



DATE: April 21, 2026
TO: Mayor and City Council
FROM: Director of Public Works
SUBJECT Adopt a Resolution Approving the Project List for FY 27 Road Repair and Accountability Act (RRAA) Funding for the FY 27 Pavement Improvement Project, Project No. 05360

RECOMMENDATION

That the City Council approves the project list for RRAA FY 27 funding for the FY 27 Pavement Improvement Project (PIP).

SUMMARY

A yearly application must be submitted to the California Transportation Commission (CTC) to continue receiving RRAA funding, which must include a resolution (Attachment II) approving a project list of street segments or defined regions of the City for the estimated revenue. The RRAA revenue estimate for FY27 is \$4,500,000 and the project list includes the Hayward neighborhoods within the limits of Hesperian Blvd, SR-92, Industrial Blvd, Industrial Pkwy West, Mission Blvd, D St, City Limits, Foothill Blvd, and A St., as shown on Attachment III.

FISCAL IMPACT

There are no impacts to the General Fund or Measure C. RRAA funding is received and spent in special revenue Fund 211.

The estimated revenue from RRAA for FY27 is \$4,500,000. This amount will be budgeted in the recommended FY27-FY36 CIP which is scheduled to be presented to Council for adoption later this spring.

BACKGROUND

On April 28, 2017, the Governor signed Senate Bill 1 (SB1), the RRAA of 2017, to address basic road maintenance, rehabilitation, and critical safety needs through an increase in per gallon fuel excise taxes and vehicle registration fees.

To receive each year's SB1 apportionments, cities must apply to the CTC for the funds by submitting a tentative project list approved by resolution to the CTC. The project list must contain either a list of street segments or defined regions of the City undergoing rehabilitation, an estimated completion date for the project, and the estimated useful life of the paving methods utilized.

DISCUSSION

This project is part of the larger FY27 PIP. This project is scheduled to finalize a street list by November 2026, call for bids in February 2027, start construction in Summer 2027, and complete construction in Fall of 2027.

The project is funded through Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, which provides cities and counties with formula-based revenues specifically designated for road maintenance, rehabilitation, and critical safety improvements on the local street and road system. SB 1 funds are not intended for standalone infrastructure improvements such as traffic calming devices or Rectangular Rapid Flashing Beacons (RRFBs) unless they are incidental to and directly associated with an eligible pavement rehabilitation scope.

The RRAA revenue estimate of \$4,500,000 will be used to treat the Hayward neighborhoods within the limits of Hesperian Blvd, SR-92, Industrial Blvd, Industrial Pkwy West, Mission Blvd, D St, City Limits, Foothill Blvd, and A St (Attachment III). This area includes streets in poor condition with high number of resident requests in order to improve and increase equity in distribution of City services (Industrial Blvd, B St, and Russell Wy). Preventative maintenance treatment estimated useful life is 5-10 years and pavement rehabilitation treatment estimated useful life is 10-15 years.

ECONOMIC IMPACT

The PIP 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 Transportation
- FM3 - # of miles of repaving completed Transportation

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 bicyclists
- 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 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

There is no public contact associated with this action. Once the project list is finalized in November 2026, Staff will create a FY27 PIP project website on City's Public Works & Utilities website and include a geographic information system (GIS) map showing upcoming project map and previously completed project maps.

NEXT STEPS

If Council approves this recommendation, staff will submit the defined regions in the City and resolution to the CTC.


May 2026	Submit RRAA funding application to CTC
November 2026	Finalize project list of streets
February 2027	Call for bids & bid opening
Summer 2027	Begin construction
Fall 2027	Complete construction

Prepared by: Yama Farouqi, Senior Civil Engineer

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

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Jennifer Ott, City Manager