



CITY OF
HAYWARD
HEART OF THE BAY

CITY COUNCIL AGENDA
DECEMBER 18, 2012

MAYOR MICHAEL SWEENEY
MAYOR PRO TEMPORE MARVIN PEIXOTO
COUNCIL MEMBER BARBARA HALLIDAY
COUNCIL MEMBER FRANCISCO ZERMEÑO
COUNCIL MEMBER MARK SALINAS
COUNCIL MEMBER GREG JONES
COUNCIL MEMBER AL MENDALL

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CITY COUNCIL MEETING FOR DECEMBER 18, 2012
777 B STREET, HAYWARD CA 94541
WWW.HAYWARD-CA.GOV

CLOSED SESSION
Closed Session Room 2B – 4:00 PM

1. **PUBLIC COMMENTS**
 2. Public Employment
Pursuant to Government Code 54957
 - Performance EvaluationCity Manager
 3. Conference with Labor Negotiators
Pursuant to Government Code 54957.6
 - Lead Negotiators: City Manager David, City Attorney Lawson, Assistant City Manager McAdoo, Human Resources Director Robustelli, Finance Director Vesely, Deputy City Attorney Vashi, and Director of Maintenance Services McGrathUnder Negotiation: All Groups
 4. Conference with Legal Counsel
Pursuant to Government Code 54956.9
 - Anticipated Litigation (One Case)
 5. Adjourn to City Council Meeting
-

CITY COUNCIL MEETING
Council Chambers – 7:00 PM

CALL TO ORDER Pledge of Allegiance Council Member Jones

ROLL CALL

CLOSED SESSION ANNOUNCEMENT

PUBLIC COMMENTS

The Public Comment section provides an opportunity to address the City Council on items not listed on the agenda or Work Session, or Informational Staff Presentation 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.

NON-ACTION ITEMS: *(Work Session and Informational Staff Presentation 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.)*

WORK SESSION (60-Minute Limit)

1. South Hayward BART Transit-Oriented Development Project Update (JPA Overview and Recommendations, Parking & Access Study Report, and Creation of a Parking District and Permit Program)(Report from Assistant City Manager McAdoo)

[Staff Report](#)

[Attachment I Parking and Access Study](#)

[Attachment II JPA Agreement](#)

[Attachment III Existing JPA Boundary](#)

[Attachment IV Proposed Modified JPA Boundary](#)

[Attachment V Proposed Parking Regulations](#)

[Attachment VI Public Notice](#)

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 anytime before the Consent Calendar is voted on by Council if you wish to speak on a Consent Item.)*

CONSENT

2. Approval of Minutes of the Special Joint City Council/Redevelopment Successor Agency/Housing Authority/Hayward Public Financing Authority Meeting on November 27, 2012

[Draft Minutes](#)

3. Approval of Minutes of the City Council Meeting on December 4, 2012

[Draft Minutes](#)

December 18, 2012



4. Adoption of a Resolution Authorizing the City Manager to Execute an Agreement with Bryce Consulting, Inc. to Conduct Classification and Compensation-Related Studies
[Staff Report](#)
[Attachment I](#)

 5. Dixon Street Improvements – Tennyson Road to Valle Vista Avenue: Approval of Addenda, Award of Contract, and Appropriation of Additional Funds
[Staff Report](#)
[Attachment I](#)
[Attachment II](#)
[Attachment III](#)
[Attachment IV](#)

 6. Resignation of Pedro Mendoza from the Hayward Youth Commission and Appointment of Nubia Pina to Fulfill Pedro Mendoza's Term
[Staff Report](#)
[Attachment I Resolution](#)
[Attachment II Letter](#)
-

The following order of business applies to items considered as part of Public Hearings and Legislative Business:

- *Disclosures*
 - *Staff Presentation*
 - *City Council Questions*
 - *Public Input*
 - *Council Discussion and Action*
-

LEGISLATIVE BUSINESS

7. Introduction of a Second Amendment to the Ordinance Providing Interim Relief from Certain Inclusionary Housing Provisions to Extend the Ordinance for a Twelve-Month Period and to Authorize the City Council to Adopt Further Extensions by Resolution (Report from Assistant City Manager McAdoo)
[Staff Report](#)
[Attachment I CEQA Resolution](#)
[Attachment II Interim Relief Ordinance](#)

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

**DECEMBER 25, 2012 AND JANUARY 1, 2013
MEETINGS CANCELED DUE TO BUSINESS/HOLIDAY CLOSURE**

December 18, 2012



NEXT MEETING – 7:00 PM, TUESDAY, JANUARY 15, 2013

PUBLIC COMMENT RULES: *The Mayor may, at the beginning of the hearing, limit testimony to three (3) minutes per individual and five (5) minutes per an individual representing a group of citizens or organization. Speakers will be asked for their name and their address before speaking and are expected to honor the allotted time. A Speaker Card must be completed by each speaker and is 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 has 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.

Please visit us on:



DATE: December 18, 2012

TO: Mayor and City Council

FROM: Assistant City Manager

SUBJECT: South Hayward BART Transit-Oriented Development Project Update (JPA Overview and Recommendations, Parking & Access Study Report, and Creation of a Parking District and Permit Program)

RECOMMENDATION

That the City Council reviews and comments on this report.

SUMMARY

This report provides an overview of the following elements of the South Hayward BART Transit-Oriented Development (TOD) Project:

- 1) Completion of the Parking and Access Study Report for the South Hayward BART Station Access Authority (JPA);
- 2) Proposed modifications to the previously approved JPA boundaries; and
- 3) Recommendations for establishment of a mixed-use parking district around the South Hayward BART Station. Following tonight's presentation, staff will return to Council with formal recommendations regarding creation of the parking district on February 19, 2013.

BACKGROUND

South Hayward BART TOD Project Overview¹

The original project was approved by the Hayward City Council on March 17, 2009², as a high-density, mixed-use, transit-oriented development at the South Hayward BART station. The project involved development of the BART property at the South Hayward BART station and the properties between Dixon Street and Mission Boulevard with 788 residential units, 206 of which would be below-market/affordable apartments developed by Eden Housing. JMJ Development

¹ City Website Project Information: <http://www.hayward-ca.gov/CITY-GOVERNMENT/SPECIAL-PROJECTS-&-STUDIES/shbmup.shtm>

² March 17, 2009 Council Meeting: <http://www.hayward-ca.gov/CITY-GOVERNMENT/CITY-COUNCIL-MEETINGS/rp/2009/rp031709-04.pdf>

LLC (formerly Wittek Development and the Montana Property Group “Wittek / Montana”) is the developer of the market-rate units. Eden Housing & JMJ, jointly, are and remain the “Developers” of the project. As part of the original 2009 approvals, a new full-sized grocery store was envisioned on the main BART property nearest the station in the initial phases of the project, along with a new 910-space parking garage to serve BART commuters. Financing for the project included \$47 million in State Proposition 1C grant funds, along with nearly \$20 million in support from the City’s Redevelopment Agency.

On March 8, 2011³, the City Council was advised that the project may no longer be feasible in its entirety and the Developers asked the Council to consider approving modifications to the project. The feasibility of the original project proposal was challenged by several factors, including: (1) the difficulty in locating a full-service grocery store tenant; (2) the impacts of the Great Recession on the overall Bay Area economy; and (3) the proposed and eventual elimination of the City’s Redevelopment Agency, which eliminated the City’s ability to commit funds towards some of the project construction costs. The Developers proposed to reposition approximately 151 affordable units and 203 market rate units from the main BART lot site west of Dixon Street to the east side of Dixon Street as Phase I of the project. The Developers further contend that, at some future time, Phase II of the project (including the housing, retail, and a BART replacement parking garage on the main lot) could still be constructed depending on market conditions. Following the Council work session in March and additional staff review of the proposed changes, the Planning Director approved the required elements of the re-phasing.

