



DATE: February 24, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT Adopt a Resolution Approving Plans, Specifications, and Call for Bids for the Fiscal Year 2026 Pavement Improvement Project No. 05347

RECOMMENDATION

That the City Council adopts the attached Resolution (Attachment II) approving the plans and specifications and call for bids for the Fiscal Year 2026 (FY26) Pavement Improvement Project (PIP).

SUMMARY

The FY26 PIP calls for the rehabilitation of 65 street sections and preventive maintenance for 51 street sections, totaling 116 street sections to be addressed (Attachment III & IV). The proposed improvements will repair failed pavement sections and improve street surfaces.

The project budget of \$13,260,000 is funded via the Gas Tax, Road Repair and Accountability Act (RRAA) (SB1), Measure BB, Vehicle Registration Fees, and Street System Improvement funds.

FISCAL IMPACT

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

The estimated project funding sources are as follows:

• 210 – Gas Tax	\$904,207
• 211 – RRAA (SB1)	\$5,900,000
• 212 – Measure BB – Local Transportation	\$5,295,793
• 218 – Vehicle Registration Fee	\$400,000
• 450 – Street System Improvements	<u>\$1,000,000</u>
Total:	\$13,500,000

Of this required funding, \$1.7 million is incorporated into the FY 2026-27 Capital Improvement Program (CIP) which has not been submitted to or adopted by Council. Staff

recommends proceeding with this action and, if changes are required resulting from the CIP, Public Works and Finance departments will identify and coordinate alternate funding options. Each of these funds receive ongoing revenue annually.

BACKGROUND

On April 22, 2025¹, staff recommended City Council approve a project list for the SB1 FY26 PIP Funding. A resolution was required to submit an application to the California Transportation Commission (CTC) to receive an estimated \$4,000,000 in funding for pavement improvement.

On June 3, 2025², staff recommended City Council adopt a resolution authorizing the City Manager to execute a Professional Services Agreement (PSA) with Pavement Engineering, Inc., (PEI) for engineering services associated with the FY26 PIP. The scope of work for PEI is limited to engineering review, pavement evaluation, measurement of field quantities, curb ramp design, and construction support.

The PIP may include a combination of up to five types of treatments:

Pavement Rehabilitation:

- 1) Standard overlay of the existing street pavement with new Hot Mix Asphalt surfacing.
- 2) Cold-In-Place Recycling (CIR), which involves grinding the top layer of asphalt, mixing the grounded asphalt with a recycling agent and other additives on-site, replacing this pavement material onto the same roadway, then applying a Hot Mix Asphalt overlay.
- 3) Full Depth Reclamation (FDR), which consists of pulverizing and mixing distressed asphalt and underlying pavement materials with or without the addition of stabilizing agents; using the resulting material as a base for the renewed pavement structure and adding a new Hot Mix Asphalt overlay.

Preventive Maintenance:

- 4) Varying combinations of crack sealing, 6" spot repair and micro-surfacing.
- 5) Combination of crack sealing and spot repairs.

Street selection for the PIP is based on staff's analysis using several criteria described below:

- **Technology** – The Pavement Management Program (PMP)³ evaluates current and predicts future roadway conditions. It provides logical and efficient methods of identifying street rehabilitation needs. It also determines the most cost-effective allocation of funds to the street segments needing preventive maintenance,

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=7349053&GUID=8F28E2AC-5C0B-4DC4-A1B6-DBAC8CA3FB4B&Options=&Search=>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=7420492&GUID=1CC7F335-095E-4DDC-B288-DAB76D58554E&Options=&Search=>

³ The PMP is a Metropolitan Transportation Commission (MTC) recommended software program.

rehabilitation or reconstruction. Staff utilized the PMP to compile an initial list of recommended streets. This list is then revised to consider other criteria and project budget allocation parameters.

- **Internal Reports** - Reports from the City's Maintenance Services and Public Works staff on streets needing repair were considered.
- **Council Members Input** – Council member requests for selecting streets were considered.
- **Public Input** - Public requests for selecting streets were considered.
- **Geographic Location** – Selecting streets in close vicinity to help lower construction bids was considered.
- **Funding Availability** – Available funding and potential for obtaining outside grant funding was evaluated.

The Pavement Condition Index (PCI) is an overall rating of road conditions. The PCI of each arterial and collector street segment is evaluated by an independent third-party every other year, and each residential street segment is evaluated every five years.

