze) near the eastern approach of the Bay Bridge, and passes through the Cities of San Jose, Milpitas, Fremont, Union City, Hayward, San Lorenzo, San Leandro, and Oakland.

Northbound and Southbound I-880 consists of 3 mixed flow lanes and one HOV lane in each direction with auxiliary lanes in some locations. Within the study limits, I-880 passes through the Cities of Union City and Hayward. The following is a list of existing bridges on I-880 within the study limits:

- Whipple Road Undercrossings (Bridge No. 33-0245, 33-0245K, and 33-0245S)
- Alquire Road Overhead (Bridge No. 33-0246 and 33-0246S)
- Ward Creek (Bridge No. 33-0251)
- Industrial Parkway Overcrossing (Bridge 33-0398)

The existing Whipple Road– Industrial Parkway South West interchange is a partial cloverleaf (L-9) along Northbound I-880 and a type L-8 interchange along Southbound I-880. The existing Whipple Road under I-880 has 2 through eastbound lanes and 3 westbound lanes (2 through lanes with a right

turn lane to the northbound on-ramp). A sidewalk exists along the north side of Whipple Road. There are currently no striped bike lanes through the interchange.

The existing Industrial Parkway interchange is a partial interchange along northbound I-880 consisting of a diagonal on-ramp, and a partial cloverleaf (L-7) along southbound I-880. The existing Industrial Parkway over I-880 consists of two through lanes in each direction with a raised concrete median. Sidewalks run along Industrial Parkway in both directions and there are currently no striped bike lanes through the interchange.

2 PURPOSE & NEED

2.1 PROJECT PURPOSE

The purpose of this project is to:

- Improve safety and traffic operations at the I-880 Whipple Road – Industrial Parkway South West and I-880 Industrial Parkway West Interchanges.
- Provide safe bicycle and pedestrian connections through the interchanges
- Improve local traffic circulation

2.2 PROJECT NEED

The I-880/Whipple Road ramp intersections currently operate at or over capacity, with a few individual movements experiencing high delays and long queues during the commuters AM and PM peak hours.

The northbound left-turn and eastbound left-turn movements at the northbound ramp intersection operate over capacity. Field observations indicate that the queues for the northbound off-ramp approach at Whipple Road occasionally extend to the mainline. At the Southbound Ramp Terminal Intersection, field observations indicate that vehicular queues at the northbound left-turn and southbound left-turn movements exceed storage capacity and therefore experience delays.

The I-880/Industrial Parkway West ramp intersections currently operate at or below capacity, with a few individual movement experiencing moderate delays and queues during the commuters AM and PM peak hours.

The pedestrian and bicycle facilities at each interchange are minimal. There are currently no striped bike lanes along either Whipple Road or Industrial Parkway at I-880, and both interchanges include high speed free-flowing ramps that are not bicycle or pedestrian friendly. Whipple Road does not have a sidewalk along the south side, and the sidewalk along the north side is narrow. The Whipple Road – Industrial Parkway South West interchange was identified by the Cities as needing bicycle and pedestrian improvements to enhance the connectivity between the east and west sides of I-880. Providing connectivity will enhance access to local businesses and transit facilities in the area.

The pavement condition of Whipple Road within the Caltrans right-of-way is degraded and is in need of a major rehabilitation. As part of this study, the Cities of Union City and Hayward requested that a pavement rehabilitation project be considered as an early-implementation project.

2.3 FORECAST TRAFFIC TRENDS

At the I-880/Whipple Road – Industrial Parkway South West Interchange, traffic volumes are forecasted to grow and the traffic operations at this interchange will worsen. Motorists are likely to divert to other routes, such as Alvarado-Niles Road, Industrial Parkway, and Union City Boulevard to avoid congestion.

Table 2-1 illustrates preliminary traffic forecasts, along with existing volumes at the I-880 ramps.

City of Hayward Circulation Element (adopted on July 1, 2014) projected that operations at the Industrial Parkway southbound ramp intersection would degrade substantially during AM and PM peak

hours in the 2035 conditions. Critical movements that experience increased delays and queues would be southbound right-turn, southbound left-turn, westbound through and eastbound left-turn.

Table 2-1. Existing and Forecasted Traffic Volumes

I-88o Direction	Interchange	Ramp	Existing Volumes		2035 Volumes with Industrial Parkway West Off-Ramp	
			AM	PM	AM	PM
Northbound	Whipple Rd	Diag Off	1240	1050	1,140	1,030
		Loop On	190	240	300	350
		Diag On	300	240	640	500
	Industrial Pkwy	Diag Off	NA	NA	1,210	1,020
Diag On		620	690	980	1,080	
Southbound	Industrial Pkwy	Diag Off	1020	680	1,260	950
		Loop On	350	520	620	890
	Whipple Rd	Loop Off	620	710	1,190	1,400
		Diag On	540	970	700	1,500
Source: City of Hayward Circulation Element (adopted on July 1, 2014)						

3 CORRIDOR & SYSTEM COORDINATION

This study included coordination with statewide, regional, and local planning effort, including MTC, Caltrans, and the Cities of Union City and Hayward.

A coordination meeting with the Metropolitan Transportation Commission (MTC) I-880 Express Lanes was held in February of 2016 to discuss project improvements. It is anticipated that the express lanes will be open to the public in 2019. The Electronic Toll System plans and Accident Analysis information was provided for review and incorporation into this study. The express lane project proposes toll gantries and median improvements within the project limits that may be affected by this project.

The Whipple Road Widening Project is planned between the I-880 interchange and Mission Boulevard led by the City of Hayward. A conceptual study is planned to study upgrading Whipple Road to 3 lanes in each direction with bicycle and pedestrian accommodations.

There is a development that is going through the approval process on the east side of I-880 at the Whipple Road/Industrial Parkway intersection. Information from their study was included in this feasibility study.

The project will be consistent with the City of Hayward Bicycle Master Plan, which currently identifies both Whipple Road and Industrial Parkway as existing class III bicycle facilities. The City wishes to provide additional connectivity through the interchanges. They are in the process of updating their master plan to include bicycle and pedestrian accommodations at both interchanges.

The project will be consistent with the City of Union City Bicycle Master Plan, which currently includes bicycle and pedestrian improvements along Whipple Road and Dyer Street. They are in the process of updating their master plan to include bicycle and pedestrian accommodations that would provide connectivity through I-880 at several locations.

4 ALTERNATIVES

Alternatives were developed that include improvements that address the project's purpose and need. Three interchange alternatives were developed for each interchange, which can be found in Attachment B. The following sections include a description of the improvements with pros and cons. The following general improvements are proposed:

- Auxiliary Lane or optional hard shoulder running lane for peak hours on Northbound I-880 between the Alvarado Niles Road On-Ramp and the Whipple Road – Industrial Parkway South West Off-Ramp. This would be achieved by re-striping the existing pavement and would require approval of non-standard 5 foot outside shoulder and horizontal clearance.
- Northbound and Southbound auxiliary lanes between Whipple Road– Industrial Parkway South West and Industrial Parkway West interchanges.
- Widen the Ward Creek Bridge.

4.1 I-880/WHIPPLE ROAD– INDUSTRIAL PARKWAY SOUTH WEST INTERCHANGE

4.1.1 Alternative 1 – Modify Existing Interchange

This alternative would preserve the 3 existing Whipple Road Undercrossing structures and the general configurations of the existing interchange and local roads.

Improvements would include the following:

- Widen the existing Northbound Diagonal Off-Ramp to Whipple Road to 2 lanes, and widen from 3 existing to 5 proposed lanes at the ramp terminus.
- Widen Northbound Loop On-Ramp from Whipple Road to 2 lanes (1 general purpose lane + 1 HOV preferential lane). Re-align ramp terminus to be squared up at Whipple Road to improve pedestrian and bicyclist safety.
- Widen Northbound Diagonal on-ramp to 2 lanes (1 general purpose lane + 1 HOV preferential lane).
- Restripe Whipple Road near the Industrial Parkway Southwest Intersection to improve left turn movements from Eastbound Whipple Road to Northbound Industrial Parkway SW.
- Widen Industrial Parkway Southwest to 6 lanes at the Whipple Road intersection.

The existing sidewalk along the north and south side of Whipple Road would be widened to accommodate pedestrians and bicycles on a shared path. Both paths would be completely separated from traffic and require retaining walls to be constructed at the abutments of the existing Undercrossing structure.

4.1.2 Alternative 2 – Replace UC Structure

This alternative would replace all 3 existing Whipple Road Undercrossing structures with one large new Undercrossing structure.

Improvements would include the following:

- Widen the existing Northbound Diagonal Off-Ramp to Whipple Road to 2 lanes, and widen from 3 existing to 5 proposed lanes at the ramp terminus.
- Widen Northbound Loop On-Ramp from Whipple Road to 2 lanes (1 general purpose lane + 1 HOV preferential lane). Re-align ramp terminus to be squared up at Whipple Road to improve pedestrian and bicyclist safety.
- Widen Northbound Diagonal on-ramp to 2 lanes (1 general purpose lane + 1 HOV preferential lane).
- Widen Whipple Road between Industrial Parkway Southwest and Dyer Street to 8 lanes (3 westbound lanes and 5 eastbound lanes).
- Widen Industrial Parkway South West to 6 lanes at the Whipple Road intersection.

New shared pedestrian and bicycle paths will be constructed along the north and south side of Whipple Road. Both paths will be completely separated from traffic.

4.1.3 Alternative 3 – Replace UC Structure & Realign Whipple Road

This alternative would replace all 3 existing Whipple Road Undercrossing structures with one large new Undercrossing structure.

Improvements would include the following:

- Widen the existing Northbound Diagonal Off-Ramp to Whipple Road to 2 lanes, and widen from 3 existing to 5 proposed lanes at the ramp terminus.
- Widen Northbound Loop On-Ramp from Whipple Road to 2 lanes (1 general purpose lane + 1 HOV preferential lane). Re-align ramp terminus to be squared up at Whipple Road to improve pedestrian and bicyclist safety.
- Widen Northbound Diagonal on-ramp to 2 lanes (1 general purpose lane + 1 HOV preferential lane).
- Widen Whipple Road between Industrial Parkway Southwest and Dyer Street to 8 lanes (3 westbound lanes and 5 eastbound lanes).
- Re-align intersection of Industrial Parkway South West at Whipple Road to better align the major traffic movements between Industrial Parkway South West and Dyer Street.
- New shared pedestrian and bicycle paths will be constructed along the north and south side of Whipple Road. Both paths will be completely separated from traffic.

4.2 I-880/INDUSTRIAL PARKWAY WEST INTERCHANGE

4.2.1 Alternative 1 – Modify Existing Interchange

This alternative would preserve the existing Industrial Parkway Overcrossing structure and the general configurations of the existing interchange with the exception of the addition of the northbound off-ramp.

Improvements would include the following:

- Construct a new single-lane Northbound diagonal off-ramp with 3 lanes at the ramp terminus at Industrial Parkway. This would require a new bridge structure over Ward Creek and retaining walls along the ramp.

- Realign the Northbound diagonal on-ramp to a new entrance at Industrial Parkway to line up at an intersection with the new off-ramp. This would include the installation of a new traffic signal.
- Widen the Southbound off-ramp to include dual left turn lanes and a right turn lane to Industrial Parkway.
- Widen the southbound loop on-ramp to 3 lanes (2 general purpose + 1 HOV preferential lane). Modify the existing abutment and construct a new retaining wall to accommodate the additional lane under the overcrossing.
- Widen Industrial Parkway east of I-880 to provide dual left turn lanes to the southbound loop on-ramp.
- Remove existing raised concrete median and restripe Industrial Parkway to provide wide shared outside lanes (class III bicycle facility)

4.2.2 Alternative 2 – Tight Diamond (L-1)

This alternative would realign Industrial Parkway and replace the existing Industrial Parkway Overcrossing structure with a new structure to the north. The northbound and southbound ramps would be reconfigured to a tight diamond (L-1) interchange.

Improvements would include the following:

- Construct a new single-lane Northbound diagonal off-ramp with 3 lanes at the ramp terminus at Industrial Parkway. This would require a new bridge structure over Ward Creek which would connect to the new overcrossing structure.
- Realign the Northbound diagonal on-ramp to line up at an intersection with the new off-ramp. This would include the installation of a new traffic signal.
- Widen and realign the existing southbound off-ramp. Provide dual left turn lanes to eastbound Industrial Parkway and a single right turn lane to westbound Industrial Parkway.
- Construct a new diagonal on-ramp with 3 lanes (2 general purpose + 1 HOV preferential lane)
- Construct a new structure to accommodate 7 lanes with bike lanes and sidewalks in both directions.

4.2.3 Alternative 3 – NB Tight Diamond (L-1) & SB Partial Cloverleaf (L-9)

This alternative would realign Industrial Parkway and replace the existing Industrial Parkway Overcrossing structure with a new structure to the north. The northbound ramps would be reconfigured to a tight diamond (L-1) interchange. The southbound ramps would be reconfigured to a partial cloverleaf (L-9) interchange.

Improvements would include the following:

- Construct a new single-lane northbound diagonal off-ramp with 3 lanes at the ramp terminus at Industrial Parkway. This would require a new bridge structure over Ward Creek which would connect to the new overcrossing structure.
- Realign the Northbound diagonal on-ramp to line up at an intersection with the new off-ramp. This would include the installation of a new traffic signal.
- Widen and realign the existing southbound off-ramp. Provide dual left turn lanes to eastbound Industrial Parkway and a single right turn lane to westbound Industrial Parkway.
- Construct a new diagonal on-ramp with 3 lanes (2 general purpose + 1 HOV preferential lane)

- Widen the southbound loop on-ramp to 3 lanes (2 general purpose + 1 HOV preferential lane).
- Construct a new structure to accommodate 7 lanes with bike lanes and sidewalks in both directions.

4.3 STRUCTURES ASSESSMENT

A structures assessment was performed for the improvements along the mainline of I-880 and at each interchange. The mainline improvements include widening of the Ward Creek Bridge at I-880 which will need a 12 foot widening to accommodate an additional southbound auxiliary lane. The existing bridge is a cast-in-place concrete Tee beam structure, which can be widened.

Below is a discussion of the structural implications and feasibility of each alternative at the I-880/Whipple – Industrial Parkway South West and I-880 Industrial West interchanges.

4.3.1 I-880/Whipple Road – Industrial Parkway South West Interchange

Alternative 1. Pedestrian & bike paths are proposed to be added to spans 1 and 3 in the Whipple Road Undercrossing. This would require removal of the existing slope paving and adding tie-back walls in front of the abutments to allow addition of the paths in spans 1 and 3. The existing Whipple Road Undercrossing is a three span structure with a combination of cast-in-place and precast girders due to a couple of widening projects. Vertical clearance is a non-standard 15 feet at this existing structure. There is limited potential to lower the pavement on Whipple Road, since the foundations at columns 5 & 6 are only buried 15”.

Alternative 2. The Whipple Road Undercrossing replacement structure would also be a precast/prestressed girder type to avoid falsework over the traffic on Whipple Road. The replacement structure could be constructed with multiple stage construction and lane shifting on I-880 and potentially temporary short term traffic closures on Whipple Road. The substructure would be similar to the existing multicolumn bent. To gain required soffit clearance the new structure depth will be kept to the minimum possible. Alternative may allow for greater vertical clearance by lowering Whipple Road profile after replacement of structure.

Alternative 3. The Whipple Road Undercrossing replacement structure would also be a precast/prestressed girder type to avoid falsework over the traffic on Whipple Road. The replacement structure could be constructed with multiple stage construction and lane shifting on I-880 and potential temporary short term traffic closures on Whipple Road. The substructure would be similar to the existing multicolumn bent. To gain required soffit clearance the new structure depth will be kept to the minimum possible. Southbound ramp could be accommodated with the required soffit clearance.

4.3.2 I-880/Industrial Parkway West Interchange

Alternative 1. The existing Industrial Parkway Overcrossing will not be modified for this alternative. The retaining wall at abutment 6 will need to be moved closer to the abutment to allow an additional lane for the southbound onramp. The Northbound I-880 Industrial Parkway Off-Ramp required to carry traffic over Ward Creek can be a precast/prestressed girder structure to eliminate the need for falsework over the creek. A straddle bent may be required over the creek to keep columns out of the waterway.

Alternative 2. This alternative proposes an Industrial Parkway Overcrossing Replacement on the north side of the existing overcrossing structure to maintain the existing traffic on the current Industrial Parkway structure. The superstructure would be precast/prestressed girders to avoid falsework over I-880 and to keep the profile structure low. The substructure will be aligned with the existing with the approach span modified to suit onsite features on the west end, whereas at the east end it will require to tailor the on and off ramp attachments.

The NB I-880 Industrial Parkway Off-Ramp that parallels Ward Creek, will require a structural slab type approach on the south end with reverse wingwall and/or retaining walls. The superstructure would be precast/prestressed girders to avoid falsework over the creek. The substructure could be any combination of regular bent caps, C-Bents, or straddle bents. The tie-in structure from ramp to overcrossing superstructure could be a structural transition slab to avoid differential settlement related issues at intersecting Overcrossing structure.

Alternative 3. This alternative, similar to alternative 2, also proposes an Industrial Parkway Overcrossing Replacement on the north side of the existing overcrossing structure to maintain the existing traffic on the current Industrial Parkway structure. The superstructure would be precast/prestressed girders to avoid falsework over Route 880 and to keep the profile structure low. The substructure will be aligned with the existing with the approach span modified to suit onsite features on the west end, whereas at the east end it will require to tailor the on and off ramp attachments. The Southbound I-880 Loop On-Ramp will require a retaining wall to be able to add an additional lane on the ramp.

The NB I-880 Industrial Parkway Off-Ramp that parallels Ward Creek, will require a structural slab type approach on the south end with reverse wingwall and/or retaining walls. The superstructure would be precast/prestressed girders to avoid falsework over the creek. The substructure could be any combination regular bent caps, C-Bents, or straddle bents. The tie-in structure from ramp to overcrossing superstructure could be a structural transition slab to avoid differential settlement related issues at intersecting Overcrossing structure.