Current Project - On June 28, 2012⁴, the Planning Commission approved the Developers’ request for the Precise Development Plan for development of Phase I. On November 15, 2012⁵, the Planning Commission approved the tentative map for the market rate apartment units, which provides for the framework of selling the apartments as individual condominium units at some time in the future. As the Developers are proceeding only with Phase I of the project at this time, the State Housing and Community Development (HCD) grant funding has been reduced to approximately \$18 million for the Infill Infrastructure Grant Program (IIG) construction work and \$7 million in funds to support Eden Housing’s development of the affordable units. There are no Redevelopment funds being used for the project (as the Agency has been dissolved). The Housing Authority and the City have entered into loan agreements with Eden Housing to provide \$6.525 million for the affordable housing component of the Project. This includes \$4.25 million in Housing Authority funds and \$2.275 million in Federal funds (HOME and Neighborhood Stabilization Program (NSP)).

Additionally, as authorized by the City Council, the City and the Developers have entered into an Owner Participation Agreement (OPA) (similar to a development agreement), which establishes the respective rights and obligations of the parties for the project. Although the State Housing and Community Development grant funding requires that the City be jointly and severally liable

³ **March 8, 2011 Council Meeting:** <http://www.hayward-ca.gov/CITY-GOVERNMENT/CITY-COUNCIL-MEETINGS/2011/CCA11PDF/cca030811full.pdf>

⁴ **June 28, 2012 Planning Commission Meeting:** <http://www.hayward-ca.gov/CITY-GOVERNMENT/BOARDS-COMMISSIONS-COMMITTEES/PLANNING-COMMISSION/2012/PCA12PDF/pca062812full.pdf>

⁵ **November 15, 2012 Planning Commission Meeting:** <http://www.hayward-ca.gov/CITY-GOVERNMENT/BOARDS-COMMISSIONS-COMMITTEES/PLANNING-COMMISSION/2012/PCA12PDF/pca111512full.pdf>

for the money should any default occur by the Developers, the OPA outlines the various elements in place to protect the City should any default on the Project occur. The City Council approved the terms of this document, along with several other key project elements at the July 26, 2011 Council meeting⁶.

In connection with the project, BART intends to convey its 174-space satellite/east overflow parking lot property along the east side of Dixon Street across from the South Hayward BART Station site (the “East Lot”) to JMJ Development just prior to the start of project construction. JMJ Development intends to construct Phase 1 of the Market Rate Development on the East Lot (and a portion of the former Perry and Key Site located along Mission Boulevard). The rest of the former Perry & Key site will be developed with 151 affordable senior and family units by Eden Housing. Due to concerns related to the loss of BART parking at the East Lot site, the City and BART have been working collaboratively to develop acceptable alternative parking solutions for both the community and BART patrons. The key element of this plan is the creation of a Joint Powers Authority between BART and the City to manage station and parking access around the South Hayward BART Station.

Joint Powers Authority (JPA) - In response to a July 2010 parking and access study as well as negotiations between the City, the Developers and BART, the City Council approved a Joint Exercise of Powers Agreement with BART in conjunction with numerous other project approvals related to the South Hayward BART TOD project on July 26, 2011⁷. This Agreement establishes the South Hayward BART Station Access Authority (“Authority” or “JPA”) and sets forth the purpose and powers of the JPA, as well as the limitations imposed on the JPA by its members including provisions that balance the City's interest in furthering the TOD Project with controlling future parking and access activities (Attachment II). The Authority consists of two members: the City of Hayward and BART.

The JPA serves both the City’s and BART’s interests. For the City, it helps to protect the neighborhoods surrounding the South Hayward BART Station from excess overflow parking and potentially provides a funding source for neighborhood improvements such as sidewalks and other pedestrian improvements. For BART, the JPA provides assurance that the City will continue to work with BART to ensure that BART patrons will have sufficient ongoing access and parking at or near the South Hayward BART Station.

The Council and the BART Board have each appointed two members of their respective bodies to serve on the JPA Board. BART Board Directors Tom Blalock and John McPartland currently represent BART on the JPA Board. The current City of Hayward representatives on the JPA Board are Councilmembers Francisco Zermeno and Al Mendall. The Board has met several times since the JPA Agreement was executed in September 2011.

⁶ **July 26, 2011 Council meeting:** <http://www.hayward-ca.gov/CITY-GOVERNMENT/CITY-COUNCIL-MEETINGS/2011/CCA11PDF/cca072611full.pdf>

⁷ **July 26, 2011 Council meeting:** <http://www.hayward-ca.gov/CITY-GOVERNMENT/CITY-COUNCIL-MEETINGS/2011/CCA11PDF/cca072611full.pdf>

DISCUSSION

Parking & Access Study

In response to the 2009 approval of the South Hayward TOD project, the City retained Nelson/Nygaard Consulting Associates (Nelson/Nygaard) to complete a draft South Hayward BART Parking & Access Study in 2010. The purpose of the study was to complement the planning efforts of the City and of BART and to provide more specific guidelines and recommendations for the area around the South Hayward BART Station. The study was primarily concerned with the management of parking around the station area, since various improvement projects and development would reconfigure the available parking at and near the South Hayward BART Station. The initial study focused on the impacts of the proposed Wittek-Montana/Eden Housing project on parking and access at the South Hayward BART station. This analysis looked at the original 2009 approved project, which included the development of the 910-space parking garage at the station.

In response to changing market conditions and the re-phasing of the TOD Project, BART commissioned an updated “South Hayward BART Parking & Access Study” (“Report”) in late 2011. The key element of this revised analysis was the identification of replacement parking options following the loss of the 174-space BART east overflow lot after development of Phase I of the Wittek-Montana/Eden Housing project. A first draft of this report was completed in early March 2012 and presented to the JPA Board. The Report provided a brief description of the surrounding context, existing parking conditions, and the results of parking occupancy and turnover analyses conducted in January 2010 and November 2011.

The Report went on to investigate the potential initiation of designated BART parking on City streets, parking fees, parking regulations, and enforcement activities, along with financial impacts, and recommended a proposed implementation strategy for these elements. The Report identified a proposed parking district within the JPA boundaries that would provide for replacement BART parking throughout the neighborhoods surrounding the South Hayward BART station. In this initial proposal, residents and businesses in the neighborhood would have had to share street parking spaces with BART patrons who were unable to find parking on the main BART station parking lot. The initial proposal did address all of the replacement parking needed as a result of the proposed development on the BART east overflow parking lot.

Staff held a community meeting on March 26, 2012 to present these preliminary findings and recommendations from the initial report draft. Over 1,400 meeting notices were mailed out to addresses within approximately one-quarter mile of the proposed JPA area. The meeting was held at Moreau High School and about fifty residents attended the meeting. There were significant community concerns expressed at the meeting regarding the preliminary recommendations for parking in this area. Primarily, residents were concerned about the potential loss of parking along public streets in front of their residences, the need to have a permit to park in their neighborhoods, and the further negative impact the development project might have on parking and traffic in their neighborhoods. In addition, residents expressed a number of other more general concerns about issues in their neighborhood, e.g. lack of adequate street lighting and general safety concerns.