<u>PCI Rating</u>	<u>Description</u>
100	This rating is given to newly constructed or rehabilitated roadways.
85 - 99	Highly functional roadway. No action required.
70 - 85	Roadway can be maintained ("preventive maintenance") with crack sealing, slurry seals, micro-surfacing, and some minor, localized pothole repairs. As the roadway pavement ages, preventive maintenance may not be effective after a few maintenance cycles.
40 - 70	Extensive "dig-outs," grinding, fabric, or asphalt overlays may be required to maintain (or "rehabilitate") roadway.
0 - 40	Roadway requires complete reconstruction using full depth reconstruction or cold in place recycling. If a street deteriorates beyond certain points, it becomes progressively more expensive to bring that street back to the desired standard.

DISCUSSION

The FY26 PIP focuses on enhancing the streets in the neighborhoods of: Jackson Triangle, Whitman Mocine, Mount Eden, and Industrial Hayward. The FY26 PIP aims to promote social equity by paving streets in proximity to lower socioeconomic areas, including A St, Hathaway Ave, and Western Blvd.

Staff has engaged an experienced consultant, PEI, to validate the selection of street segments and assess the approximate level of treatment required for each. Additionally, PEI will provide essential engineering support services throughout the project.

1.8 centerline miles of Class II bike lane striping will be installed at the following locations:

- A St, Hathaway Ave to Walnut Ave (0.3 miles)
- A St, Foothill Ave to City Limits (0.4 miles)
- Hathaway Ave, A St to City Limits (0.4 miles)
- Santa Clara St, A St to Winton Ave (0.7 miles)

This project is categorically exempt from environmental review under Section 15301(c) of the California Environmental Quality Act (CEQA) Guidelines for the operation, repair, maintenance, or minor alteration of existing facilities.

On November 15, 2016, Council passed a resolution authorizing a Community Workforce Agreement (CWA) with the Alameda County Building Trades Council (BTC), which applies to City projects with construction costs of \$1,000,000 or more. The agreement requires contractors to use local union hiring halls, encourages contractors to employ Hayward residents or Hayward Unified School District graduates, and requires hired workers to pay union dues and other benefit trust fund contributions, etc. Since the construction cost estimate for the FY26 PIP is more than \$1,000,000, the CWA agreement applies to this project.

ECONOMIC IMPACT

The project will improve pavement conditions and generate economic benefits by:

- Reducing travel time and congestion
- Lowering fuel consumption and vehicle operating costs
- Attracting business investment
- Increasing property values and neighborhood desirability
- Reducing vehicle traffic through added bike lanes
- Creating local construction jobs under the Community Workforce Agreement

STRATEGIC ROADMAP

This agenda item supports the FY25 Strategic Roadmap of Invest in Infrastructure, Objective 1: Invest in multi-modal transportation. Specifically, this item relates to the implementation of the following project(s):

- FM2 - #of miles of bike lanes added
- FM3 - # of miles of repaving completed

SUSTAINABILITY FEATURES

The project requires the contractor to recycle all construction and demolition debris generated from the project.

This project is consistent with City's Complete Streets Policy and improves travel for all users including:

- Improved pavement for motorists
- Additional bike lanes and sharrows for cyclists
- More visible pavement markings for pedestrians, including near school zones
- New or upgraded curb ramps to meet the recently revised Caltrans standards for pedestrians

The project satisfies the following 2040 General Plan policies:

- PFS-7.10 Recycled Products or Processes for Capital Projects
- HQL-2.5 Safe Routes to School
- HQL-2.6 Education on Sharing the Road
- M-1.7 Eliminate Gaps (in pedestrian networks)
- M-3.1 Serving All Users
- M-5.1 Pedestrian Needs
- M-5.6 Safe Pedestrian Crossings
- M-6.2 Encourage Bicycle Use

PUBLIC CONTACT

Immediately after the construction contract is awarded, a preliminary notice explaining the project will be posted and distributed to all residents and businesses along the affected streets. After the construction work has been scheduled, signs on barricades will be posted seventy-two hours prior to commencement of work indicating the date and time of work for each street. Residents will be advised to park their vehicles on side streets outside of the work area during the period when the streets are being treated.

NEXT STEPS

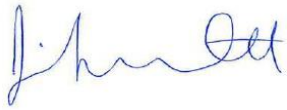
March 2026	Bid Opening
April 2026	Award of Contract
May 2026	Start of Construction
Fall 2026	End of Construction

Prepared by: Yama Farouqi, Senior Civil Engineer

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

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in blue ink, appearing to read "Jennifer Ott", is positioned above a horizontal line.

Jennifer Ott, City Manager