4.4 RIGHT OF WAY

The right of way needs were evaluated along the mainline of I-880 and at the I-880/Whipple Road – Industrial Parkway South West and I-880 Industrial Parkway West interchanges. The mainline improvements do not warrant additional right of way, pending approval of the non-standard outside shoulder along northbound I-880 between the Alvarado Niles on-ramp and the Whipple Road off-ramp.

Below is a discussion of the anticipated right of way needs of each alternative at the I-880/Whipple and I-880 Industrial interchanges

4.4.1 I-880/Whipple Road – Industrial Parkway South West Interchange

All 3 of the alternatives require partial right-of-way acquisitions at the northbound off-ramp resulting in removal of a landscaped strip on the private property. Both Alternative 1 and 2 require a sliver partial take from the property located on the northwest corner of Whipple Road and Industrial Parkway South West to accommodate the widening of Industrial Parkway South West to 4 lanes at the intersection (2 right turn lanes and 2 left turn lanes). The right of way acquisition could potentially impact the property's parking along the property line. Alternative 3 requires a larger right of way acquisition from

the property located on the northwest corner of Whipple Road and Industrial Parkway South West due to the proposed realignment of the intersection movements. The right of way acquisition could potentially remove a row of parking along the property line.

4.4.2 I-880/Industrial Parkway West Interchange

Alternative 1 would require right of way acquisition from the private property along northbound I-880 south of Industrial Parkway. There is an existing pump station at the corner of the parcel, and the new diagonal off-ramp is aligned to the east of the pump station through the private property, which would result in loss of parking spaces for the private property. Alternatives 1 and 3 may also require temporary construction easements at the parcel adjacent to the southbound off-ramp. Alternatives 2 and 3 require a partial right of way acquisition along southbound I-880 south of Industrial Parkway to accommodate the new diagonal on-ramp.

4.5 ENVIRONMENTAL DETERMINATION/DOCUMENT

Each of the alternatives present ramp reconfigurations and environmental constraints that would warrant an IS/EA level environmental document. If the I-880/Industrial Parkway West interchange improvements significantly impact and state or federally listed fish species in Ward Creek, it is anticipated that it could be mitigated through BA/BO or permitting requirements; which would maintain an IS/EA level document. There is a low risk of having significant unavoidable impacts to fish species for Industrial Alternatives 2 and 3; resulting in an EIR/EA level document. Refer to the Environmental Screening Memo in Attachment D for more detailed information.

4.6 TRAFFIC OPERATION ASSESSMENT

A summary of qualitative operational evaluation is provided below for each alternative. More refined travel demand forecasts and detail operations analysis should be used in the subsequent project phases to verify adequacy of the proposed geometrics and to inform the geometric elements at this interchange, including length of turn bays. Refer to the Traffic Operation Assessment Memo in Attachment E for more detailed information.

4.6.1 I-880/Whipple Road – Industrial Parkway South West Interchange

Alternative 1. This alternative will add capacity to critical movements at the northbound ramp intersection, northbound off-ramp approach, westbound left-turn and southbound left-turn. With these improvements, vehicular operations would improve; however, vehicular queues on the westbound approach could continue to spillback into the upstream intersection. Adequacy of turn bay storage and intersection spacing would need to be further studied with quantitative operations analysis. Minor improvements proposed at the southbound ramp intersection would improve pedestrian circulation, without negatively affecting vehicular operations.

Alternative 2. This alternative will provide additional storage capacity between northbound and southbound ramp intersections in both directions. With these improvements, vehicular operations would improve, and queues are likely to be accommodated between ramp intersections. Adequacy of turn bay storage and intersection spacing would need to be further studied with quantitative operations analysis. At the southbound ramp intersection, an additional eastbound through lane would reduce through lane queues from blocking turn bays.

Alternative 3. By transforming critical turning movements, i.e. westbound left-turns and southbound right-turns as through movements, this alternative would reduce queuing issues resulting at the northbound ramp intersection. Queues between the ramp intersections are likely to be accommodated within the storage. Adequacy of lane configuration on Whipple Avenue and traffic flows will need to be studied further with quantitative operations analysis. Signal timings and phasing would need careful consideration to avoid conflicts and achieve desired operations.

4.6.1 I-880/Industrial Parkway West Interchange

Alternative 1. Adding a new northbound off-ramp at Industrial Parkway will increase traffic volumes traversing. A portion of this growth can be attributed to traffic diversion from elsewhere in City of Hayward. Some diversions would occur between I-880 northbound and Industrial Parkway West, and I-880 northbound and Hesperian Boulevard or Industrial Parkway North.

On the northbound off-ramp approach, two left-turn lanes and a right-turn lane would provide sufficient capacity to accommodate the forecast volumes. This alternative will provide additional capacity to the critical movements at the southbound ramp intersection: westbound left-turn, and southbound left-turn and right-turn. These intersection modifications are expected to improve traffic operations by reducing delays and queue spillbacks.

Alternative 2. Traffic volumes traversing through this interchange are expected to grow by adding a northbound off-ramp at Industrial Parkway. Further studies will be required to check whether the vehicular queues would be accommodated between northbound and southbound ramp intersections, and southbound ramp intersection and Stratford Road.

On the northbound off-ramp approach, two left-turn lanes and a right-turn lane would provide sufficient capacity to accommodate the forecast volumes. This alternative will provide additional capacity to the critical movements at the southbound ramp intersections: westbound and eastbound Industrial to southbound I-880, and southbound left-turn and right-turn. These intersection modifications are expected to improve traffic operations by reducing delays and queue spillbacks. Providing a diagonal on-ramp and westbound dual left-turn lanes would allow forecast volumes to be accommodated.

Alternative 3. Similar to Alternative 1 and 2, traffic volumes traversing through this interchange are expected to grow significantly due to addition of new northbound off-ramp at Industrial Parkway. On the northbound off-ramp approach, two left-turn lanes and a right-turn lane would provide sufficient capacity to accommodate the forecast volumes. This alternative will provide additional capacity to the critical movements at the southbound ramp intersection: westbound Industrial to southbound I-880, and southbound left-turn and right-turn. These intersection modifications are expected to improve traffic operations by reducing delays and queue spillbacks.

4.7 SUMMARY

Below is a brief summary of the pro's and cons of each alternative, taking into consideration right of way, environmental and staging impacts, order of magnitude construction and support costs, and significant non-standard features requiring design exceptions.

4.7.1 I-880/Whipple Road - Industrial Parkway South West Interchange

Alternative 1. This alternative is the lowest cost alternative and would have the least environmental and right of way impacts of the three alternatives developed for the interchange. Table 4-1 below summarizes the pro’s and con’s of Alternative 1 at the I-880 Whipple Road – Industrial Parkway South West Interchange.

Table 4-1 - I-880/Whipple Road - Industrial Parkway South West Interchange Alternative 1 Summary

Pros	Cons
<ul style="list-style-type: none"> • Low Cost • Simple Stage Construction • Minimal right-of-way acquisition 	<ul style="list-style-type: none"> • Does not allow widening of Whipple Road • Turn pocket lengths under the undercrossing crossing structure will remain as-is • Vertical clearance of 15 feet at the undercrossing would remain • Vehicular queues on the westbound approach could continue to spillback into the upstream intersection

Alternative 2. This alternative would require the replacement of the Whipple Road undercrossing which would result in complicated stage construction and higher cost in comparison with Alternative 1. The benefits of this alternative are that the traffic operations along Whipple Road could be improved by providing required turn pocket storage lengths and auxiliary lanes leading to on-ramps as needed. Table 4-2 below summarizes the pro’s and con’s of Alternative 2 at the I-880 Whipple Road – Industrial Parkway South West Interchange.

Table 4-2 - I-880/Whipple Road - Industrial Parkway South West Interchange Alternative 2 Summary

Pros	Cons
<ul style="list-style-type: none"> • Allows for widening of Whipple Road • Minimal right-of-way acquisition • Improves vertical clearance at the undercrossing • Turn pocket lengths under the undercrossing structure can be improved 	<ul style="list-style-type: none"> • Complicated Stage Construction • High Cost

Alternative 3. This alternative is similar to Alternative 2, with the exception that additional local intersection improvements are included. Table 4-3 below summarizes the pro’s and con’s of Alternative 3 at the I-880 Whipple Road – Industrial Parkway South West Interchange.

Table 4-3 - I-880/Whipple Road - Industrial Parkway South West Interchange Alternative 3 Summary

Pros	Cons
<ul style="list-style-type: none"> Allows for widening of Whipple Road Re-aligned intersection will direct main traffic flow between Industrial Parkway South West and Dyer Street. Improves vertical clearance at the undercrossing Turn pocket lengths under the undercrossing structure can be improved 	<ul style="list-style-type: none"> Complicated Stage Construction High Cost Additional right-of-way acquisition needed at the intersection of Whipple Road and Industrial Parkway South West

4.7.2 I-880/Industrial Parkway West Interchange

Alternative 1. This alternative is the lowest cost alternative and would have the least environmental impacts of the three alternatives developed for this alternative. Table 4-4 below summarizes the pro's and con's of Alternative 1 at the I-880 Whipple Road – Industrial Parkway South West Interchange.

Table 4-4 - I-880/ Industrial Parkway West Interchange Alternative 1 Summary

Pros	Cons
<ul style="list-style-type: none"> Low Cost Simple Stage Construction 	<ul style="list-style-type: none"> Class III bike lanes not preferred Does not improve lane configuration of Industrial Parkway over I-880 Right of way acquisition required to construct NB off-ramp Maintains the existing non-standard vertical clearance Requires utility encroachment exception for pump

Alternative 2. This alternative would require replacement of the Industrial Parkway overcrossing which would result in complicated stage construction and higher cost in comparison to Alternative 1. The benefits of this alternative include the ability to construct a wider bridge to accommodate bicycle and pedestrian facilities. Table 4-5 below summarizes the pro's and con's of Alternative 2 at the I-880 Whipple Road – Industrial Parkway South West Interchange.

Table 4-5 - I-880/ Industrial Parkway West Interchange Alternative 2 Summary

Pros	Cons
<ul style="list-style-type: none"> Enhances pedestrian and bicycle connectivity Improves vertical clearance over I-880 	<ul style="list-style-type: none"> High structure cost Complicated stage construction Introduces a curved alignment of Industrial Parkway Right of Way acquisition required to construct the southbound diagonal on-ramp Impacts to Ward Creek

Alternative 3. This alternative is similar to Alternative 2 for the northbound direction but includes a type L-9 interchange in the southbound direction which can accommodate higher volumes of traffic. The benefits of this alternative include the ability to construct a wider bridge to accommodate bicycle and pedestrian facilities. Table 4-6 below summarizes the pro's and con's of Alternative 3 at the I-880 Whipple Road – Industrial Parkway South West Interchange.

Table 4-6 - I-880/ Industrial Parkway West Interchange Alternative 3 Summary

Pros	Cons
<ul style="list-style-type: none"> • Enhances pedestrian and bicycle connectivity • Improves vertical clearance over I-880 • Improved southbound interchange operations (type L-9) 	<ul style="list-style-type: none"> • High structure cost • Complicated stage construction • Introduces a curved alignment of Industrial Parkway • Right of Way acquisition required to construct the southbound diagonal on-ramp • Impacts to Ward Creek

5 STAKEHOLDER INVOLVEMENT

This study was initiated by Alameda CTC in December of 2015. The Project Development Team consists of Alameda CTC, the City of Hayward, and the City of Union City. The project kick off meeting was held on December 16, 2016, which included a discussion of the study objectives, review of the project scope, and identification of City priorities. Using this information, the draft purpose and need was developed for the project. A workshop review of the draft alternatives took place on January 27, 2016. Several alternatives were presented for each interchange. Comments received from Alameda CTC and the cities of Hayward and Union City were used to prioritize improvements.

In January of 2016, utility companies were contacted to inform them of the project and request facility maps within the project limits. Utility owners of facilities within the project limits include:

- City of Union City
- City of Hayward
- Alameda County Water District
- AT&T
- Comcast
- Alameda County Flood Control & Water Conservation District
- PG&E

Caltrans was engaged once alternatives were developed to discuss the design features, potential environmental impacts, and right-of-way needs. The next steps for project implementation were developed as well. The Metropolitan Transportation Commission (MTC) was engaged to coordinate the project features for the I-880 express lane project with the improvements proposed as part of this study.

Formal public outreach efforts were not conducted as part of this study. It was decided by the PDT to defer outreach efforts to the future PID and PA/ED phases of the project.

The draft final report was reviewed with the Cities of Hayward and Union City in a meeting on April 13, 2016. The three alternatives for each interchange will be discussed in terms of their cost, geometry and impacts. Staff from both cities asked if a fourth alternative (Alternative 4) would be feasible which would combine preserving the existing structures from Alt 1 with the re-aligned intersection from Alt 3. It was agreed that this alternative is feasible and that future studies, such as the PSR, should consider this alternative.

6 FUNDING

A summary of estimated construction costs of the proposed alternatives is presented in the Table 6-1 below. The construction costs were escalated to the year 2021 which is assumed to be the mid-point of construction.

Table 6-1 - Estimated Project Costs

Location		Estimated Cost (in millions)		
		Alternative 1	Alternative 2	Alternative 3
I-880/Whipple Road – Industrial Parkway South West Interchange	Roadway	\$5.5	\$7.2	\$7.9
	Right-of-way	\$1.8	\$2.5	\$2.8
	Structures	\$0.2	\$15.8	\$15.7
	Escalation	\$2.1	\$7.1	\$7.3
	Total Capital Cost	\$9.6	\$32.6	\$33.7
	Support Cost	\$2.3	\$8.8	\$9.1
	Grand Total	\$11.9	\$41.4	\$42.8
I-880/Industrial Parkway West Interchange	Roadway	\$8.7	\$12.6	\$14.3
	Right-of-way	\$4.9	\$9.3	\$9.1
	Structures	\$5.8	\$31.1	\$31.2
	Escalation	\$5.4	\$14.7	15.1
	Total Capital Cost	\$24.8	\$67.7	\$69.7
	Support Cost	\$5.9	\$17.2	\$17.8
	Grand Total	\$30.7	\$84.9	\$87.5

Support cost listed above includes PID-PA/ED phase, Final Design, Construction Support, and Right-of-way engineering/acquisition costs in 2016 dollars. Planning-level cost estimates are included in Attachment C.

Both the I-880 Whipple Road – Industrial Parkway South West and I-880 Industrial Parkway West interchanges are currently named projects in the Alameda CTC Measure BB Transportation Expenditure Plan (TEP) and have been programmed for interchange improvements.

7 DELIVERY SCHEDULE

Table 7-1 below shows the anticipated project milestone schedule. This schedule is subject to change based on environmental/right-of-way impacts, cost, and funding availability.

Table 7-1 - Project Milestone Schedule

Project Milestone	Schedule
Feasibility Study	2016
Project Initiation Document (PID)	2016-2017
Project Approval/Environmental Document (PA/ED)	2017-2018
Final Design	2018-2019
Construction	2020-2022

8 PROJECT REVIEWS

A meeting was held with MTC to review the draft alternatives. Attendees included Lisa Klein and Leo Scott. The I-880 Express Lane Project features were discussed. It is anticipated that the express lanes will be operational prior to this project. This project will need to accommodate the express lane elements in the median and outside shoulders of I-880 in the permanent improvements as well as temporarily during construction.

A meeting was held on March 2, 2016 with Caltrans to review the draft alternatives. Attendees included Michael Nguyen, Sridhar Kidambi, Mort Azim, Julie McDaniel, Celia McCuaig, Mimy Hew and Qin Phu. The project setting was reviewed and potential environmental and right-of-way issues were discussed. It is anticipated that a single PSR-PDS document will be prepared that would cover both interchanges.