Based on this feedback from the community, City and BART staff went back to the drawing board to develop replacement parking options and recommendations that would not adversely impact the residents and businesses in this area. As the development project has already been approved by Council and the City is a partner with the developers for receipt of the State grant funds, the City needs to facilitate a feasible and reasonable solution to the replacement parking issue with BART, the developers and the community. This is also the first time that BART has entered into this type of joint powers agreement to co-manage parking around a station with a City so there have not been other models to use in developing these recommendations. That being said, the team has worked diligently since last March to prepare a revised draft of the Parking and Access Study (Attachment I). Nelson\Nygaard completed this draft in early November. A discussion of the key findings and recommendations follows below.

Key Findings from November 2012 Parking and Access Study Draft:

- 1) BART patrons currently fill the main lot, fill the East Lot, park on Dixon Street in front of the Station, and spill over into residential neighborhoods;
- 2) By adopting a residential parking permit program in this area, residents will not be significantly impacted in the future by BART patrons parking along public streets in front of their homes;
- 3) By designating additional on-street BART parking areas, BART patrons will not need to search throughout the neighborhoods for a vacant space; and
- 4) Revenues from the parking district and future parking citations will be available to offset the operations and maintenance costs as well as capital (initial and future) costs for the parking district/JPA.

Parking Capacity and Needs:

The 2012 revised Study identifies 1,379 spaces as currently available in the Main Station lot and the Overflow East lot for BART patrons to park (see table below). With the elimination of the BART East Lot parking lot due to the TOD development, the report recommends alternative on-street BART parking spaces to be located on Tennyson Road, Mission Boulevard, and Dixon Street. These areas are currently either marked as “No Parking” zones, or have limited ongoing parking by BART parkers and/or residents (Attachment I, page 3-8).

Summary of Current BART Parking and Proposed Alternative				
	Location	Current Parking	Proposed Parking	<i>Difference</i>
1	BART Main Lot	1,090	1,090	
2	BART East Lot	<u>174</u>	<u>None</u>	
		1,264	1,090	<i>(174)</i>
3	On-Street Parking	125	...	
4	Tennyson Road	0	142	
5	Mission Blvd.	0	40	
6	Dixon Street	<u>0</u>	<u>90</u>	
		125	272	<i>147</i>
	<i>*Less ten vacant spaces</i>	<i>(10)</i>		
		<u>1,379</u>	<u>1,362</u>	<i><u>(17)**</u></i>

* The report indicated that ten spaces were vacant when the lot counts were conducted. This number is being subtracted from the total current parking amount.

** Approximately 98% parking replacement.

Based on the parking needs identified above and to facilitate BART commuters while also not adversely impacting residents, staff recommends establishment of the following four parking district areas on public streets near the South Hayward BART station property (see Attachment V):

Residential Permit Parking (RPP) – Streets in designated neighborhoods will be posted with signs signaling a RPP area with parking restricted to residential permit-holders only. These residential parking permits will allow residents to park within the area at all times. Resident only permit parking will be posted on:

- a. East 10th Street through East 13th Street (both sides) from Tennyson to Hancock Street;
- b. Monticello Street (both sides);
- c. Copperfield Avenue (both sides);
- d. Valle Vista Avenue (both sides); and
- e. Dixon Street (east side) across from the southern edge of the BART Station property to 200 yards south of Valle Vista Avenue.

The designation of a RPP zone in this area will be similar to the other RPP areas designated throughout the City but will have certain distinguishing characteristics, given the circumstances in this neighborhood. These characteristics are described in the section below entitled “Proposed Transit Oriented Development Preferential Residential Parking Permit Program (TOD-PRPPP) Area.”

BART Permit Parking – On-street BART designated permit parking areas are recommended for BART patrons. As the goal is to ensure that the development of the BART East Lot does not adversely affect BART ridership or resident parking needs, the following recommendations would utilize parts of existing on-street parking to accommodate the overflow of current BART patrons:

- a. On Tennyson Road and Mission Boulevard (approximately 182 spaces): these areas have been “No Parking” zones for many years. By designating these areas as “BART Only” parking, it allows for additional BART patron parking without taking away from resident parking;
- b. On Dixon Street (west side in front of BART property to 200 yards south of Valle Vista Avenue – approximately 90 spaces): this area currently has limited BART and resident parking. By designating the west side of Dixon Street, it will provide spaces for BART patrons. By reserving the east side of Dixon Street for residents in the RPP area (see above), it will more than sufficiently reserve enough spaces for residential use⁸.

Business Parking Zone – Business areas will have posted restricted hours so that the parking area will be available for business patrons. These spaces are not included in the parking supply as they are typically not used by residents or BART patrons and, if not available to early BART commuters, are likely not to be used at all by BART patrons. Mission Boulevard north of Tennyson

⁸ Of the 130 spaces between the station and 1/2 mile radius (39 from station to Copperfield, 25 from Copperfield to Valle Vista and 66 from Valle Vista to 1/2 mile station radius), only 44 spaces (3, 11, and 30 respectively) were occupied at mid-day by residents. Reserving 68 spaces for residents on the east side will be more than sufficient for the 44 current residential parkers.

Road will be posted “No Parking - Midnight to 9:00 am”, such that all-day, early-arriving BART patrons (commuters who arrive well before 9:00 a.m. daily) will not have the ability to park in this area before 9 a.m. However, businesses will have ample off-site parking for their patrons during most of the regular business day (which will be an increase of parking spaces for this area), and BART patrons who arrive late (who are typically short-time parkers for short trips into the city) may park for a short period of time.

School Loading Zone - Provisions have been made for a “school loading zone” for residents who currently use the section of Tennyson Road adjacent to Cesar Chavez Middle School to drop off and pick up their children (7-9 a.m. and 2-4 p.m.).

In order to accommodate these revised recommendations and the preferred parking alternative, the City and BART will also need to modify the original JPA boundary (Attachment III). Attachment IV identifies the proposed JPA boundary.

Proposed Transit Oriented Development Preferential Residential Parking Permit Program (TOD-PRPPP) Area:

In 1987, the City Council adopted a resolution that approved a Preferential Residential Permit Parking Program (PRPPP). The program restricts on-street parking to residential permit-holders during posted hours. When an area is added to the program, only residents who live along posted streets may obtain parking permits to utilize on-street parking during the posted hours although they would still be limited to 72 hours based on the City’s existing parking regulations. These residents must pay a biannual fee in order to receive permits to park in the PRPP areas. The City currently has three Preferential Residential Permit Parking Program Areas, with a total of 191 permits issued:

1. Area A – Eden Gardens Neighborhood near Chabot College (65 permits)
2. Area B – Santa Clara Street near Alameda County Offices and the Post Office (79 permits)
3. Area C – Near California State University, Hayward - University Avenue (47 permits)

Based on the recommendations from the Parking and Access Study and feedback received from the community regarding parking around the South Hayward BART Station, staff will be recommending (at a future meeting in February 2013) that the City Council approve an amendment to the Hayward Traffic Regulations, adding a TOD-PRPPP. This new program differs from the current City PRPP program in that: (a) the area will be initiated by the City as opposed to initiated by residents; (b) eligible residents will receive up to four parking permits at no charge to the resident; and (c) parking for a designated group (BART patrons) will also be provided for on select City streets.

Residents in the proposed TOD-PRPPP will be eligible to participate in this permit program if they live in one of the initially designated residential areas (10th Street through 13th Street from Tennyson to Hancock Street, Monticello Street, Copperfield Avenue, Valle Vista Avenue, and Dixon Street (east side) from the BART Station to 200 yards south of Valle Vista Avenue). Signs will be posted on affected streets to reserve these on-street spaces within the designated permit boundary for residents. Vehicles with a permit would be allowed to park on any street designated in the

residential permit area. Up to four free permits will be issued to each eligible address. This will enable residents to use the hang tag permits for themselves, their guests, visitors, contractors, etc. If a resident in an approved residential permit area does not want to participate in the program, then they cannot park on a posted street without the potential of being fined similar to other non-permitted vehicles. The City will proactively outreach to property owners in the residential area to provide them with the required permits.

