



**DATE:** June 16, 2026

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT:** Adopt a Resolution Approving a Request to the Metropolitan Transportation Commission for an Allocation of Transportation Development Act Article 3 Pedestrian and Bicycle Project Funding for Fiscal Year 2027

**RECOMMENDATION**

That the City Council adopts a resolution (Attachment II) approving a request to the Metropolitan Transportation Commission (MTC) for an allocation of Transportation Development Act (TDA) Article 3 pedestrian and bicycle project funding for Fiscal Year 2027 (FY27).

**SUMMARY**

This resolution allows the City to request TDA Article 3 funding from MTC. This is noncompetitive grant funding; Hayward is intended to receive a set amount of funding. However, the City must apply for the funds to be allocated, and a City Council resolution is required as part of the application. The City’s application form is provided as Attachment A to the resolution (Attachment III to this report).

The City plans to apply for TDA Article 3 funds for three types of projects:

- Quick-build crossing improvements at the City’s highest-ranked intersections in the Local Road Safety Plan (LRSP), including high-visibility crosswalks, intersection daylighting, and Rectangular Rapid Flashing Beacons.
- Concrete islands that separate existing bike lanes from traffic and that provide median refuges at crosswalks.
- Ongoing replacement of materials such as safe-hit posts that currently provide separated bike lanes and painted bulb-outs at intersections.

The City’s total request is \$600,000, all supporting the construction phases of projects. Funds are expected to be used within one year of receipt.

**FISCAL IMPACT**

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

This provides outside funding for the City to address several priorities without using local revenue sources. TDA Article 3 funding is inflexible; it must be spent specifically for the benefit of pedestrians and bicyclists.

## BACKGROUND

TDA Article 3 sets aside approximately 2 percent of statewide Local Transportation Fund revenues for bicycle and pedestrian projects. MTC administers these funds, and Alameda County distributes funding to jurisdictions based on population. Eligible projects include bike lanes, multi-use paths, sidewalks, ADA upgrades, pedestrian crossings, bicycle parking, and related safety improvements.

The City seeks TDA Article 3 funding to address three priorities:

- **Quick-build intersection improvements:** The 2023 Local Road Safety Plan identified a list of priority intersections where severe and fatal injuries disproportionately occur. TDA Article 3 provides a good funding source for crossing improvements like high-visibility crosswalks, improved signage, yield lines, intersection daylighting, and rectangular rapid flashing beacons.
- **Concrete islands for protected bike lanes and pedestrian refuge islands:** In the last cycle of the Pavement Improvement Program, the City established locations for pedestrian refuge islands and for bus boarding islands that separate bicycles from motor vehicle traffic on D Street, Winton Avenue, and Gading Rd. TDA article 3 provides a funding source to construct these pedestrian and bicycle safety elements.
- **Maintenance of existing quick-build pedestrian and bicycle improvements:** Last, the City has installed several painted bulb-outs and protected bike lanes in recent years, quick-build projects that separate people walking and biking from motor vehicle traffic. While these measures are effective, elements like safe-hit posts do get damaged over time. This item allows for TDA Article 3 funding to provide ongoing maintenance for these quick-build elements.

## DISCUSSION

TDA Article 3 funding allows the City to advance priority projects for pedestrian and bicyclist safety without committing a local match of more flexible General Fund revenues or Measure BB Direct Local Distributions. The City must apply to MTC for this funding to be allocated, and a resolution from City Council is required. A tentative list of quick build locations is shown below.

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

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

**ECONOMIC IMPACT**

This item is not expected to have any direct economic impact. However, safer, more robust active transportation networks can improve the City’s desirability for residents and businesses.

**STRATEGIC ROADMAP**

This agenda item supports the Strategic Priority of Invest in Infrastructure. Specifically, this item relates to the implementation of the following project:

Project N1: Continue to implement major corridor traffic calming initiatives

**SUSTAINABILITY FEATURES**

The project supports the City’s sustainability goals by providing alternatives to auto travel, while improving safety through traffic calming, separated bikeways, and crossing improvements at high priority locations.

**PUBLIC CONTACT**

Staff presented a plan for using TDA Article 3 funding at the April 30<sup>th</sup> meeting of the Alameda County Bicycle and Pedestrian Advisory Committee (BPAC). Committee members were supportive of the proposed projects, were interested in learning more about the City’s experience using quick-build treatments, and made some suggestions for future efforts.

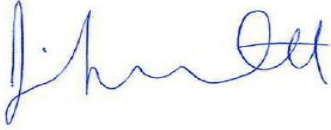
**NEXT STEPS**

If Council approves this item, staff will request \$600,000 in TDA Article 3 Funding from the Metropolitan Transportation Commission. Once funds are released, staff will proceed to advance the recommended bicycle and pedestrian projects.

*Prepared by:* Lucas Woodward, Senior Transportation Engineer

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in blue ink, appearing to read "Jennifer Ott". The signature is fluid and cursive, with the first name "Jennifer" and the last name "Ott" clearly distinguishable.

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Jennifer Ott, City Manager