9 PROJECT PERSONNEL

The Project Development Team for the feasibility study includes:

- Gary Sidhu, Alameda CTC
- Abhishek Parikh, City of Hayward
- Fred Kelley, City of Hayward
- Morad Fakhrai, City of Hayward
- Tom Ruark, City of Union City
- Mintze Cheng, City of Union City

Attachments

Attachment A Vicinity Map

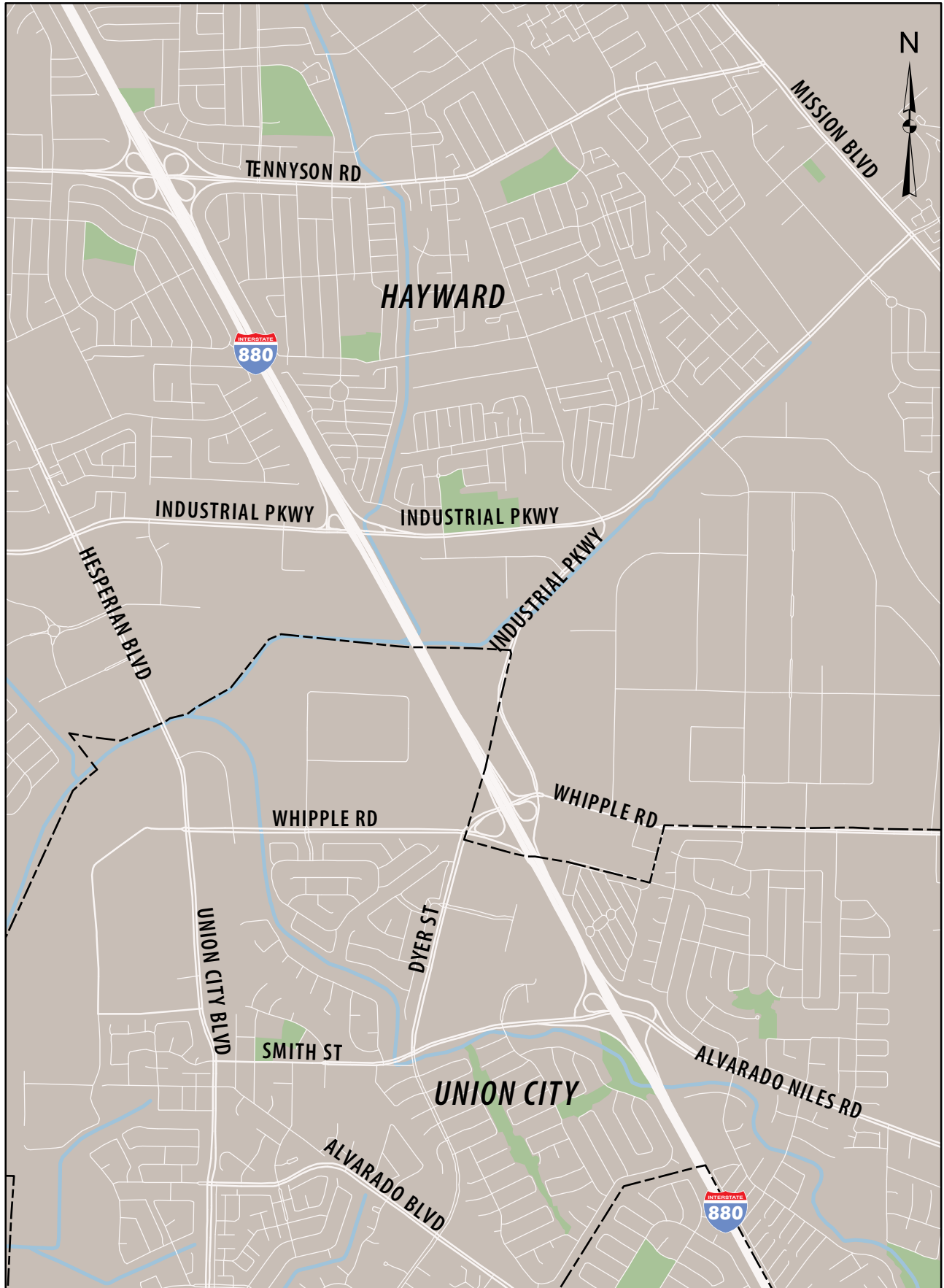
Attachment B Alternatives

Attachment C Cost Estimates

Attachment D Environmental Screening Memo

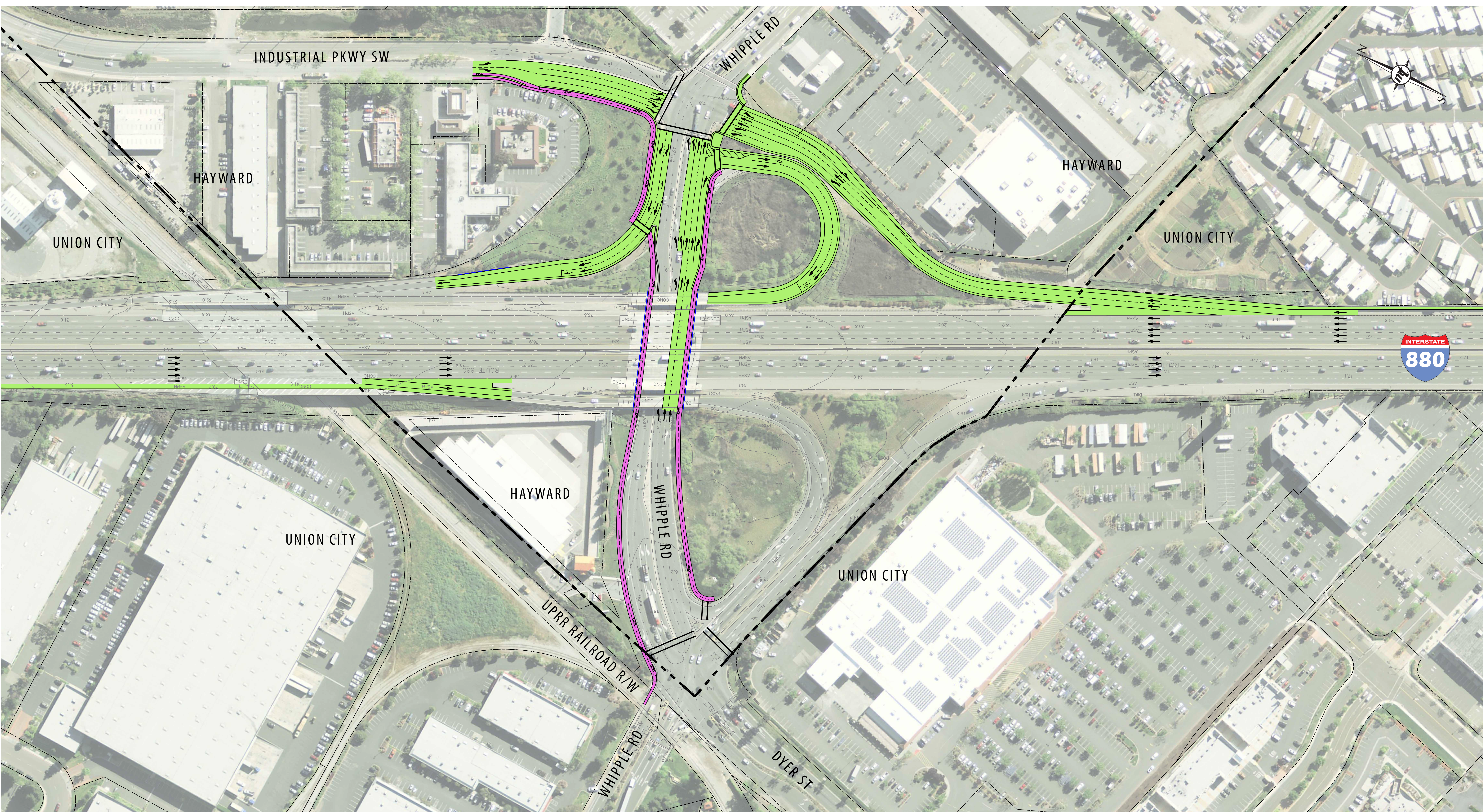
Attachment E Traffic Operations Assessment

ATTACHMENT A
VICINITY MAP

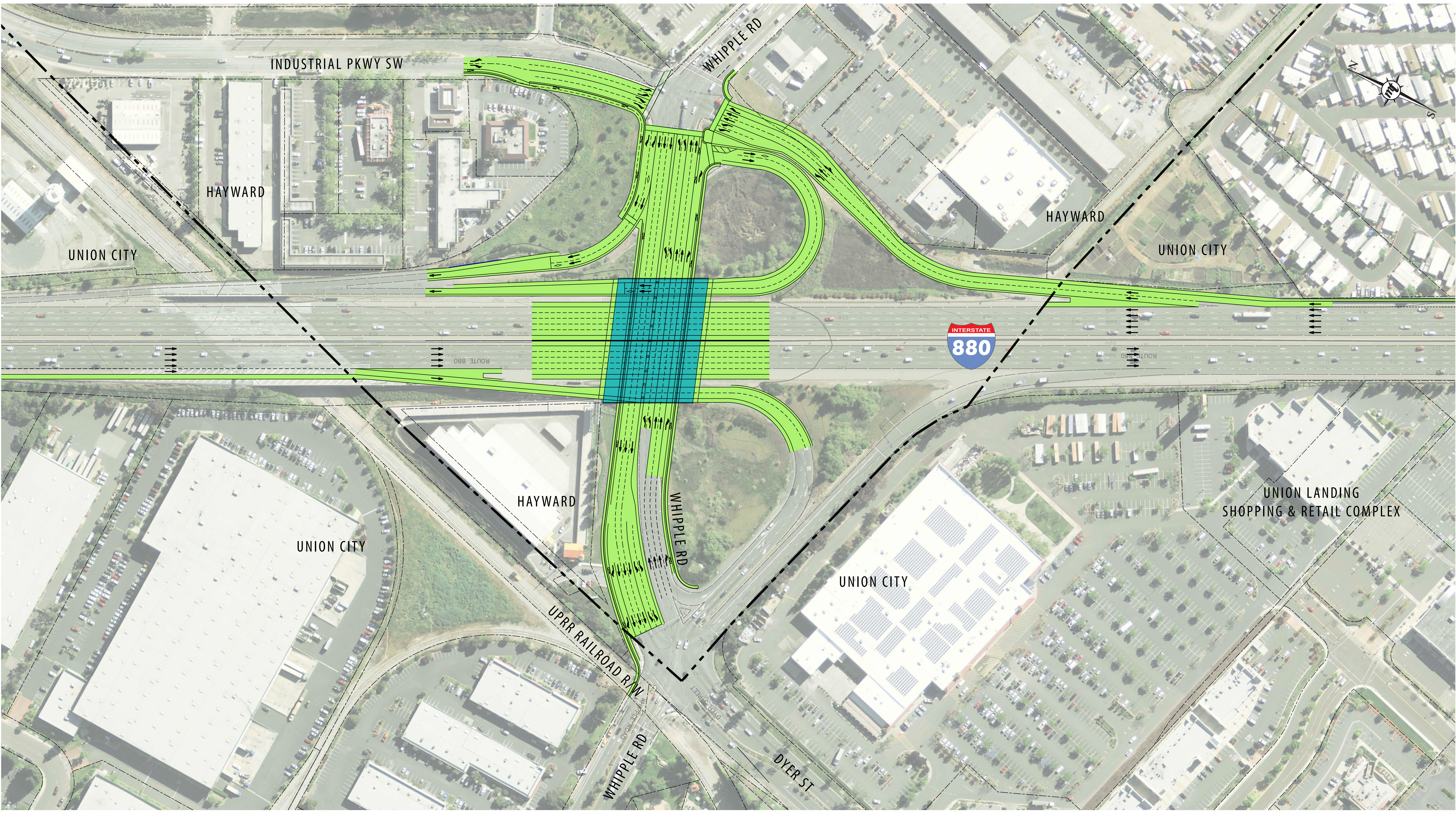


**I-880 / Whipple Rd & Industrial Pkwy
Interchange Improvement Project
Vicinity Map**

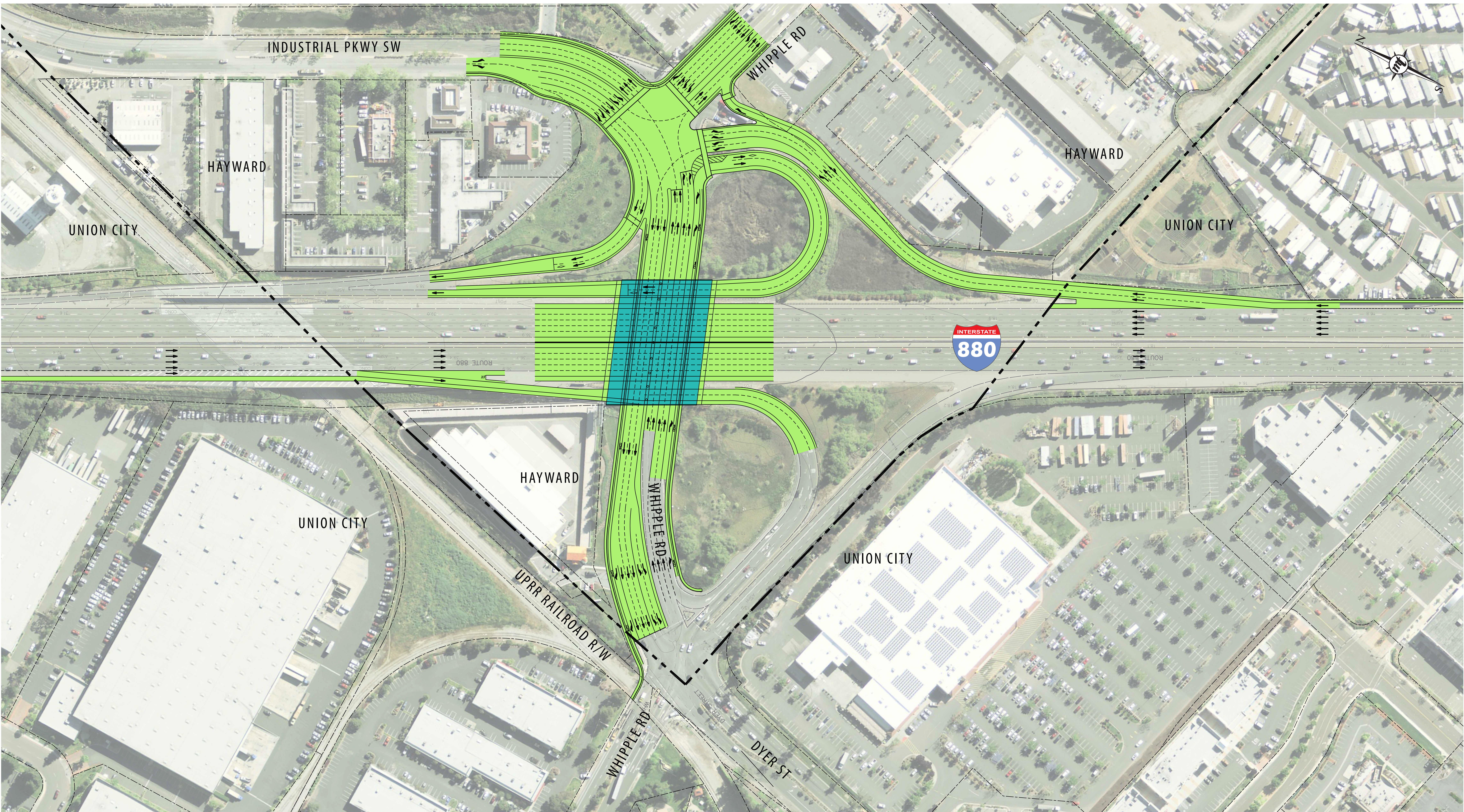
ATTACHMENT B
ALTERNATIVES



WHIPPLE RD ALTERNATIVE 1



**WHIPPLE RD
ALTERNATIVE 2
REPLACE WHIPPLE RD UC STRUCTURE**



**WHIPPLE RD
ALTERNATIVE 3
REPLACE WHIPPLE RD UC STRUCTURE
RE-ALIGN INTERSECTION**



INDUSTRIAL PARKWAY ALTERNATIVE 1



**INDUSTRIAL PARKWAY
ALTERNATIVE 2
NB & SB L-1 TIGHT DIAMOND**



**INDUSTRIAL PARKWAY
ALTERNATIVE 3
NB L-1 TIGHT DIAMOND
SB L-9 LOOP & TIGHT DIAMOND**

ATTACHMENT C
COST ESTIMATES

I-880 Industrial & Whipple Interchange Scoping Project**PLANNING LEVEL COST ESTIMATE****Location: I-880 / Whipple Road - Industrial Parkway SW****Alternative 1 - Modify Existing Interchange**

Segment Length: 0.8 Mile - From South Project Limit to Alquire Rd OH

NB I-880 Auxiliary Lane: Alvarado Niles Road On-Ramp to Whipple Rd Off-Ramp

Widen Existing Ramps, Add Bike/Ped Paths under Existing Whipple Rd Structure

March 2016 Estimate

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	2	AC	\$ 10,000	\$ 20,000	
New Pavement - Mainline ¹	-	SF	\$ 13	\$ -	
New Pavement - Ramp / Local Road ¹	113,000	SF	\$ 10	\$ 1,130,000	
Overlay	120,000	SF	\$ 1	\$ 120,000	
Sound Wall	-	LF		\$ -	
Retaining Wall	4,700	SF	\$ 90	\$ 423,000	
Barrier	300	LF	\$ 100	\$ 30,000	
Landscape/Irrigation	1	LS	\$ 173,000	\$ 173,000	
Ramp Metering	3	EA	\$ 100,000	\$ 300,000	
OH Sign	1	EA	\$ 250,000	\$ 250,000	
Street Lighting	1	LS	\$ 100,000	\$ 100,000	
Traffic Control	1	LS	\$ 382,000	\$ 382,000	
Storm Drain	1	LS	\$ 230,000	\$ 230,000	
WPC / Treatment	1	LS	\$ 138,000	\$ 138,000	
Minor & Misc. Items (15%)	1	LS	\$ 495,000	\$ 495,000	
Roadway Additions (10%)	1	LS	\$ 380,000	\$ 380,000	
Mobilization (10%)	1	LS	\$ 380,000	\$ 380,000	
Contingency (25%)	1	LS	\$ 948,000	\$ 948,000	
Roadway Subtotal					\$ 5,500,000
Structure Items:	Quantity	Unit	Unit Cost	Item Total	Total
Structure	-	SF	\$ 300	\$ -	
Structure Excavation for Bike Path	1	LS	\$ 200,000	\$ 200,000	
Structure Demolition		SF		\$ -	
Structure Subtotal					\$ 200,000
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	14,000	SF	\$ 100	\$ 1,400,000	
Utility Relocation (Est)	1	LS	\$ 100,000	\$ 100,000	
Environmental Mitigation (Est)	1	LS	\$ 250,000	\$ 250,000	
Right of Way Subtotal					\$ 1,750,000
Subtotal "Hard Costs"					\$ 7,450,000
Cost Escalation (5% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2021)			\$ 7,450,000	\$ 2,060,000	\$ 9,600,000
Soft Costs²	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (12%)	1	LS	\$ 684,000	\$ 684,000	
Final Design (10%)	1	LS	\$ 570,000	\$ 570,000	
Construction Administration (13%)	1	LS	\$ 741,000	\$ 741,000	
Construction Staking (2%)	1	LS	\$ 114,000	\$ 114,000	
R/W Engineering/Acquisition (10%)	1	LS	\$ 175,000	\$ 175,000	
Subtotal "Soft Costs"					\$ 2,290,000
Grand Total					\$ 11,900,000

1. New Pavement cost includes roadway excavation cost.

2. Soft cost is percentage of Roadway and Structure Items (2016 dollars) except R/W Engineering which is 10% of R/W Items.