Currently, BART patrons utilize many of these streets for all-day parking without any protections afforded to the residents. By creating this parking permit program, the intended outcome is that residents will have more guaranteed parking near their homes and BART patrons will be required to park on streets outside of the key residential areas where no parking currently exists. As mentioned previously, this is the City's and BART's first implementation of this type of program and staff will present the JPA Board with implementation updates every six months for review and any recommended modifications. If there are proposed changes, these would also return to the Council for consideration.

Implementation:

Implementation of the parking permit program outlined above requires a coordinated effort between BART and the City. This is another reason for the establishment of the JPA/Station Access Authority. A key element of this structure is that all revenues from BART parking permits (either on the Main lot or on City streets) as well as citation revenues in both the BART and residential parking areas will flow back to the JPA. These revenues can then be utilized to fund ongoing operations and maintenance costs as well as capital costs (both initial and future) within the entire JPA area (Attachment I, Section 5). The BART Board will be considering actions in February 2013 that would set the proposed parking rates for the Main BART lot and for BART parking on City streets around the South Hayward station. Based on this action, the JPA Board will then have the authority to evaluate these charges every six months and raise them as appropriate based on pre-established parking occupancy rates. These revenues will all flow directly back to the JPA. The JPA Board considered these recommendations as part of its actions on December 5, 2012⁹.

The Parking and Access Study models projected revenues and costs for implementation of the recommendations outlined in this staff report, using several different scenarios. Figure 5-1 of Attachment I presents the most likely scenario and demonstrates a positive cash flow for the JPA. If this scenario plays out, the positive cash flow would be reinvested in the neighborhood surrounding the South Hayward BART station for improvements, such as enhanced security patrols, increased street lighting, increased trash and litter collection, among others. The Parking and Access Study (Attachment I, Appendix C) provides a detailed list of proposed access improvements in the area. Implementation of these improvements would be dependent on future revenues as well as the prioritization of these improvements by the community, BART Board and City Council.

The financial projections for the JPA will be monitored closely by staff and presented to the JPA Board every six months for review. The fiscal impact section below provides more details with

⁹ **December 5, 2012 JPA Agenda:** http://www.hayward-ca.gov/CITY-GOVERNMENT/ALAMEDA-COUNTY-AGENCIES-&-OTHER-ORGANIZATIONS/shbsaa/2012/SHBSAA_120512.pdf

respect to the City's initial investment for implementation of the program (to be repaid through future JPA revenues). In addition to monitoring impacts around the South Hayward BART station, City and BART staff are also prepared to evaluate possible impacts to the Downtown Hayward BART station and associated parking as a result of the implementation of BART parking charges at the South Hayward station. Staff, in coordination with Nelson\Nygaard, will be performing a baseline conditions analysis of parking in the Downtown area in January 2013, prior to implementation of any parking recommendations at South Hayward.

Parking enforcement will be performed by staff of either the BART Police Department and/or the Hayward Police Department with associated costs being covered by revenues from the JPA. Separate California Vehicle Code violation numbers will be cited on City streets versus in the BART lot. There will be a four week "Warning Period" where vehicles that violate the posted parking signs will be issued a warning notice. After the four week "Warning Period," enforcement staff will begin issuance of citations to violators in both the BART and residential parking areas. As the implementation dates get closer, staff will evaluate whether the initial "Warning Period" should be longer than four weeks.

Section Six of the Parking and Access Study (Attachment I) provides a more detailed listing of the steps necessary to implement the recommendations related to the parking district.

Community Meeting – November 5, 2012:

Following release of the revised draft Parking and Access Study in early November, the City and BART convened another community meeting on November 5, 2012 at Cesar Chavez Middle School. Approximately 1,800 meeting notices were mailed out to addresses and property owners within approximately one-quarter mile of the proposed expanded South Hayward JPA area. About twenty residents attended the meeting, some of whom also attended the March 2012 meeting.

Staff presented the revised recommendations from the Parking and Access Study and heard similar concerns from the community about the current parking situation in the neighborhood and concerns with the original approval of the South Hayward TOD development project. Some residents did acknowledge that the recommendations to protect resident parking were much improved over the initial recommendations last March. In addition, an expanded City staff team was present at the meeting to address some of the more general neighborhood concerns about safety, signage and street lighting. Many of these neighborhood concerns were addressed by Public Works staff shortly after the meeting.

Recommendations by the JPA Board:

Staff presented the findings and recommendations from the November 2012 Parking and Access Study to the JPA Board at its meeting on December 5, 2012. The JPA Board voted unanimously (3-0 with Councilmember Mendall absent due to medical issue) to recommend acceptance of the Parking and Access Study recommendations outlined in the report and as presented in this staff

report¹⁰. The more specific recommendations and actions needed to implement the preferred parking alternative will be presented to the BART Board on February 14 and the City Council on February 19.

ECONOMIC IMPACT

The successful development of the TOD Project will have an immense positive economic impact on south Hayward. The commencement of the housing construction in this area should spur the development of the area. Proposed nearby projects would likely re-commence their planning, leading to construction. The development of housing in the area should lead to stronger interest from retailers, and thereby, planning and construction of retail centers. Initial development under Phase 1 of the Project would also have a positive economic impact by creating approximately 500 immediate high-quality construction, design and engineering service jobs through the three-year development cycle. The TOD Project will increase BART ridership and decrease vehicle miles traveled and thus will help reduce greenhouse gas emissions associated with vehicles, which is in line with the goals in the City’s Climate Action Plan. Total Phase I Project costs are estimated to be more than \$100 million, exclusive of land costs.

FISCAL IMPACT

Project Expense

The City will incur initial capital expenses associated with establishing the parking district, to include residential, business, and on-street BART parking areas. Initial capital expenses include signage, striping, purchase and issue of residential permits, removal of a pedestrian safety fence along the sides of Tennyson Road, and installation of a new pedestrian safety fence in the median on Tennyson Road to discourage pedestrians from crossing Tennyson Road. These costs to establish the parking district will be incurred by the City’s General Fund, and then reimbursed by the JPA following the collection of parking permit and citation revenue. The City’s initial cost to establish the parking district is estimated at \$200,000 as detailed below (Attachment I, Section 5).

City Initial Parking District Capital Expense		
1	Fencing (removal and reinstallation)	\$ 97,000
2	Purchase and installation of signage	\$ 50,000
3	Installation of striping and numbering	\$ 50,000
4	Purchase and issuing of permits	\$ 3,000
	Total Estimated Cost	\$ 200,000

Similarly, BART will have capital expenses associated with implementation of the recommendations from the Parking and Access Study. These expenses are also outlined in Attachment I, Section 5 and total approximately \$302,000. The JPA budget projections assume

¹⁰ December 5, 2012 JPA Agenda: http://www.hayward-ca.gov/CITY-GOVERNMENT/ALAMEDA-COUNTY-AGENCIES-&-OTHER-ORGANIZATIONS/shbsaa/2012/SHBSAA_120512.pdf

equivalent repayment terms for both the City's and BART's initial capital investments. JPA operating expenses would be covered first from revenues. Any revenues that exceed basic operating expenses would then go to capital expense repayment for BART and the City.

Parking District Revenues and Expenses

As mentioned earlier in the report, parking permit fees and parking citation fines will be collected and deposited into a JPA account that will accept receipt of revenues and make payments to the JPA for operating, maintenance, and capital expenses. The net revenue resulting from BART commuter parking fees and enforcement citations, after covering costs associated with capital expenses and those associated with administration and enforcement will be invested in the neighborhood where the revenue is generated to pay for increased services or transportation and streetscape improvements.

A financial analysis of revenue and expenditures for the JPA/parking permit area was provided as Figure 5-1 in the Report. A summary of the estimated revenues and expenditures for the first four years of operations is below (Attachment I, Section 5, Figure 5-1). The capital expense line item reflects repayment of both the City's and BART's initial expenses to establish the parking district, repaid over twenty years at 3% interest. The following projections are based on experiences implementing BART parking charges at other stations in the system. As mentioned previously, the financial condition of the JPA will be monitored closely and staff will report to the JPA Board at least every six months with a financial report in addition to an update on parking conditions and implementation of the preferred parking alternative.

Phase One Financial Analysis				
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
REVENUE				
BART Permit Parking	330,917	560,074	866,049	945,200
<u>Parking Enforcement Citation</u>	<u>222,824</u>	<u>220,481</u>	<u>218,164</u>	<u>217,539</u>
<i>Net Revenue</i>	\$553,741	\$780,555	\$1,084,213	\$1,162,739
EXPENSE				
Operations	121,904	159,405	162,501	165,868
Maintenance	0	353,419	362,183	371,166
<u>Capital Expense</u>	<u>35,646</u>	<u>35,646</u>	<u>35,646</u>	<u>35,646</u>
<i>Net Expense</i>	\$157,550	\$548,470	\$560,330	\$572,680
NET REVENUE				
<u>Difference</u>	<u>396,191</u>	<u>232,085</u>	<u>523,883</u>	<u>590,059</u>
FUND BALANCE	\$396,191	\$628,276	\$1,152,159	\$1,742,218

PUBLIC CONTACT

March 19, 2012: JPA Board Meeting

March 26, 2012: First Community Meeting

November 5, 2012: Follow up Community Meeting

December 5, 2012: JPA Board Meeting

December 7, 2012: In anticipation of this work session, the City mailed 2,375 public notices to residents and addresses within 300 feet of the current proposed JPA boundary to alert them of the City Council meeting.

NEXT STEPS

The following next steps are tentatively scheduled:

January 2013: The City will conduct a parking occupancy survey at the Downtown Hayward BART Station (*concurrent with its study of Downtown retail parking*) against which to measure the effects of the pricing program at the South Hayward BART station.

February 14, 2013: The BART Board is tentatively scheduled to consider action items related to implementation of the recommendations from the Parking and Access Study.

February 19, 2013: The City Council is tentatively scheduled to consider action items related to implementation of the recommendations from the Parking and Access Study.

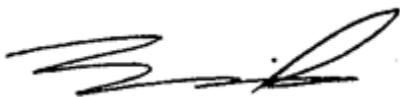
February 26, 2013: The City Council is tentatively scheduled to consider the final project subdivision map for the JMJ Development (formerly Wittek/Montana).

April 2013 (*tentative and pending the outcomes of February BART Board and City Council actions*): BART will close the East Overflow parking lot; the parking permit and fee program will be implemented around the South Hayward station; and the developers will erect construction fencing around the East Overflow lot and begin construction.

Prepared by: Denise Blohm, Administrative Analyst II

Recommended by: Kelly McAadoo, Assistant City Manager

Approved by:



Fran David, City Manager

Attachments:

Attachment I:	November 2012 Parking & Access Study
Attachment II:	JPA Agreement
Attachment III:	Existing JPA Boundary of Authority
Attachment IV:	<i>Proposed</i> Modified JPA Boundary of Authority
Attachment V:	<i>Proposed</i> Parking Regulations in JPA Area
Attachment VI:	December 7, 2012 Public Notice



SOUTH HAYWARD BART STATION ACCESS AUTHORITY

SOUTH HAYWARD BART PARKING & ACCESS STUDY

FINAL DRAFT REPORT

NOVEMBER 2012



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1 INTRODUCTION

A May 2011 South Hayward BART Access Study highlighted multimodal access issues and recommended the formation of a Joint Powers Authority between San Francisco Bay Area Rapid Transit District (BART) and the City of Hayward to implement that report's access strategies. The South Hayward BART Station Access Authority ("Authority") was subsequently established in September 2011 to manage parking and access around the South Hayward BART station. The Authority consists of two members: the City of Hayward and BART.

It is critical that the parking and access needs of both BART patrons and those of the South Hayward community are met as the area continues to develop and change. The purpose of this Parking & Access Study is to identify the Authority's initial and future activities in regards to parking and access.

PROJECT SUMMARY

This study is primarily concerned with the management of parking in the project area. In the near term, various improvement projects and development will reconfigure the available parking at the South Hayward BART Station. Managing the parking ramifications of these projects and ensuring that new development does not adversely affect BART patrons or neighborhood residents is the focus of this report.

REPORT STRUCTURE

This report begins with a brief description of the surrounding context, existing parking conditions, and the results of parking occupancy and turnover analyses conducted in January 2010 and November 2011. The parking survey discussed in Chapter 2 documents existing parking supply and the current parking demand at the station, including the extent to which BART patrons park in the surrounding neighborhoods. Understanding the magnitude of parking demand is important to inform the appropriate response to planned removal of some of the existing parking supply. In Chapter 3, the report outlines two alternatives to accommodate existing parking demand given decreased parking supply due to both future development of the BART East Lot along Dixon Street and a future Dixon Street reconfiguration. These alternatives also identify potential effects on the neighborhood around the station and strategies to mitigate negative impacts. Next, Chapter 4 investigates the potential initiation of parking fees, parking regulations, and enforcement activities. Financial impacts are discussed in Chapter 5, followed by an implementation strategy for the Authority in Chapter 6.

2 PARKING ANALYSIS

DEFINITION OF THE STUDY AREA

For the purposes of this report, the study area delineates only a portion of the South Hayward BART catchment area. The study area approximates the current limits of the Authority boundary, or roughly a ¼-mile of the station (Figure 2-1).¹ Network analysis in GIS was used to determine the ¼-mile walk from the station entrance. At average walking speed, walking a ¼-mile takes roughly five minutes, which is the most desirable maximum walking distance for commuters who drive to and park at the station.

The Authority purview contains predominately local residential streets. However, there are a few major residential collector streets within the boundary, including Dixon Street, immediately east of and adjacent to the station, and Tennyson Road immediately north of the station. Mission Boulevard bounds the eastern edge of the Authority boundary and is a four-lane commercial arterial with a variety of local services, including restaurants, hotels, and auto body shops.

PARKING ISSUES

The Hayward Police Department has received no recent complaints about BART commuter parking from residents and businesses in the vicinity of the BART station.

PARKING SUPPLY

The 2011 BART South Hayward Access Study gauged the number of BART-owned, off-street parking spaces and on-street public parking spaces in January 2010. To corroborate these findings, an inventory of parking spaces both within a ¼-mile walking distance from the station and in the BART lots was conducted in November of 2011. The parking supply of on-street spaces along Tennyson and Mission Blvd were provided by the City of Hayward.

Off-Street Supply

The November 2011 off-street parking inventory surveyed automobile, motorcycle, and bicycle parking in two BART parking lots: the BART Main Parking Lot adjacent to the BART entrance (divided into three lots for purposes of analysis: the north, center and south lots) and the BART East Parking Lot across Dixon Street from the station entrance, as illustrated in Figure 2-1.