I-880 Industrial & Whipple Interchange Scoping Project**PLANNING LEVEL COST ESTIMATE****Location: I-880 / Whipple Road - Industrial Parkway SW****Alternative 2 - Replace UC Structure**

Segment Length: 0.8 Mile - From South Project Limit to Alquire Rd OH

NB I-880 Auxiliary Lane: Alvarado Niles Road On-Ramp to Whipple Rd Off-Ramp

Widen Ramps

March 2016 Estimate

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	2	AC	\$ 10,000	\$ 20,000	
New Pavement - Mainline ¹	30,000	SF	\$ 13	\$ 390,000	
New Pavement - Ramp / Local Road ¹	132,000	SF	\$ 10	\$ 1,320,000	
Overlay	168,000	SF	\$ 1	\$ 168,000	
Sound Wall	-	LF		\$ -	
Retaining Wall	1,300	SF	\$ 90	\$ 117,000	
Barrier	800	LF	\$ 100	\$ 80,000	
Landscape/Irrigation	1	LS	\$ 260,000	\$ 260,000	
Ramp Metering	3	EA	\$ 100,000	\$ 300,000	
OH Sign	2	EA	\$ 250,000	\$ 500,000	
Street Lighting	1	LS	\$ 100,000	\$ 100,000	
Traffic Control	1	LS	\$ 489,000	\$ 489,000	
Storm Drain	1	LS	\$ 346,000	\$ 346,000	
WPC / Treatment	1	LS	\$ 208,000	\$ 208,000	
Minor & Misc. Items (15%)	1	LS	\$ 645,000	\$ 645,000	
Roadway Additions (10%)	1	LS	\$ 495,000	\$ 495,000	
Mobilization (10%)	1	LS	\$ 495,000	\$ 495,000	
Contingency (25%)	1	LS	\$ 1,236,000	\$ 1,236,000	
Roadway Subtotal					\$ 7,170,000
Structure Items:	Quantity	Unit	Unit Cost	Item Total	Total
Structure Whipple Rd UC	50,000	SF	\$ 300	\$ 15,000,000	
Structure Demolition	50,000	SF	\$ 15	\$ 750,000	
Structure Subtotal					\$ 15,750,000
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	14,000	SF	\$ 100	\$ 1,400,000	
Utility Relocation (Est)	1	LS	\$ 200,000	\$ 200,000	
Environmental Mitigation (Est)	1	LS	\$ 1,000,000	\$ 1,000,000	
Right of Way Subtotal					\$ 2,600,000
Subtotal "Hard Costs"					\$ 25,520,000
Cost Escalation (5% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2021)			\$ 25,520,000	\$ 7,060,000	\$ 32,600,000
Soft Costs²	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (12%)	1	LS	\$ 2,751,000	\$ 2,751,000	
Final Design (10%)	1	LS	\$ 2,292,000	\$ 2,292,000	
Construction Administration (13%)	1	LS	\$ 2,980,000	\$ 2,980,000	
Construction Staking (2%)	1	LS	\$ 459,000	\$ 459,000	
R/W Engineering/Acquisition (10%)	1	LS	\$ 260,000	\$ 260,000	
Subtotal "Soft Costs"			\$ -		\$ 8,750,000
Grand Total					\$ 41,400,000

1. New Pavement cost includes roadway excavation cost.

2. Soft cost is percentage of Roadway and Structure Items (2016 dollars) except R/W Engineering which is 10% of R/W Items.

I-880 Industrial & Whipple Interchange Scoping Project**PLANNING LEVEL COST ESTIMATE****Location: I-880 / Whipple Road - Industrial Parkway SW****Alternative 3 - Replace UC Structure & Re-Align Whipple Road**

Segment Length: 0.8 Mile - From South Project Limit to Alquire Rd OH

NB I-880 Auxiliary Lane: Alvarado Niles Road On-Ramp to Whipple Rd Off-Ramp

Widen Ramps, Re-align Industrial Parkway SW to Whipple Rd Intersection

March 2016 Estimate

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	2	AC	\$ 10,000	\$ 20,000	
New Pavement - Mainline ¹	30,000	SF	\$ 13	\$ 390,000	
New Pavement - Ramp / Local Road ¹	156,000	SF	\$ 10	\$ 1,560,000	
Overlay	178,000	SF	\$ 1	\$ 178,000	
Sound Wall	-	LF		\$ -	
Retaining Wall	1,300	SF	\$ 90	\$ 117,000	
Barrier	800	LF	\$ 100	\$ 80,000	
Landscape/Irrigation	1	LS	\$ 296,000	\$ 296,000	
Ramp Metering	3	EA	\$ 100,000	\$ 300,000	
OH Sign	2	EA	\$ 250,000	\$ 500,000	
Street Lighting	1	LS	\$ 100,000	\$ 100,000	
Traffic Control	1	LS	\$ 532,000	\$ 532,000	
Storm Drain	1	LS	\$ 394,000	\$ 394,000	
WPC / Treatment	1	LS	\$ 237,000	\$ 237,000	
Minor & Misc. Items (15%)	1	LS	\$ 706,000	\$ 706,000	
Roadway Additions (10%)	1	LS	\$ 541,000	\$ 541,000	
Mobilization (10%)	1	LS	\$ 541,000	\$ 541,000	
Contingency (25%)	1	LS	\$ 1,353,000	\$ 1,353,000	
Roadway Subtotal					\$ 7,850,000
Structure Items:	Quantity	Unit	Unit Cost	Item Total	Total
Structure Whipple Rd UC	50,000	SF	\$ 300	\$ 15,000,000	
Structure Demolition	50,000	SF	\$ 15	\$ 750,000	
Structure Subtotal					\$ 15,750,000
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	16,000	SF	\$ 100	\$ 1,600,000	
Utility Relocation (Est)	1	LS	\$ 200,000	\$ 200,000	
Environmental Mitigation (Est)	1	LS	\$ 1,000,000	\$ 1,000,000	
Right of Way Subtotal					\$ 2,800,000
Subtotal "Hard Costs"					\$ 26,400,000
Cost Escalation (5% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2021)			\$ 26,400,000	\$ 7,300,000	\$ 33,700,000
Soft Costs²	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (12%)	1	LS	\$ 2,832,000	\$ 2,832,000	
Final Design (10%)	1	LS	\$ 2,360,000	\$ 2,360,000	
Construction Administration (13%)	1	LS	\$ 3,068,000	\$ 3,068,000	
Construction Staking (2%)	1	LS	\$ 472,000	\$ 472,000	
R/W Engineering/Acquisition (10%)	1	LS	\$ 280,000	\$ 280,000	
Subtotal "Soft Costs"					\$ 9,020,000
Grand Total					\$ 42,800,000

1. New Pavement cost includes roadway excavation cost.

2. Soft cost is percentage of Roadway and Structure Items (2016 dollars) except R/W Engineering which is 10% of R/W Items.

I-880 Industrial & Whipple Interchange Scoping Project**PLANNING LEVEL COST ESTIMATE****Location: I-880 / Industrial Parkway West****Alternative 1 - Modify Existing Interchange**

Segment Length: 0.9 Mile - From North Project Limit to Alquire Rd OH

NB & SB I-880: Auxiliary Lane from Industrial Pkwy West OC to Whipple Rd UC

SB I-880: Ward Creek Bridge Widening

March 2016 Estimate

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	5	AC	\$ 10,000	\$ 50,000	
New Pavement - Mainline ¹	71,000	SF	\$ 13	\$ 923,000	
New Pavement - Ramp / Local Road ¹	68,300	SF	\$ 10	\$ 683,000	
Overlay	137,000	SF	\$ 1	\$ 137,000	
Sound Wall		LF		\$ -	
Retaining Wall	12,000	SF	\$ 90	\$ 1,080,000	
Barrier	3,100	LF	\$ 100	\$ 310,000	
Landscape/Irrigation	1	LS	\$ 249,000	\$ 249,000	
Ramp Metering	1	EA	\$ 100,000	\$ 100,000	
OH Sign	2	EA	\$ 250,000	\$ 500,000	
Street Lighting	1	LS	\$ 50,000	\$ 50,000	
Traffic Control	1	LS	\$ 613,000	\$ 613,000	
Storm Drain	1	LS	\$ 332,000	\$ 332,000	
WPC / Treatment	1	LS	\$ 199,000	\$ 199,000	
Minor & Misc. Items (15%)	1	LS	\$ 784,000	\$ 784,000	
Roadway Additions (10%)	1	LS	\$ 601,000	\$ 601,000	
Mobilization (10%)	1	LS	\$ 601,000	\$ 601,000	
Contingency (25%)	1	LS	\$ 1,503,000	\$ 1,503,000	
Roadway Subtotal					\$ 8,720,000
Structure Items:	Quantity	Unit	Unit Cost	Item Total	Total
Ward Creek Bridge Structure NB	14,700	SF	\$ 300	\$ 4,410,000	
Ward Creek Bridge Widening SB	4,500	SF	\$ 300	\$ 1,350,000	
Structure Demolition		SF		\$ -	
Structure Subtotal					\$ 5,760,000
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	42,000	SF	\$ 100	\$ 4,200,000	
Utility Relocation (Est)	1	LS	\$ 100,000	\$ 100,000	
Environmental Mitigation (Est)	1	LS	\$ 600,000	\$ 600,000	
Right of Way Subtotal					\$ 4,900,000
Subtotal "Hard Costs"					\$ 19,380,000
Cost Escalation (5% per year)			Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2021)			\$ 19,380,000	\$ 5,360,000	\$ 24,800,000
Soft Costs²	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (12%)	1	LS	\$ 1,738,000	\$ 1,738,000	
Final Design (10%)	1	LS	\$ 1,448,000	\$ 1,448,000	
Construction Administration (13%)	1	LS	\$ 1,883,000	\$ 1,883,000	
Construction Staking (2%)	1	LS	\$ 290,000	\$ 290,000	
R/W Engineering/Acquisition (10%)	1	LS	\$ 490,000	\$ 490,000	
Subtotal "Soft Costs"					\$ 5,850,000
Grand Total					\$ 30,700,000

1. New Pavement cost includes roadway excavation cost.

2. Soft cost is percentage of Roadway and Structure Items (2016 dollars) except R/W Engineering which is 10% of R/W Items.

I-880 Industrial & Whipple Interchange Scoping Project**PLANNING LEVEL COST ESTIMATE****Location: I-880 / Industrial Parkway West****Alternative 2 - Tight Diamond (L-1)**

Segment Length: 0.9 Mile - From North Project Limit to Alquire Rd OH

NB & SB I-880: Auxiliary Lane from Industrial Pkwy West OC to Whipple Rd UC

SB I-880: Ward Creek Bridge Widening

March 2016 Estimate

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	9	AC	\$ 10,000	\$ 90,000	
New Pavement - Mainline ¹	71,300	SF	\$ 13	\$ 927,000	
New Pavement - Ramp / Local Road ¹	233,000	SF	\$ 10	\$ 2,330,000	
Overlay	-	SF	\$ 1	\$ -	
Sound Wall	-	LF		\$ -	
Retaining Wall	3,000	SF	\$ 90	\$ 270,000	
Barrier	4,600	LF	\$ 100	\$ 460,000	
Landscape/Irrigation	1	LS	\$ 503,000	\$ 503,000	
Ramp Metering	2	EA	\$ 100,000	\$ 200,000	
OH Sign	3	EA	\$ 250,000	\$ 750,000	
Street Lighting	1	LS	\$ 100,000	\$ 100,000	
Traffic Control	1	LS	\$ 845,000	\$ 845,000	
Storm Drain	1	LS	\$ 670,000	\$ 670,000	
WPC / Treatment	1	LS	\$ 402,000	\$ 402,000	
Minor & Misc. Items (15%)	1	LS	\$ 1,133,000	\$ 1,133,000	
Roadway Additions (10%)	1	LS	\$ 868,000	\$ 868,000	
Mobilization (10%)	1	LS	\$ 868,000	\$ 868,000	
Contingency (25%)	1	LS	\$ 2,170,000	\$ 2,170,000	
Roadway Subtotal					\$ 12,590,000
Structure Items:	Quantity	Unit	Unit Cost	Item Total	Total
Industrial Park OC	60,000	SF	\$ 300	\$ 18,000,000	
Ward Creek Bridge NB Off-Ramp	38,000	SF	\$ 300	\$ 11,400,000	
Ward Creek Bridge SB Widening	4,300	SF	\$ 300	\$ 1,290,000	
Structure Demolition Industrial OC	28,500	SF	\$ 15	\$ 428,000	
Structure Subtotal					\$ 31,120,000
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	73,000	SF	\$ 100	\$ 7,300,000	
Utility Relocation (Est)	1	LS	\$ 200,000	\$ 200,000	
Environmental Mitigation (Est)	1	LS	\$ 1,800,000	\$ 1,800,000	
Right of Way Subtotal					\$ 9,300,000
Subtotal "Hard Costs"					\$ 53,010,000
Cost Escalation (5% per year)			Subtotal "Hard Costs"	Escalation	
Future Costs (Year 2021)			\$ 53,010,000	\$ 14,650,000	\$ 67,700,000
Soft Costs²	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (12%)	1	LS	\$ 5,246,000	\$ 5,246,000	
Final Design (10%)	1	LS	\$ 4,371,000	\$ 4,371,000	
Construction Administration (13%)	1	LS	\$ 5,683,000	\$ 5,683,000	
Construction Staking (2%)	1	LS	\$ 875,000	\$ 875,000	
R/W Engineering/Acquisition (10%)	1	LS	\$ 930,000	\$ 930,000	\$ 17,110,000
Grand Total					\$ 84,900,000

1. New Pavement cost includes roadway excavation cost.

2. Soft cost is percentage of Roadway and Structure Items (2016 dollars) except R/W Engineering which is 10% of R/W Items.

I-880 Industrial & Whipple Interchange Scoping Project**PLANNING LEVEL COST ESTIMATE****Location: I-880 / Industrial Parkway West****Alternative 3 - NB Tight Diamond & SB Partial Cloverleaf**

Segment Length: 0.9 Mile - From North Project Limit to Alquire Rd OH

NB & SB I-880: Auxiliary Lane from Industrial Pkwy West OC to Whipple Rd UC

SB I-880: Ward Creek Bridge Widening

March 2016 Estimate

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	10	AC	\$ 10,000	\$ 100,000	
New Pavement - Mainline ¹	77,600	SF	\$ 13	\$ 1,009,000	
New Pavement - Ramp / Local Road ¹	249,000	SF	\$ 10	\$ 2,490,000	
Overlay	33,000	SF	\$ 1	\$ 33,000	
Sound Wall	-	LF		\$ -	
Retaining Wall	7,400	SF	\$ 90	\$ 666,000	
Barrier	4,600	LF	\$ 100	\$ 460,000	
Landscape/Irrigation	1	LS	\$ 540,000	\$ 540,000	
Ramp Metering	3	EA	\$ 100,000	\$ 300,000	
OH Sign	3	EA	\$ 250,000	\$ 750,000	
Street Lighting	1	LS	\$ 100,000	\$ 100,000	
Traffic Control	1	LS	\$ 968,000	\$ 968,000	
Storm Drain	1	LS	\$ 720,000	\$ 720,000	
WPC / Treatment	1	LS	\$ 432,000	\$ 432,000	
Minor & Misc. Items (15%)	1	LS	\$ 1,286,000	\$ 1,286,000	
Roadway Additions (10%)	1	LS	\$ 986,000	\$ 986,000	
Mobilization (10%)	1	LS	\$ 986,000	\$ 986,000	
Contingency (25%)	1	LS	\$ 2,464,000	\$ 2,464,000	
Roadway Subtotal					\$ 14,290,000
Structure Items:	Quantity	Unit	Unit Cost	Item Total	Total
Industrial Park OC	60,000	SF	\$ 300	\$ 18,000,000	
Ward Creek Bridge NB Off-Ramp	38,000	SF	\$ 300	\$ 11,400,000	
Ward Creek Bridge SB Widening	4,630	SF	\$ 300	\$ 1,389,000	
Structure Demolition Industrial OC	28,500	SF	\$ 15	\$ 428,000	
Structure Subtotal					\$ 31,220,000
Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	70,000	SF	\$ 100	\$ 7,000,000	
Utility Relocation (Est)	1	LS	\$ 200,000	\$ 200,000	
Environmental Mitigation (Est)	1	LS	\$ 1,900,000	\$ 1,900,000	
Right of Way Subtotal					\$ 9,100,000
Subtotal "Hard Costs"					\$ 54,610,000
Cost Escalation (5% per year)			Subtotal "Hard Costs" Escalation		
Future Costs (Year 2021)			\$ 54,610,000	\$ 15,090,000	\$ 69,700,000
Soft Costs²	Quantity	Unit	1715000	Item Total	Total
Preliminary Eng/Envir (12%)	1	LS	\$ 5,462,000	\$ 5,462,000	
Final Design (10%)	1	LS	\$ 4,551,000	\$ 4,551,000	
Construction Administration (13%)	1	LS	\$ 5,917,000	\$ 5,917,000	
Construction Staking (2%)	1	LS	\$ 911,000	\$ 911,000	
R/W Engineering/Acquisition (10%)	1	LS	\$ 910,000	\$ 910,000	\$ 17,760,000
Grand Total					\$ 87,500,000

1. New Pavement cost includes roadway excavation cost.

2. Soft cost is percentage of Roadway and Structure Items (2016 dollars) except R/W Engineering which is 10% of R/W Items.

ATTACHMENT D
ENVIRONMENTAL SCREENING MEMO



March 3, 2016

Sasha Dansky
Mark Thomas & Company, Inc.
3000 Oak Road, Suite 650
Walnut Creek, CA 94597

Via Email: sdansky@markthomas.com

Subject: Constraints summary for I-880 interchange improvements at Industrial Parkway and Whipple Road

Dear Sasha,

Below is a summary of the environmental constraints that should be considered when reviewing preliminary concepts for I-880 interchange improvements at Industrial Parkway and Whipple Road.

Biology

The Don Edwards San Francisco Bay National Wildlife Refuge and Eden Landing Ecological Reserve are located approximately 2 miles west of I-880. The refuge/preserve areas consist of over 10,000 acres of restored salt ponds, adjacent diked marshes, and transitional areas to uplands that are managed for resident and migratory waterbirds and tidal marsh habitats and species. Tidal marsh habitat also acts as a significant nursery habitat for species of anadromous fish such as salmon and steelhead. Because of the refuge/preserve areas' relatively close location to I-880, the California Natural Diversity Database (CNDDDB) listed a substantial number of rare plants and animals with the potential to occur at the Industrial Parkway and Whipple Road interchange areas. However, CNDDDB list is drawn from a larger USGS quadrangle search, and does not account for the actual developed conditions of the immediate interchange areas. Given the existing freeway corridor and urban character of the land uses surrounding interchanges, it is unlikely special-status plant or wildlife species would be affected by the proposed improvements, with the exception of protected fish species in Ward Creek. Preparation of the appropriate biological habitat assessments and field surveys would be required in order to formally eliminate the potential for special status species to occur in the interchange areas.

Industrial Parkway

Because Ward Creek connects with the nearby refuge/preserve areas, there is a high potential for special-status fish species to occur in the segment of the creek that passes under the Industrial Parkway interchange. The following federal and state consultation and certification processes may be required for the Industrial Parkway interchange improvements:

- Sections 401 and 404 of the Federal Clean Water Act (CWA): Ramp alignments with work within Ward Creek would require coordination for CWA Section 401 Certification and CWA Section 404 Permit for impacts to waters of the U.S.
- Section 1602 of the California Fish and Game Code: Ramp alignments with work within Ward Creek would require coordination with the California Department of Fish and Wildlife (CDFW) should the improvements substantially divert, obstruct, or change the natural flow of a river, stream, or lake; substantially change the bed, channel, or bank of a river, stream, or lake; or use material from a streambed.



- Section 7 of the Federal Endangered Species Act (FESA): If federally protected fish species are located within Ward Creek, the Industrial Way ramp improvements would require Section 7 interagency consultation to ensure compliance with the FESA.
- California Endangered Species Act (CESA): If state protected fish species are located within Ward Creek, the Industrial Parkway ramp improvements may require an incidental take permit (ITP) from the CDFW. Impacts requiring an ITP could include direct impacts to the stream bed (i.e. ramp structures placed within the creek) or indirect effects from the shading that would be created by new ramp structures.

In addition to the consultation and certification requirements, there may be seasonal construction restrictions and/or preconstruction survey requirements for special-status bat and bird species using the existing trees as roosting/nesting habitat.

Whipple Road

The Whipple Road interchange area does not contain any waterways that would present the need for resource agency consultation and certification requirements. At most, there may be seasonal construction restrictions and/or preconstruction survey requirements for special-status bat and bird species using the existing trees as roosting/nesting habitat.

Hazardous Materials Releases

Industrial Parkway

Based on a review of the California State Water Resources Control Board Geotracker database, there is only one documented hazardous material release site to the southwest (downgradient) of the I-880/Industrial Parkway interchange. It is unlikely that groundwater contamination exists in this interchange area or would be encountered during construction.

Whipple Road

Based on a review of the California State Water Resources Control Board Geotracker database, nearly all of the properties surrounding the I-880 loop ramps at Whipple Road are listed as unauthorized hazardous materials release sites. Groundwater contamination from these sites is likely to be present under the existing interchange infrastructure and will need to be properly handled and/or disposed of if encountered during construction.

Community Impacts/Sensitive Receptors

Industrial Parkway

The Spanish Ranch Mobile Home Park is located immediately north of the of the northbound I-880 on-ramp from Industrial Parkway and likely qualifies as an environmental justice community (low income/minority). The existing sound wall between northbound I-880 traffic and these residences does not extend the entire length of the property fronting Industrial Parkway. As such, any interchange improvements that realign traffic on Industrial Parkway to the north, towards the mobile home park, could pose localized noise impacts to this community. These residences would also be sensitive to the visual changes of elevating the Industrial Parkway overcrossing structure.

Whipple Road

The Central Park West mobile home park is located immediately to the southeast of the northbound I-880 off-ramp to Whipple Road, and likely qualifies as an environmental justice community (low income/minority). A sound wall extends the entire length of this community, between northbound I-880 traffic and the



residences. Preliminary concepts for the Whipple Road interchange improvements would not extend beyond this existing sound wall. As such, localized noise impacts to this community are not expected to be of concern.

There is a community garden located immediately north of the Central Park West mobile home park that is not protected by any barriers or sound walls. Any interchange improvements that realign the northbound I-880 off-ramp to Whipple Road to the east, towards the mobile home park, could pose localized noise impacts to this community garden.

Cultural Resources

Native soils in the interchange areas have a high potential for discovering unrecorded archaeological resources. As such, there is a high likelihood of identifying subsurface archaeological resources for proposed improvements that would be constructed in areas not previously disturbed by the construction of the existing freeway infrastructure. A literature review, field survey, and consultation with Native Americans (pursuant to AB 52 and Section 106 of the NHPA) would be appropriate next steps to identify and address both potential archaeological and historic architectural resources. There are no conditions or risks specific to one of the interchanges; the likelihood of encountering cultural resources is the same for both areas.

The Circlepoint team thanks you for this opportunity. Please do not hesitate to contact me with any questions regarding this constraints summary. The best number to reach me is (510) 285-6733 or via email at j.gallerani@circlepoint.com.

Sincerely,

A handwritten signature in black ink that reads "Jennifer Marquez". The signature is fluid and cursive, with the first name being more prominent.

Jennifer Gallerani Marquez
Project Manager

ATTACHMENT E
TRAFFIC OPERATIONS ASSESSMENT


KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

155 Grand Avenue, Suite 900, Oakland, CA 94612 P 510.839.1742 F 510.839.0871

TECHNICAL MEMORANDUM

I-880/Whipple/Industrial Interchange Feasibility

Operations Evaluation

Date:	March 8, 2016	Project #: 19816
To:	Sasha Dansky, Mark Thomas & Company	
From:	Chirag Safi, Brian Ray, Kittelson & Associates	
cc:	File	

This memorandum summarizes the operations evaluation for project alternatives developed by Mark Thomas & Company at the Whipple Road and Industrial Parkway interchanges with I-880. The memorandum describes existing conditions based on year 2013-2015 traffic data from recently completed traffic studies. The memo summarizes the operational considerations for three alternatives for each interchange.

EXISTING OPERATIONS

Industrial Parkway Interchange

In general, the I-880/Industrial Parkway ramp intersections currently operate at or below capacity, with a few individual movement experiencing moderate delays and queues during the commuters AM and PM peak hours.

Whipple Road Interchange

In general, the I-880/Whipple Road ramp intersections currently operate at or over capacity, with a few individual movements experiencing high delays and long queues during the commuters AM and PM peak hours.

Northbound Ramp Terminal Intersection: The northbound left-turn and eastbound left-turn movements at the northbound ramp intersection operate over capacity. Field observations indicate that the queues for the northbound off-ramp approach at Whipple Road occasionally extend to the mainline.

Southbound Ramp Terminal Intersection: Field observations indicate that vehicular queues at the northbound left-turn and southbound left-turn movements exceed storage capacity and therefore experience delays.

FORECAST TRAFFIC TRENDS

City of Hayward Circulation Element (adopted on July 1, 2014) projected that operations at the Industrial Parkway southbound ramp intersection would degrade substantially during AM and PM peak hours in the 2035 conditions. Critical movements that experience increased delays and queues would be southbound right-turn, southbound left-turn, westbound through and eastbound left-turn.

At the Whipple Road Interchange, traffic volumes are forecast to grow and the traffic operations at this interchange will worsen. Motorists are likely to divert to other routes, such as Alvarado-Niles Road, Industrial Parkway, Union City Boulevard to avoid congestion.

Table 1 illustrates preliminary traffic forecasts, along with existing volumes at the I-880 ramps.

Table 1. Existing and Forecast Traffic Volumes

I-880 Direction	Interchange	Ramp	Existing Volumes		2035 Volumes with Industrial Off-Ramp	
			AM	PM	AM	PM
Northbound	Whipple Rd	Diag Off	1240	1050	1,140	1,030
		Loop On	190	240	300	350
		Diag On	300	240	640	500
	Industrial Pkwy	Diag Off	NA	NA	1,210	1,020
		Diag On	620	690	980	1,080
Southbound	Industrial Pkwy	Diag Off	1020	680	1,260	950
		Loop On	350	520	620	890
	Whipple Rd	Loop Off	620	710	1,190	1,400
		Diag On	540	970	700	1,500

ALTERNATIVES

A summary of qualitative operational evaluation is provided below for each alternative. More refined travel demand forecasts and detail operations analysis will be used in the subsequent project phases to verify adequacy of the proposed geometrics and to inform the geometric elements at this interchange, including length of turn bays.

Industrial Parkway

Forecast volumes for all three alternatives would be accommodated by one-lane entry and exit with I-880.

Alternative 1

The following describes the anticipated operational effect of various design treatments:

- Adding a new northbound off-ramp at Industrial Parkway will increase traffic volumes traversing. A portion of this growth can be attributed to traffic diversion from elsewhere in City of Hayward. Some diversions would occur between I-880 northbound and Industrial Parkway West, and I-880 northbound and Hesperian Boulevard or Industrial Parkway North.
- On the northbound off-ramp approach, two left-turn lanes and a right-turn lane would provide sufficient capacity to accommodate the forecast volumes. This alternative will provide additional capacity to the critical movements at the southbound ramp intersection: westbound left-turn, and southbound left-turn and right-turn. These intersection modifications are expected to improve traffic operations by reducing delays and queue spillbacks.

Alternative 2

Similar to Alternative 1, traffic volumes traversing through this interchange are expected to grow by adding a northbound off-ramp at Industrial Parkway. A further study will be required to check whether the vehicular queues would be accommodated between northbound and southbound ramp intersections, and southbound ramp intersection and Stratford Road.

The following describes the anticipated operational effect of various design treatments:

- On the northbound off-ramp approach, two left-turn lanes and a right-turn lane would provide sufficient capacity to accommodate the forecast volumes.
- This alternative will provide additional capacity to the critical movements at the southbound ramp intersections: westbound and eastbound Industrial to southbound I-880, and southbound left-turn and right-turn. These intersection modifications are expected to improve traffic operations by reducing delays and queue spillbacks.
- Providing a diagonal on-ramp and westbound dual left-turn lanes would allow forecast volumes to be accommodated.

Alternative 3

Similar to Alternative 1 and 2, traffic volumes traversing through this interchange are expected to grow significantly due to addition of new northbound off-ramp at Industrial Parkway. A further study will be required to check whether the vehicular queues would be accommodated between

northbound and southbound ramp intersections, and southbound ramp intersection and Stratford Road.

The following describes the anticipated operational effect of various design treatments:

- On the northbound off-ramp approach, two left-turn lanes and a right-turn lane would provide sufficient capacity to accommodate the forecast volumes.
- This alternative will provide additional capacity to the critical movements at the southbound ramp intersection: westbound Industrial to southbound I-880, and southbound left-turn and right-turn. These intersection modifications are expected to improve traffic operations by reducing delays and queue spillbacks.

Whipple Road

Forecast volumes for all three alternatives would be accommodated by one-lane entry and exit with I-880, except for the northbound off-ramp where a two-lane exit would be warranted.

Alternative 1

The following describes the anticipated operational effect of various design treatments:

- This alternative will add capacity to critical movements at the northbound ramp intersection: northbound off-ramp approach, westbound left-turn and southbound left-turn. With these improvements, vehicular operations would improve; however, vehicular queues on the westbound approach could continue to spillback into the upstream intersection.
- Adequacy of turn bay storage and intersection spacing would need to be further studied with quantitative operations analysis.
- Minor improvements proposed at the southbound ramp intersection would improve pedestrian circulation, without negatively affecting vehicular operations.

Alternative 2

In addition to the improvements featured in Alternative 1, Alternative 2 will provide additional storage capacity between northbound and southbound ramp intersections in both directions.

The following describes the anticipated operational effect of various design treatments:

- With these improvements, vehicular operations would improve, and queues are likely to be accommodated between ramp intersections.
- Adequacy of turn bay storage and intersection spacing would need to be further studied with quantitative operations analysis.
- At the southbound ramp intersection, an additional eastbound through lane would reduce through lane queues from blocking turn bays.

Alternative 3

The following describes the anticipated operational effect of various design treatments:

- By transforming critical turning movements, i.e. westbound left-turns and southbound right-turns as through movements, this alternative would reduce queuing issues resulting at the northbound ramp intersection.
- Queues between the ramp intersections are likely to be accommodated within the storage.
- Adequacy of lane configuration on Whipple Avenue and traffic flows will need to be studied further with quantitative operations analysis.
- Signal timings and phasing would need careful consideration to avoid conflicts and achieve desired operations.

SUMMARY

- Existing operational deficiencies prevail at the I-880 ramp intersections with Whipple Road.
- Forecast traffic is going to exacerbate operational performance at both interchanges.
- The improvement alternatives appear to have significant operational benefits.
- The operational assessment is highly preliminary and additional work will be required to be more definitive.
- An assessment of pedestrian and bicycle activities and facilities would be needed in the subsequent project phases.
- An assessment of affected transit services would be needed in the subsequent project phases.
- Future efforts shall include more detailed forecasting, operational analyses, and possibly microsimulation encompassing larger study area.



CITY OF HAYWARD

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

File #: LB 18-014

DATE: April 24, 2018

TO: Mayor and City Council

FROM: Interim Director of Public Works

SUBJECT

Downtown Parking Study: Adoption of the Downtown Parking Management Plan and Professional Services Agreement with CDM Smith, Inc.

RECOMMENDATION

That Council adopts the Downtown Parking Management Plan and the attached resolution authorizing the City Manager to execute a Professional Services Agreement with CDM Smith, Inc., for the services that were provided to update the Parking Management Plan.

SUMMARY

The Downtown Parking Management Plan provides strategy recommendations to efficiently utilize the parking supply in Downtown Hayward. The draft plan initially presented to Council for review at a work session on February 27, 2018, is now being presented for formal adoption. The key components of the draft plan reviewed by Council include parking time restrictions, permits for residents and employers/employees, and enforcement strategies.

Secondly, CDM Smith, Inc., (CDM), the consultant for the Downtown Parking Management Plan, has provided additional services in the amount of \$20,000. These additional services were requested by the City's internal parking working group (comprised of the members of the City Manager's office, Maintenance Services Department, Public Works, and Economic Development Department), and were not within the scope of the original contract. Furthermore, the original contract with CDM expired, requiring Council approval, for a new Professional Services Agreement to compensate for their services.

ATTACHMENTS

- | | |
|----------------|---|
| Attachment I | Staff Report |
| Attachment II | Resolution - PSA with CDM |
| Attachment III | Resolution - Adoption of Downtown Parking Management Plan |
| Attachment IV | Downtown Parking Management Plan - Executive Summary |



DATE: April 24, 2018

TO: Mayor and City Council

FROM: Interim Director of Public Works

SUBJECT Downtown Parking Study: Adoption of the Downtown Parking Management Plan and Professional Services Agreement with CDM Smith, Inc.

RECOMMENDATION

That Council adopts the Downtown Parking Management Plan and the attached resolution, authorizing the City Manager to execute a Professional Services Agreement with CDM Smith, Inc., for the services that were provided to update the Parking Management Plan.

SUMMARY

The Downtown Parking Management Plan provides strategy recommendations to efficiently utilize the parking supply in Downtown Hayward. The draft plan initially presented to Council for review at a work session on February 27, 2018, is now being presented for formal adoption. The key components of the draft plan reviewed by Council include parking time restrictions, permits for residents and employers/employees, and enforcement strategies.

Secondly, CDM Smith, Inc., (CDM), the consultant for the Downtown Parking Management Plan, has provided additional services in the amount of \$20,000. These additional services were requested by the City's internal parking working group (comprised of the members of the City Manager's office, Maintenance Services Department, Public Works, and Economic Development Department), and were not within the scope of the original contract. Furthermore, the original contract with CDM expired, requiring Council approval, for a new Professional Services Agreement to compensate for their services.

BACKGROUND

In fall of 2014, BART began the implementation of paid parking at the Hayward BART station. In response, pursuant to Council direction, staff implemented "interim parking strategies" to mitigate potential impacts to the downtown parking supply. In addition to the interim strategies, long-term, comprehensive parking policies were deemed critical to the growth and development of the Downtown area.

The consulting firm, CDM Smith, Inc. (CDM), was retained, and tasked with conducting a more focused analysis of parking supply and demand in Downtown Hayward. The goal was to develop a Downtown Parking Management Plan with long-term policies and regulations

to improve parking demand in the Downtown area. The proposed plan would protect the valuable City-provided downtown parking resources from day-long use by BART patrons, and other private park-and-ride users who do not contribute to the economic vitality of the Downtown.

The draft Downtown Parking Management Plan was presented to both the Council Infrastructure Committee (CIC) and full Council at a work session in February 2018 for feedback and recommendations. Both the CIC and Council endorsed the proposed strategies with some suggested revisions. The Plan also outlined capital needs, operating costs, staffing needs, and anticipated revenues associated with its implementation and coordinated enforcement efforts.

DISCUSSION

Staff proposes that the CIC and Council incorporate the following key components into the final Downtown Parking Management Plan for formal adoption.

1. Parking Time Restrictions

Time restrictions are effective in shifting the parking demand from overutilized on-street facilities to off-street facilities, and increasing turnover in high demand areas. The following strategies and recommendations were developed for on-street and off-street facilities. It should be noted that individuals displaying valid disabled persons parking placards are exempt from time restrictions.

On-Street Restrictions

- **One-hour parking:** One-hour parking restrictions are recommended on B Street and Main Street to increase turnover in the Downtown commercial area where parking is in high demand.
- **Two-hour parking:** Two-hour parking restrictions are recommended along A Street, Watkins Street, C Street, Montgomery Avenue in Downtown core, and on B Street and Grand Street west of the BART station to accommodate high parking demand from the mixed residential and commercial land uses.
- **Four-hour parking:** Four-hour parking restrictions are recommended in the residential area west of Grand Street to discourage BART patron parking.

Off-Street Restrictions

- **Four-hour parking:** Four-hour parking restrictions are recommended in all Muni lots to simplify the current complex system.

2. Permit Parking Policy

Permit parking programs are effective parking demand management tools that ensure efficient use of the City's limited public parking resources. Parking permits can be used to manage parking demand by directing users into the most appropriate spaces. Two types of permits are proposed:

Residential Parking Permits: Residents who choose to participate in the proposed Residential Preferential Parking Permit Program will not be subject to on-street time restrictions implemented as part of the Downtown Parking Management Plan. They will, however, need to adhere to the typical parking regulations (i.e., 72-hour limit, no parking in front of fire hydrants) applicable to any on-street public parking space. The objective is to protect on-street parking in residential zones from intrusion by BART patrons.

Proposed Pricing and Quantity:

- First permit free for first year, second permit \$50 per year
- Limit of two permits per household
- Guest permits – 5-day limit - \$5.00 per permit

Because Hayward has taken the initiative to implement the Downtown RPP zone, the CIC recommended that the first permit offered be free of charge for the first year. The number of permits per household are limited to discourage multiple vehicle ownership in the Downtown, which is a transit-oriented development environment.