¹ The study area includes a portion of Tennyson Road and Valle Vista Avenue beyond a ¼ mile of the station. Refer to the Authority Boundary Map in Appendix B.

The BART Main Parking Lot includes the off-street parking west of Dixon Street, and supplies all 27 of the station's disabled parking spaces², all 39 reserved parking spaces, two BART employee parking spaces, and 10 motorcycle parking spaces. There are 78 regulated (reserved, disabled, BART official, and motorcycle) spaces and 1,012 unregulated off-street spaces in the Main Parking Lot.³ The 39 reserved monthly spaces available in the Center lot are priced at \$42 per month. Unoccupied reserved parking spaces become available to any BART rider after 10 AM. The remaining 96% of the spaces are available without charge on a first-come, first-served basis.

The BART East Parking Lot is located across Dixon Street, east of the BART Main Parking Lot and contains 174⁴ unregulated, free of charge spaces. There are a total of 1,264 off-street parking spaces at the station. Figure 2-2 details the capacity of each lot and the proportion of off-street parking in the Main Parking Lot and the East Parking Lot. Figure 2-1 graphically identifies the location of each of the four BART lots and their total capacity.

Figure 2-2 Off-Street Parking Supply

Zone	Un-regulated	Reserved	Disabled	BART Official	Motor-cycle	Total Capacity	Share of Parking at BART Station
	Parking Capacity						
North Lot	382	0	12	2	10	406	32%
Center Lot	65	39	0	0	0	104	8%
South Lot	565	0	15	0	0	580	46%
Subtotal Main Lot	1,012	39	27	2	10	1,090	86%
East Lot	174	0	0	0	0	174	14%
BART Lots Subtotal	1,186	39	27	2	10	1,264	100%

Data collected by Nelson\Nygaard in November 2011.

On-Street Supply

Because BART patrons may park on streets surrounding the station, the parking surveys in 2010 and 2011 included streets within the Authority boundary. The inventory examined parking regulations on all block faces⁵ in the study area. Special note was made of no parking zones, disabled parking areas, street sweeping, and other restrictions.

Because there are mostly no delineated parking spaces for on-street parking in the area surrounding the station, the number of available parking spaces was estimated by measuring the length of curb between the parcel lines at each corner of each block where parking is allowed. Each of these curb lengths was divided by 20 feet, a typical length for a parking space. The resulting number of parking spaces was multiplied by 2/3 to account for the proportion of the block length typically unavailable to parking due to curb cuts, fire hydrants, etc. This figure was

² In conformance with ADA, it is recommended that all designated disabled parking needed in the study area remain close to the station.

³ An analysis is currently being done to determine the feasibility of increasing the number of parking spaces in the main BART parking lot through restriping the parking stalls from a width of 8'-6" to 8'.

⁴ BART official records list this lot as having a capacity of 173 spaces. This inventory found 174 spaces.

⁵ A block face is the entire length of one side of the street between two consecutive intersections (without regard to driveways or other interruptions within the block).

checked against representative blocks and adjusted where necessary. The actual number of parking spaces on a street face may vary, depending on how “tightly” cars are parked. As a result, the inventory may estimate fewer spaces than are actually used, if drivers are parked very close together.

The current on-street parking supply within the Authority boundary is about 533 spaces. Figure 2-1 displays the supply of on-street and off-street parking within the Authority boundary. Darker blue lines indicate block segments with the highest number of on-street parking spaces, while lighter blue block faces contain relatively fewer on-street spaces. **Consequently, before considering planned parking supply changes (discussed in Chapter 3), there are currently a total of 1,797 spaces within the current Authority boundaries.**

Parking Restrictions

Within the ¼-mile study area, parking regulations restrict some parking availability, which temporarily decreases the effective supply. Parking is restricted along Dixon Street adjacent to the station entry two mornings every other week from 7:00 AM until 11:30 AM. Along the west side of Dixon Street (for four blocks within the Authority), street sweeping prohibits parking on the 1st and 3rd Tuesday mornings. On 1st and 3rd Wednesday mornings, street sweeping prohibits parking along the east side of Dixon Street. The City of Hayward enforces the parking restriction along Dixon Street during street sweeping, issuing between five and ten tickets on these mornings.

In addition, parking is not permitted on the following street segments within the Authority:

- Adjacent to Vista Park on both sides of Valle Vista Avenue
- Along Mission Boulevard
- Along Tennyson Road

Temporary parking restrictions due to street sweeping drop the effective supply of 1,797 spaces by approximately 65 spaces two mornings every other week, subject to change.

PARKING DEMAND

Parking demand was observed on the first three days of November 2011 between 6:00 AM and noon, investigating both on-street and off-street parking occupancy. A similar occupancy survey was conducted in January of 2010 for the South Hayward BART Station Access Study. The objective of this updated survey is to verify the findings and monitor recent trends in parking demand. For this report, the survey area was confined to the Authority boundary (illustrated in Figure 2-1).

Parking Occupancy

Off-Street Parking

As discussed in the parking supply section, BART provides 1,264 parking spaces in its lots at the South Hayward BART station. One of these lots, the Main Lot adjacent to the station, for the purposes of this study can be divided into three: North, Center, and South. The East lot, on the east side of Dixon Street, is slightly farther from the station entrance.

These four BART lots were surveyed in January 2010. For that survey, the lots were checked twice per day, at 9:00 AM and again at 11:30 AM, to understand not only how many people parked in

the lots but also when people tend to arrive at BART. For the current survey, off-street parking spaces in the four BART lots were surveyed just once each day, at noon on Tuesday, Wednesday, and Thursday, November 1, 2, and 3, 2011. The off-street lots are almost exclusively, if not exclusively, used by BART commuters, who generally arrive in the morning and park for the day. Consequently, measuring occupancy at noon provides a fairly accurate snapshot of peak parking demand at the station.

As shown in Figure 2-3, in November 2011, there were only ten empty spaces in total, eight of them in the East lot, at a slightly longer walking distance from the station than the other lots. All of the empty spaces were in unregulated areas—there were no empty reserved, disabled, or BART official spaces. See Figure 2-4 for a map of the average off-street occupancy.

Figure 2-3 Off-Street Parking Occupancy

Zone	Total Capacity	Total Occupied Spaces	Total Empty Spaces	Occupancy %
North Lot	406	405	1	99.8%
Center Lot	104	104	0	100.0%
South Lot	580	579	1	99.8%
East Lot	174	166	8	95.4%
BART Lots	1264	1254	10	99.2%

Data collected by NelsonNygaard in November 2011.

Both the 2010 and 2011 surveys found that midday, midweek, BART lot occupancy is very high; in fact, it was higher in November 2011 than it had been in January 2010. The earlier survey in January 2010 found that the three main lots almost fill to capacity by midday, and that as lots reach capacity BART patrons tend to park on Dixon Street rather than in the BART East lot, which is across Dixon Street. This may be because the street parking on Dixon is unrestricted (except during street sweeping), and because parking there is slightly more convenient to the station than the BART East Lot.

The November 2011 survey observed the same occurrence: Dixon Street adjacent to the station filled with cars in conjunction with the BART East Lot. However, whereas in 2010, both the BART East Lot and on-street parking along Dixon Street in front of the station filled to approximately 40% of capacity, by late 2011, these areas filled to over 95% of capacity. In November of 2011 the BART Main Parking Lot was 100% full at noon on three days, and Dixon Street in front of the station housed more cars than spaces, implying that some cars were illegally or very tightly parked there. See Figure 2-5 for a comparison of the occupancy rates found in the two surveys.