Business Parking Permits: Downtown Hayward businesses who choose to participate in the new Business Parking Permit program will not be subject to time restrictions in off-street facilities and designated zones to the west of BART station. They will, however, need to adhere to the typical parking regulations (i.e., 72-hour limit, no parking in front of fire hydrants) applicable to any on-street public parking space. The objective is to shift employee parking away from highly utilized on-street parking spaces adjacent to retail establishments into off-street facilities, and designated zones to the west of the BART station.

Proposed Pricing and Quantity:

- \$50 per year per permit
- Limit of 20 permits per business

Currently, out of 71 Downtown employers, only 11 have more than 20 employees. These employers typically have their own off-street parking facilities, and do not need parking permits.

3. Enforcement

Enhanced enforcement efforts aided by new technology and adequate staffing is a necessary component of a successful parking management system.

Technology: At the February 27, 2018 Council meeting, Council discussed the option of purchasing an enforcement vehicle accommodated with License Plate Recognition (LPR) equipment or retrofitting an existing vehicle with LPR equipment during the initial year. Staff research indicated that the existing vehicles are not suitable to be retrofitted with LPR. The LPR system would enhance enforcement efforts by replacing the conventional “chalking the tire” method.

Staffing: At the February 27, 2018 Council meeting, Council discussed the option to evaluate the efficiency of the new equipment before recommending any additional personnel or purchasing a second enforcement vehicle.

4. Wayfinding

A coordinated wayfinding system, better directional signage, and signs identifying parking lots and structures would improve the use of the off-street parking. Council determined that this was an important issue to be addressed and recommended expeditiously prioritizing and funding the installation of wayfinding signs.

ECONOMIC IMPACT

The Downtown Parking Management Plan, if approved, will provide an opportunity for residents and businesses in the Downtown to purchase permits allowing unrestricted parking in designated zones. Based on Council’s recommendations, the cost will be \$50 per year, per permit for both residents and businesses. The proposed plan will support and enhance the Downtown as a place where local employees, customers, residents, and visitors can find convenient parking to suit their specific needs, while they are spending time in the area.

FISCAL IMPACT

Regarding the downtown parking management plan, Council recommended the RPP implementation, wayfinding signage installation, and purchase of one LPR vehicle with related technology occur in FY 2018-19. The estimated capital expense of \$120,000, includes Downtown Hayward RPP implementation costs (\$25,000), one LPR equipped vehicle (\$80,000), and a Wayfinding Signage program (\$15,000). Funding for a portion of these expenses was appropriated as part of the FY 2018 CIP, however, funding to cover the cost of the purchase of the LPR equipped vehicle has not been identified. If the plan is approved by Council, staff will return for an appropriation to purchase the equipment and fund start-up costs. None of the costs in this portion of the plan are considered ongoing.

Regarding the CDM Professional Services Agreement, a new \$20,000 contract with CDM is necessary to complete the current scope of work. Additional allocation and authorization are not required to complete this action. No additional funds are necessary as there are adequate funds to cover the increased contract amount in the current adopted budget.

By way of background, the original contract with CDM authorized by Council on April 14, 2015, was for an amount not-to-exceed \$85,000. Council authorized a contract amendment to add an additional \$40,000 to evaluate the implementation of parking management, and the feasibility of an enforcement program in November 2016.

In January 2018, the City's internal parking working group reviewed the proposed parking management plan, and recommended updating the parking occupancy analysis with recent data and presenting to the CIC. These recommendations were not within the scope of the original contract, and required additional services in the amount of \$20,000. Furthermore, the original contract expired, and could not be amended to compensate for the additional services. As such, a Council resolution is required to execute a new \$20,000 contract with CDM.

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets initiative is to build streets that are safe, comfortable, and convenient for everyone regardless of age or ability, including motorists, pedestrians, bicyclists and public transportation riders. This item supports the following goal and objective:

Goal 2: Provide Complete Streets that balance the diverse needs of users of the public right-of-way.

Objective 1: Increase walking, biking, transit usage, carpooling, and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes.

This agenda item also supports the Complete Communities Strategic Initiative. The purpose of the Complete Communities initiative is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work, and play for all. This item supports the following goal and objective:

Goal 1: Improve quality of life for residents, business owners, and community members in all Hayward neighborhoods.

Objective 4: Create resilient and sustainable neighborhoods.

SUSTAINABILITY FEATURES

The proposed Downtown Parking Management Plan supports sustainability and mobility goals identified in the City's 2040 General Plan. The plan proposes policies to efficiently manage public parking in the Downtown. The recommended Residential and Business Permit Parking Programs would minimize the adverse effects of spill over parking from BART patrons. The proposed policies will also discourage multiple vehicle ownership in Downtown, which is a transit-oriented zone. Transit-oriented development is a key strategy for reducing greenhouse gas emissions in Hayward. Staff will evaluate the needs of an enforcement vehicle, and explore the option of buying an electric vehicle to reduce emissions. The plan particularly supports the following goals and policies:

Goal M-9: Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

Policy M-9.5: Identify Parking Deficiencies and Conflicts.

PUBLIC CONTACT

Staff presented results of the preliminary parking analysis, related to the then recent BART action on charging for parking, to the Council Economic Development Committee (CEDC) on April 6, 2015.

In October 2016, staff solicited comments from visitors to the Downtown area via surveys; 134 surveys were completed. To complement this effort, a more detailed survey was posted on-line on the City's website, Facebook page, Nextdoor, and sent via e-mail. Approximately 840 on-line surveys were completed.

In summer of 2017, staff also interviewed Downtown merchants and residents who lived near the Hayward BART station.

Staff presented the recommendations to the CIC on January 24, 2018, the Chamber's Government Relations Council (GRC) on February 2, 2018, full Council on February 27, 2018, and United Merchants of Downtown Hayward on April 2, 2018.

During the outreach efforts, the majority of residents and merchants indicated support for the proposed parking management strategies. A few respondents were satisfied with existing policies and did not believe that there was a need for a new Downtown Parking Management Plan. Concerns were, however, expressed regarding the loss of free long-term employee parking in the Muni lots.

NEXT STEPS

If Council adopts the Plan, the proposed recommendations will be implemented in the Downtown study area as follows:

- In July, staff will provide a report to Council describing a specific plan for implementing the policies contained in the Plan.
- Staff will also present action items related to the revised permit-fee structure and any amendments to the Municipal Code, Traffic Code and Traffic Regulations necessitated by the adoption of the Plan.
- The impacts of the proposed recommendations will be evaluated and brought before the CIC and Council for further consideration one-year after implementation of the program.

Prepared by: Fred Kelley, Transportation Manager

Recommended by: Alex Ameri, Interim Director of Public Works

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 18-_____

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH CDM SMITH, INC., FOR PROFESSIONAL SERVICES FOR THE DOWNTOWN PARKING MANAGEMENT PLAN

WHEREAS the City entered into an agreement with CDM Smith on May 22, 2016 to provide professional services for the development of the Downtown Parking Management Plan; and

WHEREAS the City of Hayward's Downtown Parking Management Plan provides strategy recommendations to efficiently utilize the parking supply in Downtown Hayward; and

WHEREAS the City required additional services related to the development of the Downtown Parking Management Plan outside the scope of the original agreement with CDM Smith, which has since expired.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the City Manager is hereby authorized and directed to negotiate and execute an agreement with CDM Smith, Inc., for professional services for the Downtown Parking Management Plan, in an amount not-to-exceed \$20,000, in a form to be approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2018

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. 18-_____

Introduced by Council Member _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAYWARD ADOPTING THE DOWNTOWN PARKING MANAGEMENT PLAN

WHEREAS, in fall of 2014, pursuant to Council direction, staff implemented “interim parking strategies” to mitigate potential impacts to the downtown parking supply by implementation of paid parking at the Hayward BART station; and

WHEREAS, in addition to the interim strategies, long-term, comprehensive parking policies were deemed critical to the growth and development of the Downtown area; and

WHEREAS, the City retained consulting firm, CDM Smith, Inc. (CDM), to conduct a focused analysis of parking supply and demand in Downtown Hayward and develop a Downtown Parking Management Plan with long-term policies, and regulations to improve parking demand in the Downtown area; and

WHEREAS, the draft Downtown Parking Management Plan was presented to both the Council Infrastructure Committee (CIC) and full Council at a work session in February 2018 for feedback and recommendations, with both the CIC and Council endorsing the proposed strategies with some suggested revisions; and

WHEREAS, the City of Hayward’s Downtown Parking Management Plan provides strategy recommendations to efficiently utilize the parking supply in Downtown Hayward through a combination of parking time restrictions, permits for residents and employers/employees, and enforcement strategies.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Hayward that the Council hereby adopts the Downtown Parking Management Plan, as more specifically set forth in the accompanying staff report.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2018

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

DRAFT EXECUTIVE SUMMARY



Hayward Downtown and BART Station Area Parking Management Plan

January 2018



Executive Summary

In recent years Hayward’s Downtown area has entered a phase of transition. There has been significant new development with a focus on medium/high density residential projects coupled with commercial projects. New development projects are in the pipeline. At the same time BART instituted paid parking at the Hayward Station, which prompted concerns about parking intrusion by BART patrons into the residential and commercial areas around the station. Given these concerns the City of Hayward opted to prepare this parking management plan. This report summarizes the process used to develop the parking management strategy and plan for the Downtown and Hayward BART Station area and presents the results of the planning effort. It builds upon a previous report prepared for the City in 2015 entitled Hayward Downtown and Station Area Parking Analysis (CDM Smith, April 2015). That report provided an analysis of public parking space occupancy from August 2014 through February 2015. It addressed the utilization of both the public on-street parking and off-street parking in the various lots and structures owned and operated by the City in the Downtown and the nearby BART station area. This phase of the study builds on that analysis in order to provide strategies and recommendations for potential parking restriction and pricing policies.

Existing Parking Conditions

The study included a complete inventory or count of public on-street and off-street spaces (including the BART station parking) as well as a parking occupancy survey. Parking occupancy is the observed number of vehicles parked in a given area or facility at a given time.

As shown in **Table 1** the inventory survey totaled 4,905 parking spaces; this inventory includes 1,950 on-street spaces and 2,955 off-street spaces (14 surface lots and 3 structures).

Table 1 – Study Area Parking Inventory

Facility	Spaces
Off-Street	
City Hall Structure	405
Cinema Structure	245
BART Structure	1,241
Parking Lots	1,064
<i>Subtotal</i>	2,955
On-Street	
No Time Restriction	950
2-Hour Parking	505
4-Hour Park	413
90-Minute Parking	16
Other Restricted	66
<i>Subtotal</i>	1,950
Total	4,905

Parking occupancy peaks during the weekday midday, between 12 PM and 1 PM. **Figure 1** shows the occupancy observed at this peak time, in January of 2018, for all the on-street and public off-street parking in the study area.

Parking occupancy is particularly highest in the Downtown business core area along B Street from Montgomery Avenue to Main Street, on C Street from Grand Street to Myrtle Street, and on Montgomery Avenue from B Street to Smalley Avenue. Peak occupancies, here, typically exceed 85 percent.

Some other key findings include:

- Areas with the highest demand:
 - A Street from Myrtle Street to Alice Street
 - B Street from Main Street to Montgomery Avenue
 - C Street from Foothill Boulevard to Mission Boulevard and from Grand Street to Myrtle Street
 - Main Street from Smalley Avenue to B Street
 - Montgomery Avenue from Smalley Avenue to B Street
 - the medium density residential area southwest of the BART station area
- Peak period occupancy:
 - For all off-street facilities (not including BART station facilities) within the study area is 52 percent on weekdays (69 percent if including nearly 1,500 BART parking spaces)
 - BART Garage had the highest occupancy during the weekday peak period, followed by BART Lot, Lot 11, Lot 7, Five Flags Lot, City Hall Garage, and Lot 13
 - On-street parking is overutilized in the City Center focused on retail and office commercial, while off-street parking is largely available in the downtown
- Weekend occupancy (as shown in **Figure 2**):
 - Five Flags Lot exceeds a practical capacity of 85 percent during three consecutive time periods
 - Parking at off-street facilities (excluding BART station facilities) is 50 percent available (average) for three consecutive time periods (70 percent available [average] if including BART parking spaces)
 - On-street areas with high demand during the peak period include the south side of A Street from Filbert Street and Grand Street and B Street from Montgomery Avenue to Foothill Boulevard

Figure 1 – Peak Period (Weekday 12 PM) Parking Occupancy, January 2018

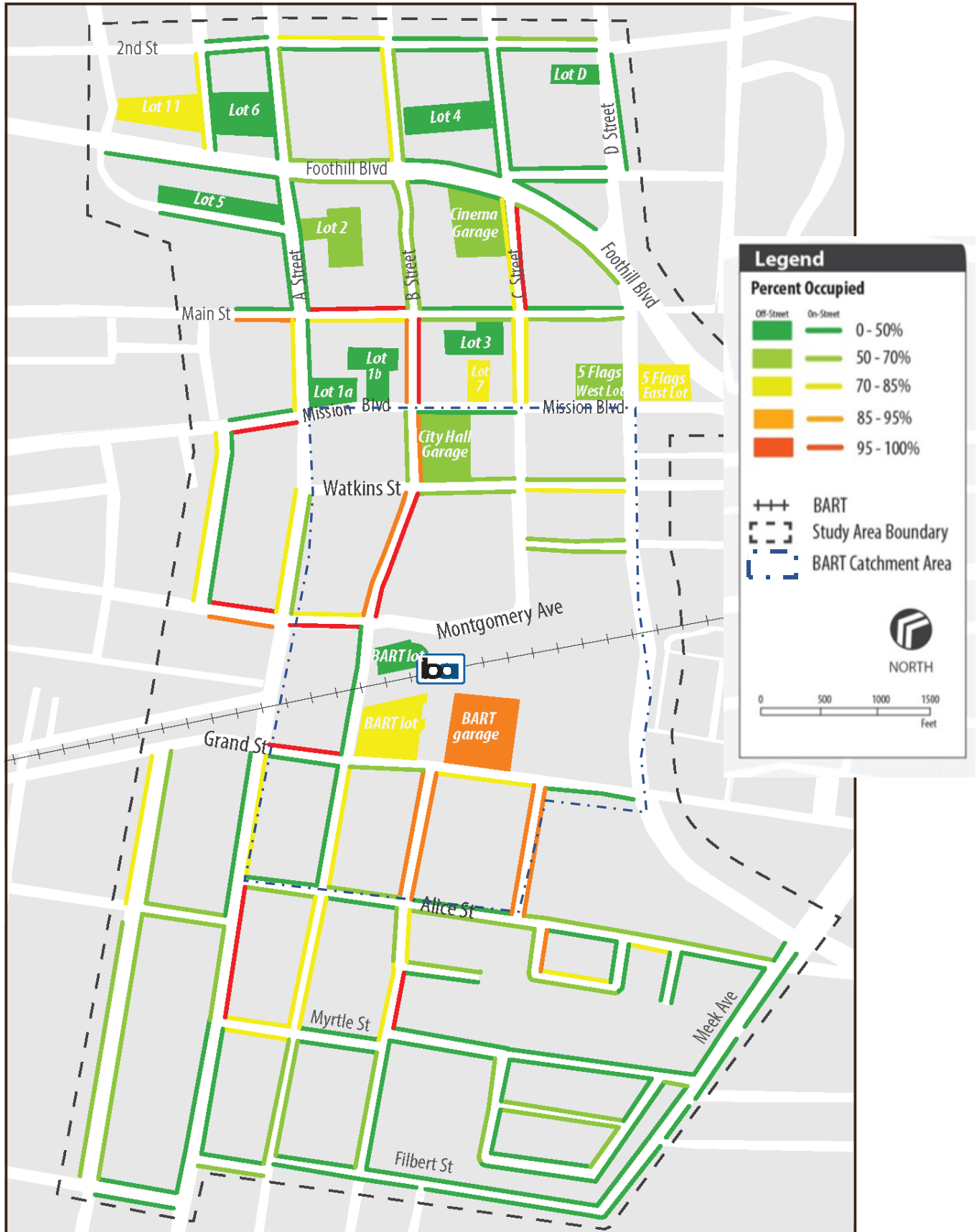
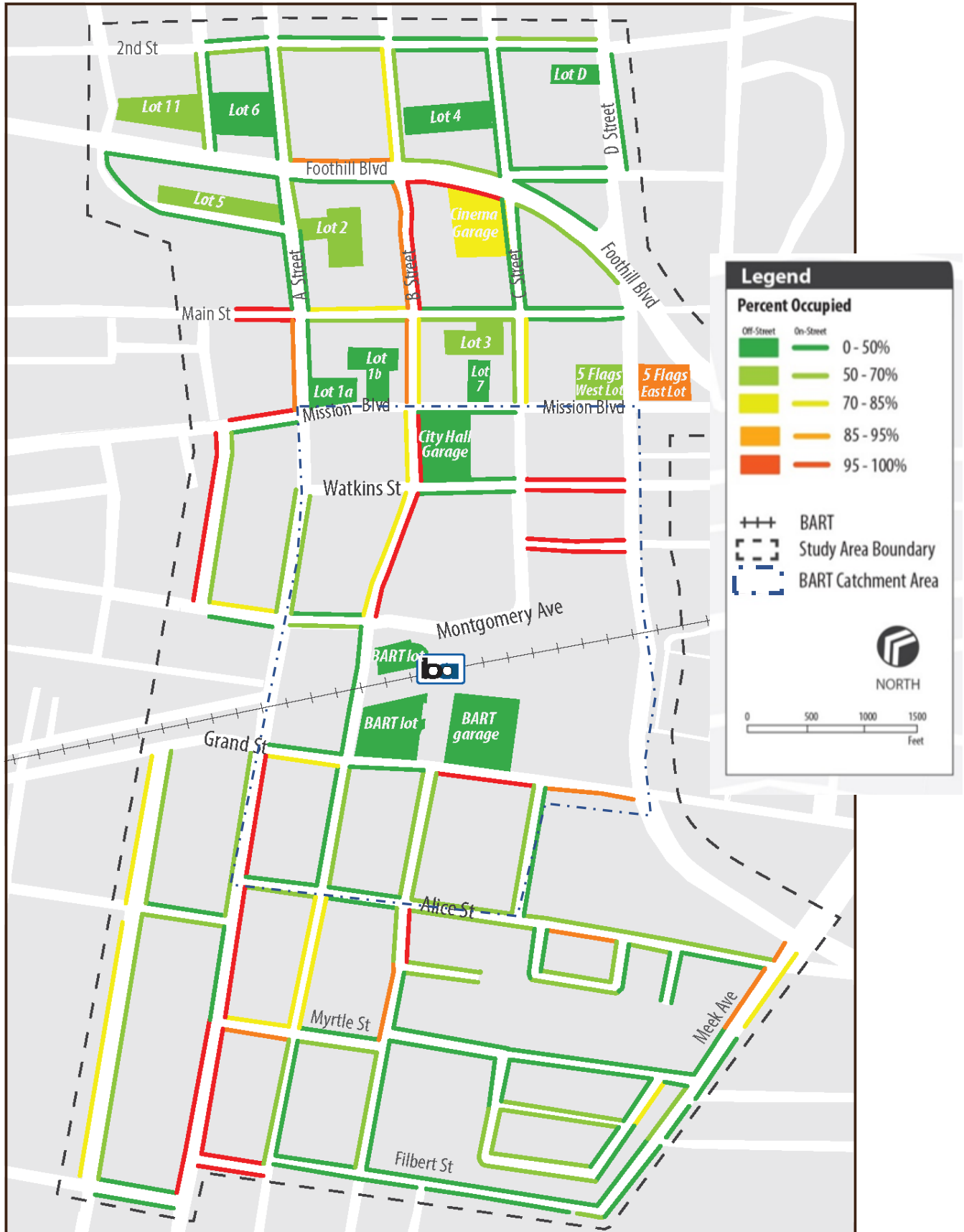


Figure 2 – Peak Period (Weekend 12 PM) Parking Occupancy, January 2018



- Parking Duration and Turnover:
 - Currently the City does not actively enforce the parking regulations in the study area.
 - The average user parking within the study area stays for just under 4 hours overall. This breaks down to: 71% of users parking 4 hours or less and 29% of users parking 6 hours or more.
 - The unregulated residential areas south of the BART station had the highest on-street parking stays, likely due to a combination of residents leaving their vehicles at home and BART riders and/or employees seeking parking.
 - In the areas north of the BART station, where two-hour time limits are predominant, a majority of blockfaces had durations of two to four hours; exceeding the established time limit.
 - 60 percent of all vehicles were likely customers or short-term parkers with the remaining 40 percent of vehicles likely residents or employees (long term parkers).
 - Overall, the duration analysis indicates that when enforced, the existing parking time limits are not adequately serving patrons, as many parkers currently exceed the posted time limits.

Parking Management Plan Recommendations

The parking management plan developed for the Downtown Hayward study area includes the following components:

Parking Time Restrictions

The map below (**Figure**) summarizes the proposed changes to time restrictions. The restrictions would be in place from 9:00 AM to 4:00 PM – Monday through Saturday.

On-Street Parking

- **One-Hour Parking, No Permit:** It is proposed that the on-street parking in the downtown core focused on B Street, Main Street and two blocks Foothill Boulevard be limited to one-hour parking. This restriction will allow free parking for visitors making short-trips to the downtown. It will also incentivize employees of downtown businesses to not park in highly-coveted on-street parking spaces and instead head for unrestricted free parking located at city lots and garages. Visitors seeking long-term parking will be incentivized to use one of the city lots or garages. Residential or Business Permit parking would not be allowed in these spaces.
- **Two-Hour Parking, Residential Permits Allowed:** A two-hour time restriction with Residential Preferential Permit (RPP) permitted parking is proposed in the area surrounding the six-block downtown area. The new restrictions allow for free short-term on-street parking for downtown visitors, while allowing downtown residents to have a place to park their car near their homes.

- **Two-Hour Parking, Residential and Business Permits Allowed:** A two-hour time restriction with Residential Preferential Permit parking (RPP) permitted parking is proposed in the area adjacent to the BART station on B Street and Grand Street. This would prevent BART patron use of this parking, while providing residents and downtown employees with permits a place to park.
- **Four-Hour Parking, Residential Permits Allowed:** On-street parking in the area west of Grand Street be limited to four-hour parking and RPP parking. The restrictions will provide the residential area with more opportunities for on-street parking and limit long-term parking by BART users and downtown employees. Future expansion of the RPP area to the south is anticipated as the area continues to add housing.

Off-Street Parking

- **Four-Hour Parking, Business Permits Allowed:** All of the City's off-street parking lots and structures (BART parking excluded) would have a four-hour parking limit. Employees with business permits would also be allowed to park in these facilities, although in some cases permit parking would be limited to specific areas or space. This would simplify the current complex system of time restrictions in these facilities and provide a viable parking option for employees. Business permits would not be valid in on-street parking spaces, and if employees choose to park on-street they would have to adhere to the posted time restrictions on that street.

Residential Parking Permits – Downtown

With the continuing growth in and around the Downtown and the high level of parking associated with the BART station there is a need to consider an RPP program. This will protect on-street parking from intrusion by BART patrons and downtown employees. The program will also be designed to discourage residents from parking more than one car per household on street.

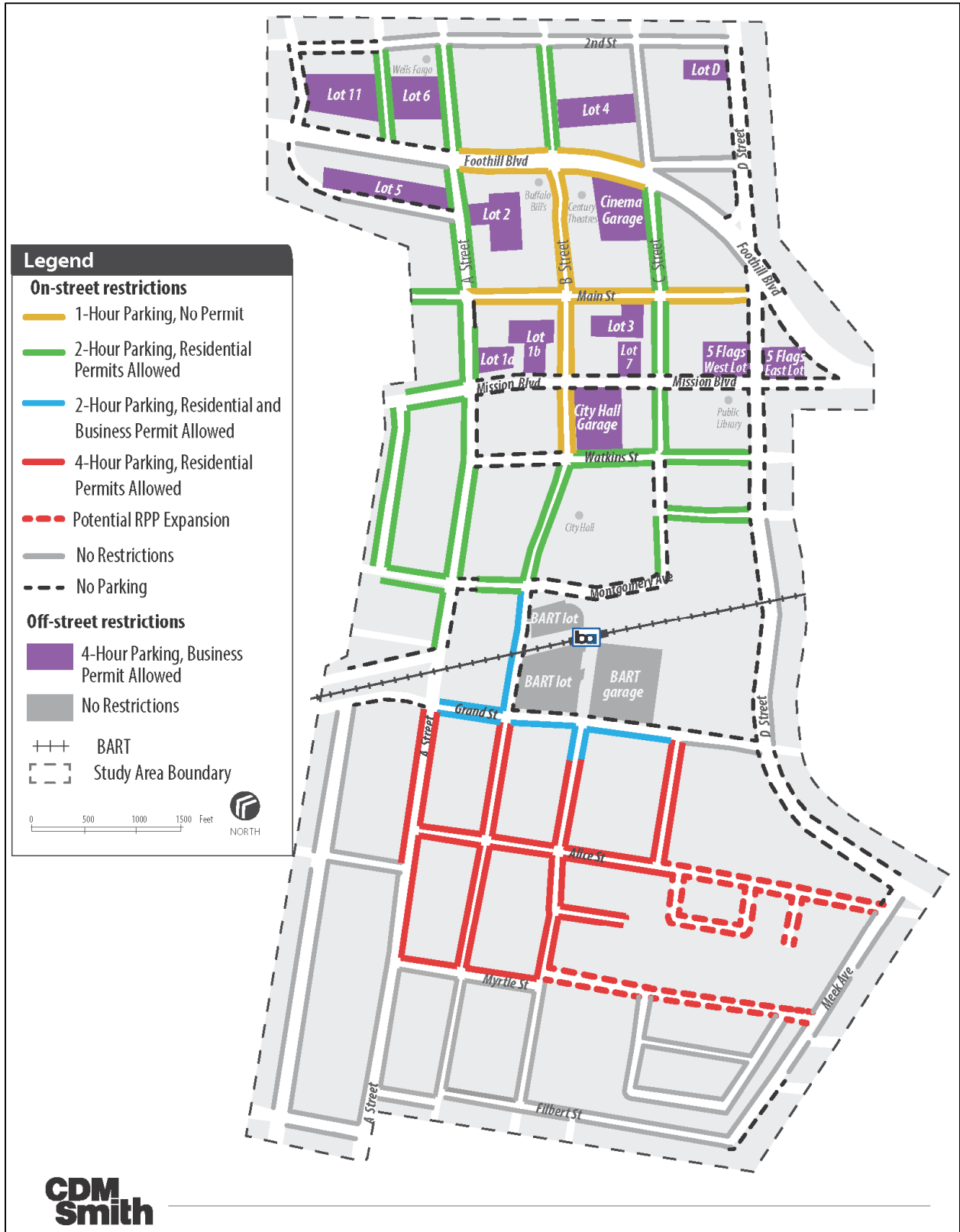
- Pricing Policy:
 - First permit free, second permit \$150 per year
 - Limit of two permits per household
 - Guest permits: 5-day limit - \$5.00 per permit

The rationale for this pricing strategy is as follows: The first permit is free because the City would take the initiative to implement this RPP zone. This is different from the other RPP zones in the City which were requested by the residents. The prices for the second permit would be relatively high compared to what other cities charge (see **Table 2** below), but reflect the desire of the City to discourage household ownership of multiple vehicles in this transit oriented zone.

Table 2 – RPP Programs Implemented in Nearby Cities

City	Annual Fee	Comments
Oakland	\$59.00 to \$160.00	Depends on location Visitor permits one day \$5-10 Visitor permits two-weeks \$25-50
San Francisco	\$111.00	No limit on # of permits
Berkeley	\$55.00	No limit on # of permits
Emeryville	\$20.00	No limit on # of permits
San Leandro	\$20.00 for the first permit \$40.00 for the second permit	Limit of two permits 14-day visitor permits at \$10 each
Union City (BART Station Area North)	\$11.00 for the first vehicle \$3.82 for up to two additional vehicles	guest permit placards \$11.00 for the first guest permit and \$3.82 for the second guest permit
San Jose	\$35.00	No limit on # of permits
Palo Alto	\$50.00	Daily Visitor Permit for \$6.00
Sacramento	Free	Guest Permits are also free
Hayward (Existing RPP Zones)	\$50.00	No limit on # of permits. Guest Permits are \$25.00
Hayward (Proposed Downtown RPP Zone)	First Permit is free Second Permit is \$150.00	Guest Permits are \$5.00 for a five-day permit, limit of two permits

Figure 3 – Proposed Parking Restrictions



Business Parking Permits

Businesses in the study area would be allowed to purchase business parking permits for their employees. These permits would also allow employees to park in any of the Downtown parking lots or structures. The City may limit the number of spaces available for permit parking in each facility. The permits would be inexpensive in order to encourage participation by businesses, but the cost would go up with the number of permits sold to discourage abuse of the system. **Table 3** below shows the current cost of the business or employee permit sold by other nearby cities. The permit prices proposed for Downtown Hayward would be similar to those charged by most of the nearby cities.

- Pricing Policy:
 - 0-5 Permits - \$25 per year per permit
 - 5-10 Permits - \$40 per year per permit
 - 10-20 Permits - \$60 per year per permit
 - Limit of 20 permits per business

Currently, out of 71 employers in the downtown, only 11 have more than twenty employees and these employers tend to be the ones that have their own off-street parking.

Table 3 – Employee Permit Pricing in Nearby Cities

City	Annual Fee	Comments
Oakland	\$96.00	
San Francisco	\$110.00	
Berkeley	\$154.00	
Emeryville	\$20.00	
San Leandro	\$45.00 regular - \$75.00 reserved	
Union City (BART Station Area North)	\$40.00	
San Jose	\$35.00	
Palo Alto	\$100.00 to \$466.00	Daily Visitor Permit for \$6.00
Sacramento	Free	For Low Income Employees
Hayward (Proposed Business Permit)	<ul style="list-style-type: none"> • 0-5 Permits - \$25 per year per permit • 5-10 Permits - \$40 per year per permit • 10-20 Permits - \$60 per year per permit 	Limit of 20 permits per business

- **Private Shuttle Buses/Commuter Parking:** One of the main objectives of the Downtown Parking Management Plan has been to limit the impact of parking overspill from the BART station on valuable City provided Downtown Parking resources. The purpose of these resources is to support and enhance the vitality of the Downtown as a place where employees, visitors/customers and residents can find convenient parking to suit their specific needs. The idea of using this parking as a private shuttle bus access point for the employees

of employers located outside of Hayward is contrary to this objective, bring people into the Downtown that will not contribute to its economic vitality. Also, many of these people are likely not to be Hayward residents, which means the City would be providing parking for employers located outside the City for residents who do not live in Hayward. An alternative approach might be to find a City owned parcel or parking area outside of Downtown, such as at the airport or other facility (assuming that there is surplus space available).

Enforcement

The City currently has only one person (1 FTE), a contract employee, assigned to enforce parking in the Downtown area and all of the City's eight RPP zones and the South Hayward BART Station RPP area. Compared to other cities of a similar size Hayward issues very few parking citations. This is evident in the Downtown study area where abuse of parking time restrictions is common. Better enforcement is critical to maintaining good levels of parking access for visitors, residents and employees.

- **Technology:** Purchasing an enforcement vehicle and equipping it with License Plate Recognition (LPR) equipment would greatly improve the efficiency and effective of the current enforcement efforts. LPR is a good crime deterrent in general. Cost is approximately \$80,000.
- **Staffing:** Adding a second parking enforcement person should be considered when the Downtown RPP and Business Parking Permit programs are put in place. When this occurs, it is assumed that the existing enforcement position, which is now a non-benefited contract position, would be converted to a regular fully-benefited position. Also, there are two new major developments near Downtown, Lincoln Landing and Maple & Main, that will require expansion of the planned RPP or new RPP zones. Another issue is that there is currently no parking enforcement officer coverage in the Downtown on Saturdays.
- **Finances:** Currently, the City spends an estimated \$297,000 per year on parking administration, park citation processing and enforcement (see **Table 4**). This includes the \$100,000 amount for the contract parking enforcement person. Annual revenue is estimated at about \$247,000 for a net loss of \$50,000 (FY 2016-17). In FY 2018-19 adding the LPR technology would result in an estimated positive annual net revenue of \$81,000. There would be capital expense to purchase the equipment (\$40,000) and a vehicle (\$40,000). The City would also have the expense of implementing the Downtown RPP Program (\$25,000) and the Wayfinding Signage Program (\$15,000) for a total capital expense of \$120,000. Adding a second enforcement person is proposed in FY 2019-20 which would increase the net revenue to \$141,000 per year. There would be a capital expense of \$80,000 for a second LPR equipped vehicle. The table shows both the historic revenues/costs of the parking program and a five-year projection based on the purchase of the LPR vehicle and equipment in FY 2018-19, and the addition of a second enforcement person in FY 2019-20. Over the five-year period from FY 2017-18 to FY 2021-22 total net revenues would be an estimated \$645,000 and there would be capital expenses of \$200,000 (Downtown RPP signage, and two LPR equipped vehicles). After capital expenses the net revenue would be \$445,000.

Table 4 – Five-Year Parking Program Budget

	Fiscal Year							
	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Revenues	Actual	Actual	Actual	Estimated				
RPP Permits	\$ 1,813	\$ 18,548	\$ 10,180	\$ 15,270	\$ 16,770	\$ 18,270	\$ 19,770	\$ 21,270
Employee Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
South Hayward BART Station ¹	\$ 20,000	\$ 20,500	\$ 21,013	\$ 21,538	\$ 22,076	\$ 22,628	\$ 23,194	\$ 23,774
Citations (gross revenue) ²	\$ 193,284	\$ 215,168	\$ 215,672	\$ 219,501	\$ 415,978	\$ 690,465	\$ 792,769	\$ 898,109
Total Revenue	\$ 215,096	\$ 254,215	\$ 246,864	\$ 256,308	\$ 454,825	\$ 731,364	\$ 835,732	\$ 943,153
Expenditures								
Positions	1.7	1.7	1.7	1.7	1.7	2.7	2.7	2.7
Salaries and Benefits ^{3,4}	\$ 215,845	\$ 221,380	\$ 226,914	\$ 232,587	\$ 238,402	\$ 365,988	\$ 375,138	\$ 384,516
Citation Processing/Collections	\$ 61,782	\$ 69,876	\$ 70,009	\$ 71,217	\$ 134,994	\$ 224,094	\$ 257,302	\$ 291,495
Total Expenditures	\$ 277,627	\$ 291,256	\$ 296,923	\$ 303,803	\$ 373,396	\$ 590,082	\$ 632,440	\$ 676,011
Net Revenue	\$ (62,531)	\$ (37,041)	\$ (50,059)	\$ (47,495)	\$ 81,429	\$ 141,281	\$ 203,293	\$ 267,141
Capital Equipment⁵								
Enforcement Vehicles	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -
LPR Equipment	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -
Signage for Downtown LPR	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -
Wayfinding Signage Program	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -
Subtotal Capital Equipment	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 80,000	\$ -	\$ -
Net Revenue Including Capital Expense	\$ (62,531)	\$ (37,041)	\$ (50,059)	\$ (47,495)	\$ (38,571)	\$ 61,281	\$ 203,293	\$ 267,141

Notes:

1 Revenue from the SHBSAA goes back into stations improvements, there is some citation revenue that the city receives but it is included under citation revenue.

2 Includes only Over Time Limit citations in the Downtown Area and the RPP plus another 50% added for other types of citations in these areas (12% of total citation revenue).