Figure 2-4 Noon BART Parking Lot Occupancy, November 2011

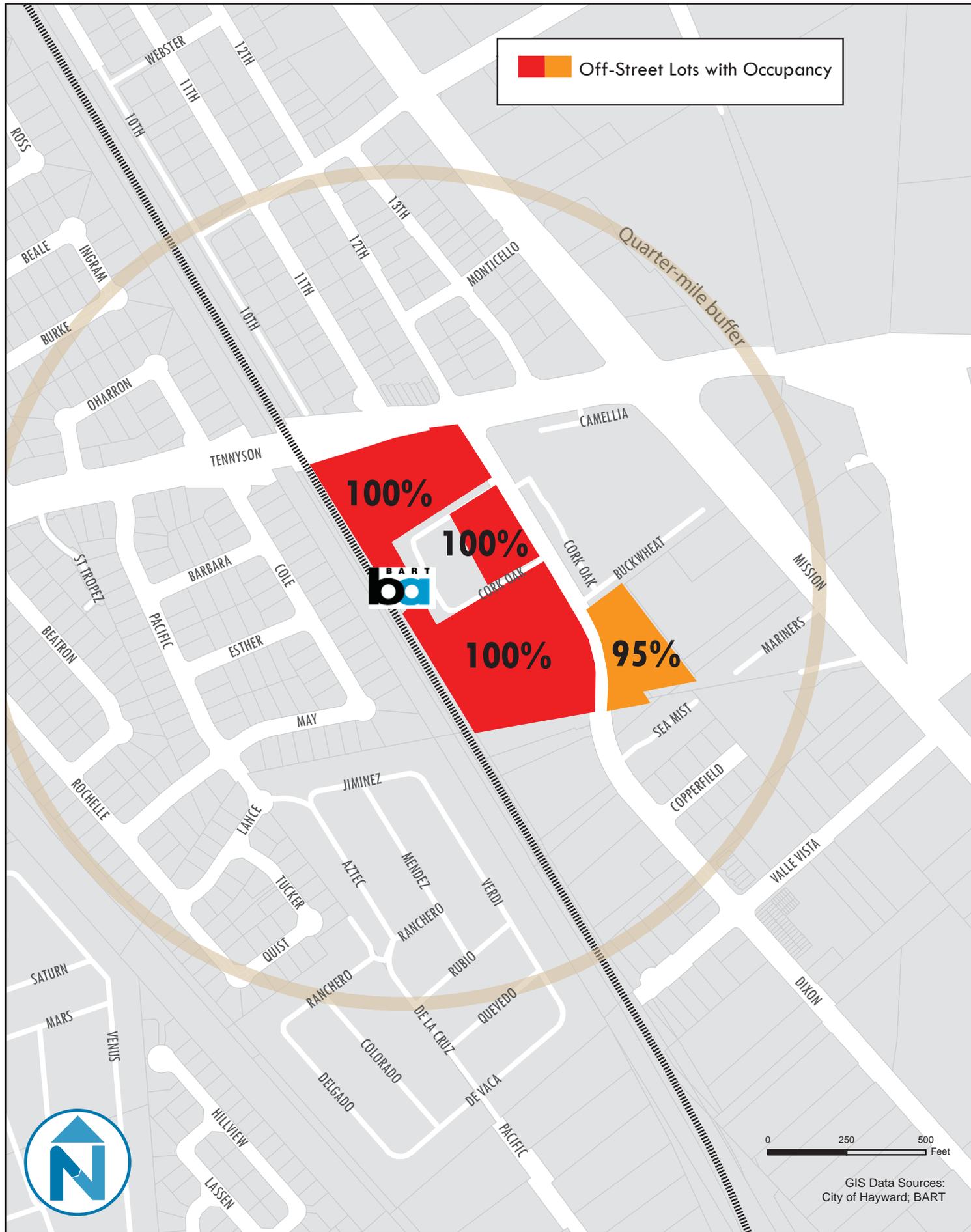


Figure 2-5 Off-Street Parking Occupancy Rates, 2010 and 2011

Zone	Parking Capacity	January 2010		November 2011	
		11AM Occupancy	11AM % Occupancy	Noon Occupancy	Noon % Occupancy
BART Main Parking Lot	1090	1070	98%	1088	100%
BART East Parking Lot	174	68	39%	166	95%
BART Lots Subtotal	1264	1138	90%	1254	99%
Dixon Street Parking (Tennyson-Sea Mist)	66	28	42%	69	104%
Total including Dixon St	1330	1166	86%	1322	99%

Data collected by Nelson\Nygaard in January 2010 and November 2011.

The following section addresses potential causes of this increase in occupancy at the South Hayward BART station.

Regional Initiatives & Parking Demand

The surge in off-street parking in the BART East Parking Lot from 39% occupancy to 95% occupancy in less than two years could be a result of a number of factors. One indicator of the improving regional economy is increased ridership and parking demand throughout the BART system. After dipping in 2008 and 2009, BART ridership has rebounded, and BART staff indicates that parking lots throughout the system seem to be fuller in the last year. However, this observation has not been quantified,⁶ but it helps to contextualize the increase in parking demand at the South Hayward BART Station. A few regional initiatives, including increasing the cost of driving to San Francisco and parking at other stations, may also be contributing to increased parking occupancy at this station.

A \$2.50 toll for crossing the Bay Bridge was implemented on July 1, 2010 for carpoolers who had previously crossed for free. The fee for vehicles with fewer than three occupants crossing the bridge increased from \$4 to \$6 during the weekday peak period. As a result of these toll increases, many drivers may have switched modes, choosing to take BART across the San Francisco Bay. The increased utilization of the off-street parking lots at the South Hayward BART Station may be partially caused by this toll increase. In fact, BART ridership at all three stations (Hayward, South Hayward and Union City stations) did increase after the initiation of higher tolls in mid-2010, as illustrated in Figure 2-6 and Figure 2-7.

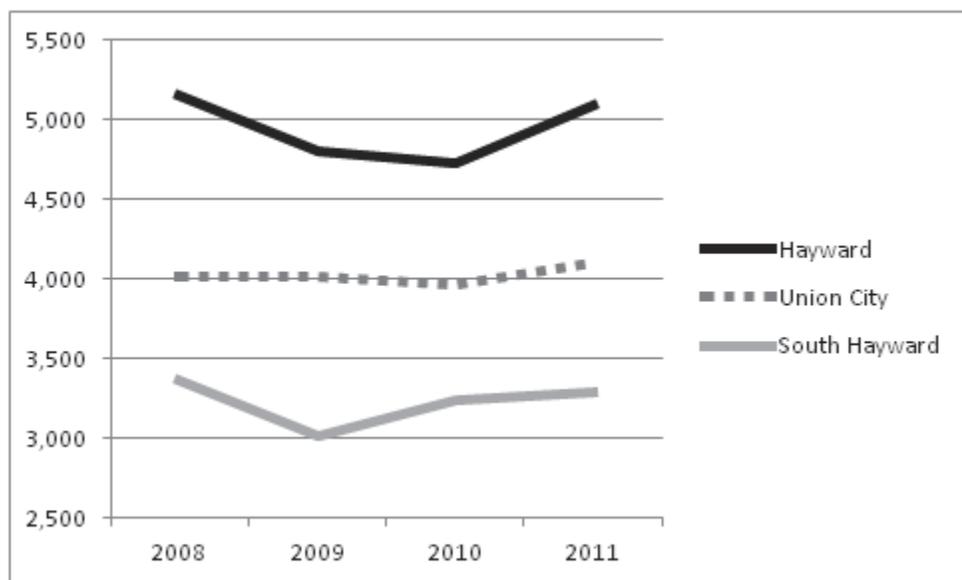
Additionally, increased parking demand at South Hayward may be a result of parking fee implementation at neighboring BART stations. The closest station to the south, Union City, began charging for parking in recent years. BART has charged a \$1 daily fee to park at the Union City station since April of 2009, and the City of Union City began charging for parking at adjacent City-owned parking lots and streets near the station in March 2010. The daily parking fee in the City-owned lots is \$3, or \$2/day if a quarterly parking pass is purchased⁷. On-street parking near the station costs \$0.50/hour with no time limit from 8AM to 8PM. As a result of the parking fees, parking utilization has fallen in the two City-owned parking lots. Utilization remains high at the BART-owned Union City parking lot, where the daily fee is still \$1. Ridership at Union City has

⁶ This study does not analyze behavior at other BART stations.