3 Includes a contract parking enforcement staff person at an annual cost of \$100,000.

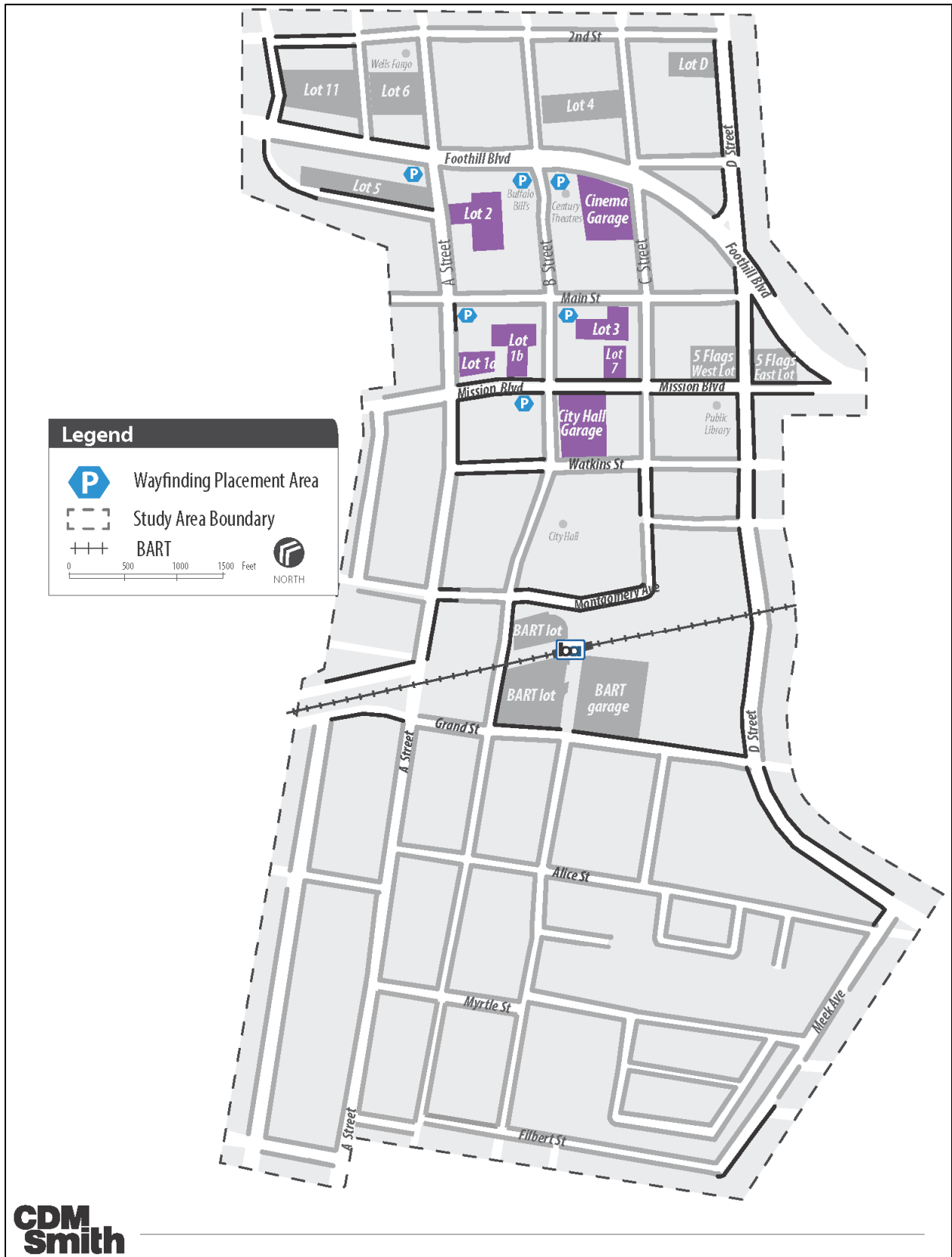
4 Benefits are approximately 46% of salaries (excluding the contract employee's fee), the additional 35% for overhead covers cost of facilities, equipment maintenance and other personnel related costs.

5 The capital budget assumes purchase of an enforcement vehicle (\$40,000) equipped with license plate recognition equipment (\$40,000); \$25,000 in start-up costs for the Downtown RPP zone and \$15,000 for wayfinding.

Wayfinding

Better directional signage and signs identifying the parking lots and structures would help to improve the use of the off-street parking. This program could be implemented as part of the new signage which will be needed when the Downtown parking restrictions and the RPP and Business Parking Permit programs are put in place. **Figure** below shows proposed locations for wayfinding signs. The program initially would involve a small number of static signs at an estimated cost of \$15,000.

Figure 4 – Proposed Wayfinding Sign Locations





CITY OF HAYWARD

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

File #: LB 18-017

DATE: April 24, 2018

TO: Mayor and City Council

FROM: Director of Utilities & Environmental Services

SUBJECT

Recommended Garbage and Recycling Rates Adjustment for 2018-2019

RECOMMENDATION

That Council reviews and approves the recommended garbage and recycling annual rate increase of 5.004%, collected at a 6.672% increase over the remaining three quarters of the contract year, for all residential and commercial accounts effective June 1, 2018.

SUMMARY

Refuse rates typically increase on March 1 of each year, in accordance with the Franchise Agreement between the City of Hayward and Waste Management of Alameda County (WMAC) that became effective on March 1, 2015. Rate Year Four of the Franchise Agreement commenced on March 1, 2018. The Franchise Agreement dictates that the rates for Rate Year Four shall be set through a detailed review of WMAC's actual costs of operation for Rate Year Two. The intent of performing the cost-based rate adjustment is to examine the impact of changes in costs, the number of customers, and the level of service of customers and reflect such impacts in the rates.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Draft Resolution
Attachment III	Rate Comparison



DATE: April 24, 2018

TO: Mayor and City Council

FROM: Director of Utilities & Environmental Services

SUBJECT: Review and Approve Recommended Garbage and Recycling Rates Adjustment for 2018-2019

RECOMMENDATION

That Council reviews and approves the recommended garbage and recycling annual rate increase of 5.004%, collected at a 6.672% increase over the remaining three quarters of the contract year, for all residential and commercial accounts effective June 1, 2018.

SUMMARY

Refuse rates typically increase on March 1 of each year, in accordance with the Franchise Agreement between the City of Hayward and Waste Management of Alameda County (WMAC) that became effective on March 1, 2015. Rate Year Four of the Franchise Agreement commenced on March 1, 2018. The Franchise Agreement dictates that the rates for Rate Year Four shall be set through a detailed review of WMAC's actual costs of operation for Rate Year Two up to a maximum of 10%. The intent of performing the cost-based rate adjustment is to examine the impact of changes in costs, the number of customers, and the level of service of customers and reflect such impacts in the rates.

BACKGROUND

The Franchise Agreement is in effect for up to ten years and details a specific rate adjustment process for each year. In the first year of the contract, rates were negotiated and agreed upon at an initial rate. The rates for years two and three were increased by 3%. The Franchise Agreement requires the rates for Rate Year Four to be set by following a detailed cost-based adjustment and the rates must ensure that WMAC receives an after-tax return on its investment of 5.5%. Rate years five through ten are to be set through an index-type of adjustment process using the Consumer Price Index, government fees, and other factors.

DISCUSSION

Staff received WMAC's initial rate application in the Summer of 2017 and hired a consulting firm to help with final reviews. City staff and the consultant performed a detailed review of WMAC's application, ensured all calculations were consistent with the procedures outlined in the Franchise Agreement and confirmed the validity of the rate increase WMAC requested for Rate Year Four. The original agreement had a cap of 10% for the rate increase in Year Four.

The rate increase is based on WMAC's increased costs for wages and healthcare as well as its increased costs to process material after collection and to dispose of material. Tipping charges at facilities have increased for WMAC and tonnage collected and processed has increased as well. The data submitted by WMAC show that during the first three years of the contract, WMAC's costs for disposal and processing increased by more than 10%. Assuming an effective date of March 1, 2018, the appropriate rate increase was calculated to be 5.004%.

With a 5.004% increase, the new monthly service charge for residential customers with the standard 32-gallon cart for garbage service would have been \$33.20, or \$1.58 higher than the existing rate. For residents subscribing to the smaller 20-gallon cart, the new service charge would have been \$22.72, or \$1.08 higher than the existing rate.

With the initial residential rate increase of 9.23% for residential accounts, which went into effect March 1, 2015, the overall residential rate increase of contract years 2015 and 2018 totals 9.23% plus 1.0923% multiplied by 5.004%, or 14.70%. This is compared with WMAC's initial Rate Year One requested increase of 26%.

Given that the Year Four rate increase did not reach the previously maximum authorized amount of 10%, the City has an opportunity to review opportunities to recover additional City costs as part of the franchise agreement. The City currently spends a significant amount of staff resources addressing illegal dumping and general litter reduction including new storm drain system infrastructure and maintenance. These efforts have increased substantially in recent years. An increase in the Franchise Fees could help offset the City's additional costs related to solid waste. For example, if the current Franchise Fee of 18% were increased to 21%, the City would collect approximately \$2 million more annually. Such an increase would result in an additional rate increase to customers of approximately 5%. This 5% increase, coupled with the 5.004% increase for Waste Management, would equal the 10% previously authorized in Year Four of the agreement.

While the 5.004% increase in payment to Waste Management does not necessitate a public hearing process under Proposition 218, an increase in the Franchise Fee would require an amendment to the Franchise Agreement and a 45-day public notice per the requirements of Proposition 218. Staff seeks direction from Council on whether to pursue such an increase for Council consideration for Rate Year 5, which begins on March 1, 2019. For comparison purposes, Attachment III includes rate comparisons with other jurisdictions. Even with a 10% increase, Hayward will still fall in the middle of the range of rates across jurisdictions.

Timing of Rate Increase

Due to several factors, but primarily a delay in submittal of complete rate information by WMAC, the full extent of the needed rate increase was not known until February 2018 and as a result, this item could not be scheduled for Council consideration in time to set rates before WMAC's deadline of February 23 for a March 1, 2018 effective date. Therefore, the rate increase must go into effect on the next billing cycle for WMAC, which is June 1, 2018, and the rate increase must be adjusted for the fact that the increase will be in effect for three quarters rather than four.

To account for this, the rates will need to increase by 6.672% from June 2018 through February 2019. The public notice mailed prior to commencement of the current Franchise Agreement stated that rates would increase by no more than 10% in Rate Year Four, therefore no further public notice of this increase is required.

With the 6.672% increase, the new monthly service charge for residential customers with the standard 32-gallon cart for garbage service will be \$33.73, or \$2.11 higher than the existing rate. For residents subscribing to the smaller 20-gallon cart, the new service charge will be \$23.08, or \$1.44 higher than the existing rate. Rate comparisons with other jurisdictions are provided in Attachment III.

Effective March 1, 2019, the Franchise Agreement calls for a rate increase based on the Consumer Price Index, government fees, and other factors with a minimum increase of 3% and a maximum of 6%. Before the rate adjustment is applied for Rate Year Five, the rates will be reset to reflect an effective increase of 5.004% over the Rate Year Three rates.

ECONOMIC IMPACT

Residents and businesses will be paying 6.672% more for refuse and recycling services for the period of June 1, 2018, through February 28, 2019.

FISCAL IMPACT

On January 20, 2015, Council was informed for the first time that the Measure D funds that the City receives from StopWaste would be declining as tonnage disposed at the landfill has decreased. To maintain the services provided with these funds, the Franchise Agreement states that beginning in year four, WMAC will provide 1% per year of annual revenue to the City. In addition, with the proposed increase, it is projected that General Fund Franchise Fees revenue related to this agreement will increase by approximately \$300,000 annually.

STRATEGIC INITIATIVES

This agenda item is a routine operational item and does not directly relate to Council's three adopted strategic initiatives.

SUSTAINABILITY FEATURES

The rate increase will allow the City, WMAC and Tri-CED to continue to provide Hayward residents and businesses with recycling and composting services, so they can divert waste from the landfill. 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.

No additional programs are contemplated as part of Rate Year Four services.

PUBLIC CONTACT

The public was notified of the rate increase in 2014 as part of the new franchise agreement announcement mailed to all rate payers. That announcement provided an estimated increase for each year of the franchise agreement. If Council approves the final rates, customers will be notified of the rate increase through bill inserts included with their garbage bill and a message printed on their garbage bill.

NEXT STEPS

The rate increase would be effective on March 1, 2018, however, the deadline to update the rates in WMAC's billing system has passed, so the rate increase, if approved by Council, would become effective on June 1, 2018. If Council approves this request, staff will work with WMAC to implement the new rates and advise customers. A brief statement regarding the fee increase will be printed on the customer's garbage bills.

Prepared by: Jeff Krump, Solid Waste Program Manager

Recommended by: Alex Ameri, Director of Utilities & Environmental Services

Approved by:



Kelly McAdoo, City Manager

HAYWARD CITY COUNCIL

RESOLUTION NO. 18-

Introduced by Council Member _____

RESOLUTION APPROVING THE GARBAGE & RECYCLING RATE ADJUSTMENT
FOR 2018-2019

WHEREAS, the Franchise Agreement between the City of Hayward and Waste Management of Alameda County (WMAC) became effective on March 1, 2015; and

WHEREAS, the Franchise Agreement dictates that the rates for Rate Year Four shall be set through a detailed review of WMAC's actual costs of operation for Rate Year Two; and

WHEREAS, garbage and recycling rates typically increase on March 1 of each year and Rate Year Four of the Franchise Agreement will commence on March 1, 2018; and

WHEREAS, the City completed the necessary review of WMAC's rate application; and

WHEREAS, calculations based on the methodology specified in the Franchise Agreement show that an increase of 5.004% is appropriate and warranted; and

WHEREAS, this item could not be scheduled for Council consideration in time to set rates before a March 1, 2018 effective date; and

WHEREAS, the rate increase must go into effect on the next billing cycle for WMAC, which is June 1, 2018; and

WHEREAS, the rate increase must be adjusted for the fact that the increase will be in effect for three quarters of a rate year rather than four; and

WHEREAS, in order to account for this, the rates will need to increase by 6.672% from June 2018 through February 2019.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward hereby approves the increase of increase by 6.672% from June 2018 through February 2019 for garbage and recycling rates for residents and businesses in the City of Hayward that are served under the Franchise Agreement.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2018

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

Comparison of Garbage & Recycling Rates

Proposed rates reflect a 5.004% increase.

Table 1 Multi-family Dwelling Rates (assuming 1x per week service for 20 units)

Municipality	Garbage (3cy)	Recycling (1cy)	Organics (1cy)	Total
Fremont (Republic)	\$227.08	\$6.47 per unit	\$88.80	\$445.28
Hayward (current)	\$346.47	\$6.76 per unit	Included w/ Garbage	\$481.27
Hayward (proposed)	\$363.81	\$7.10 per unit	Included w/ Garbage	\$505.81
Newark (Republic)	\$388.28	\$51.14	\$95.89	\$535.31
Union City (Republic)	\$388.39	\$88.92	\$88.92	\$566.23
Castro Valley (WMAC)	\$760.74	Included w/ Garbage	Included w/ Garbage	\$760.74
Oakland (WMAC)	\$751.93	\$12.97 per unit	Included w/ Garbage	\$1,011.33

Table 2, Single-Family Dwelling Rates

Municipality	Garbage (20 gallon)	Garbage (30-35 gallon)*	Garbage (60-64 gallon)
Hayward (current)	\$21.64	\$31.62	\$56.39
Newark (Republic)	\$28.39	\$31.55	\$55.89
Hayward (proposed)	\$22.72	\$33.20	\$59.21
Fremont (Republic)	\$34.04	\$34.77	\$38.12
Castro Valley (WMAC)	\$25.94	\$40.23	\$69.86
Oakland (WMAC)	\$39.41	\$44.93	\$80.08
Union City (Republic)	\$41.55	\$48.69	\$84.41

*Standard container size

Table 3 Commercial Rates (assuming 1x per week service)

Municipality	Garbage (3cy)	Recycling (1cy)	Organics (1cy)	Total
Fremont (Republic)	\$226.39	\$75.53	\$88.80	\$390.72
Hayward (current)	\$346.47	\$40.34	\$67.24	\$454.05
Hayward (proposed)	\$363.81	\$56.48	\$70.60	\$490.90
Newark (Republic)	\$338.28	\$51.14	\$123.08	\$512.50
Union City (Republic)	\$388.39	\$88.92	\$88.92	\$566.23
Castro Valley (WMAC)	\$760.74	Included w/ Garbage	Included w/ Garbage	\$760.74
Oakland (WMAC)	\$535.32	(open market)	\$168.60	-

Comparison of Garbage & Recycling Rates

Proposed rates reflect a 6.672% increase.

Table 4 Multi-family Dwelling Rates (assuming 1x per week service for 20 units)

Municipality	Garbage (3cy)	Recycling (1cy)	Organics (1cy)	Total
Fremont (Republic)	\$227.08	\$6.47 per unit	\$88.80	\$445.28
Hayward (current)	\$346.47	\$6.76 per unit	Included w/ Garbage	\$481.67
Hayward (proposed)	\$369.59	\$7.21 per unit	Included w/ Garbage	\$513.79
Newark (Republic)	\$388.28	\$51.14	\$95.89	\$535.31
Union City (Republic)	\$388.39	\$88.92	\$88.92	\$566.23
Castro Valley (WMAC)	\$760.74	Included w/ Garbage	Included w/ Garbage	\$760.74
Oakland (WMAC)	\$751.93	\$12.97 per unit	Included w/ Garbage	\$1,011.33

Table 5, Single-Family Dwelling Rates

Municipality	Garbage (20 gallon)	Garbage (30-35 gallon)*	Garbage (60-64 gallon)
Hayward (current)	\$21.64	\$31.62	\$56.39
Newark (Republic)	\$28.39	\$31.55	\$55.89
Hayward (proposed)	\$23.08	\$33.73	\$60.15
Fremont (Republic)	\$34.04	\$34.77	\$38.12
Castro Valley (WMAC)	\$25.94	\$40.23	\$69.86
Oakland (WMAC)	\$39.41	\$44.93	\$80.08
Union City (Republic)	\$41.55	\$48.69	\$84.41

*Standard container size

Table 6 Commercial Rates (assuming 1x per week service)

Municipality	Garbage (3cy)	Recycling (1cy)	Organics (1cy)	Total
Fremont (Republic)	\$226.39	\$75.53	\$88.80	\$390.72
Hayward (current)	\$346.47	\$40.34	\$67.24	\$454.05
Hayward (proposed)	\$369.59	\$57.38	\$71.73	\$498.70
Newark (Republic)	\$338.28	\$51.14	\$123.08	\$512.50
Union City (Republic)	\$388.39	\$88.92	\$88.92	\$566.23
Castro Valley (WMAC)	\$760.74	Included w/ Garbage	Included w/ Garbage	\$760.74
Oakland (WMAC)	\$535.32	(open market)	\$168.60	-