⁷ In Union City, quarterly parking permits cost \$120, which amounts to roughly \$2/day assuming patrons park Monday-Friday over three months.

remained steady through both parking fee introductions, which could be a result of more patrons accessing the station by other modes than park and ride, partially by the addition of new transit-oriented development at the station. The slight increase in ridership at South Hayward between 2010 and 2011 (Figure 2-6) could be a result of park and ride patrons shifting from Union City to South Hayward. However, the ridership increase at Hayward, which is further away from Union City than South Hayward, is even larger than at South Hayward, so it is uncertain whether the increase in ridership at South Hayward can be attributed to the \$3 fee introduction in the City-owned lots in Union City.

Figure 2-6 Ridership at Hayward, Union City, and South Hayward BART Stations



Data provided by BART for November 2008, 2009, 2010 and 2011.

Figure 2-7 Average Weekday Ridership

Station	Average Weekly Entries (Excluding Holidays)					Station Total
	11/3/2008-11/14/2008	11/2/2009-11/13/2009	11/1/2010-11/12/2010	10/31/2011-11/11/2011	% Change (2008-2011)	
Hayward	5,153	4,799	4,728	5,092	-1.18%	19,772
Union City	4,014	4,019	3,967	4,102	2.19%	16,102
South Hayward	3,363	3,008	3,239	3,294	-2.05%	12,904

Data provided by BART for November 2008, 2009, 2010 and 2011.

On-Street Parking

To gauge on-street parking demand, surveyors recorded the number of cars parked within each street segment within the Authority boundary.⁸ Many of the on-street parking spaces available near the station are in residential areas, so it was important to find a way to separate resident parking from BART commuter parking. To achieve this, the areas were surveyed twice (in both January 2010 and November 2011), once at 6:00 AM and again at 11:00 AM. An effort was made

⁸ The NelsonNygaard on-street parking average occupancy analysis incorporates posted parking restrictions. For instance, when calculating the proportion of parking spaces occupied, those spaces unavailable due to parking restrictions are not included in the total supply during the period of the restriction.

to determine whether specific cars stayed in place—any car parked on the street at 6:00 AM that was still there at 11:00 AM could reasonably be considered to belong to a resident, and therefore was excluded from the count of BART riders.

In January 2010, roughly 30% of on-street spaces were full at both 6:00 AM and 11:30 AM; however, the distribution of these spaces changed as the morning wore on. By 11:30 AM, on-street spaces near the station filled, while those further from the station emptied. Overall occupancy decreased by 4% between 6:00 AM and 11:30 AM.

November 2011 on-street parking occupancy trends are similar to those observed in January 2010. At 6:00 AM in November 2011, parking on all the streets within the Authority was light, with an average of only 31% of available spaces occupied (refer to Figure 2-8). Occupancy of specific segments is shown in Figure 2-9, which provides a more fine-grained perspective. Street segments at the periphery of the Authority boundary were relatively more occupied, but even there the occupancy did not surpass 85%.

Figure 2-8 On-Street Parking Occupancy

Survey	On-Street Parking Capacity	6AM			11:30AM			Change in Occupancy between 6AM and 11:30AM
		Number of Spaces Occupied	Number of Spaces Unoccupied	6AM % Occupancy	Number of Spaces Occupied	Number of Spaces Unoccupied	11:30AM % Occupancy	
January 2010	533	178	355	33%	156	377	29%	-4%
November 2011	533	164	369	31%	205	328	38%	8%

Data collected by Nelson\Nygaard in January 2010 and November 2011.

At 11:30 AM, on-street spaces within the Authority boundary were slightly more occupied, with 205 (38%) of the 533 spaces occupied. As expected, the occupancy distribution of these spaces at 11:30AM is the reverse of the 6:00 AM occupancy: the highest relative on-street occupancy is centered on the BART station, not at the periphery of the Authority boundary. It is likely that many residents, who at 6:00 AM parked on the street, have left by 11:30 AM to work or run errands. Between 6:00 AM and 11:30 AM, primarily BART patrons arrived and parked near the station. As can be seen in Figure 2-9, along Dixon Street in front of BART, parking is filled to capacity or beyond (with illegal or very tight parking). Thus, we can conclude that BART spillover parking is first confined to Dixon Street.⁹

Parking Turnover

Average occupancy figures can mask parking turnover, or the rate of parking usage. Parking turnover identifies the number of discrete vehicles that occupy a single space over a given time. While average occupancy surrounding the South Hayward BART station declined between 6:00 AM and 11:30 AM on all streets except Dixon Street and the west side of 12th Street, many vehicles entered the station area to park after 6:00 AM—replacing vehicles that left the area in the AM peak period.

Parking turnover data were recorded for on-street parking only. In part, this was conducted to enable differentiation of the cars of residents parking in front of their homes from those of

⁹ As Dixon Street and the BART off-street parking lots fill to capacity, parking demand extends across Tennyson Avenue along the west side of 12th Street and 13th Street.

commuters parking outside of the BART lots. To identify unique vehicles, the last three digits of each license plate were recorded. From this, the number of new vehicles, presumably accessing BART, could be calculated. The November 2011 parking occupancy survey revealed that of the 205 cars parked on-street within the Authority boundary, 80 cars had been parked in the same location at 6AM. This study assumes that the 125 new vehicles belonged to BART patrons and the other 80 vehicles belonged to residents. This turnover figure is close to what was observed in January 2010. In that on-street occupancy survey, an average of 128 new, non-resident vehicles parked on-street within the Authority.

As would be expected, these vehicles tended to park close to the BART station. Turnover was much higher along Dixon Street in front of BART than on most other streets within the Authority. In fact, 69 (55%) of the 125 new (non-resident) vehicles parking on the street network within the Authority boundary between 6:00 AM and 11:30 AM parked along the two blocks of Dixon Street in front of the station. However, a few other streets also experienced high turnover, most of them within a reasonable straight-line walk from the BART station.

Figure 2-9 demonstrates that people who drove to BART and parked preferred to park adjacent to the station along Dixon Street or south east of the station along Dixon Street and Copperfield Avenue. Some people chose to park north of Tennyson Road, along 12th and 13th Streets. It is possible that this is a result of the BART parking lots filling to capacity, causing people to look further afield for parking, and replacing the cars of residents who had left for the day. Also, people may have chosen to park in a location that facilitates exiting the station area and driving home or in areas where they prefer to walk. However, this spillover into the residential area is mostly confined to within two blocks of the station, in part due to parking restrictions along Tennyson Road. In spite of some spillover, the majority of on-street parking spaces are empty during the day.

Figure 2-9 On Street Parking Occupancy - 6 AM

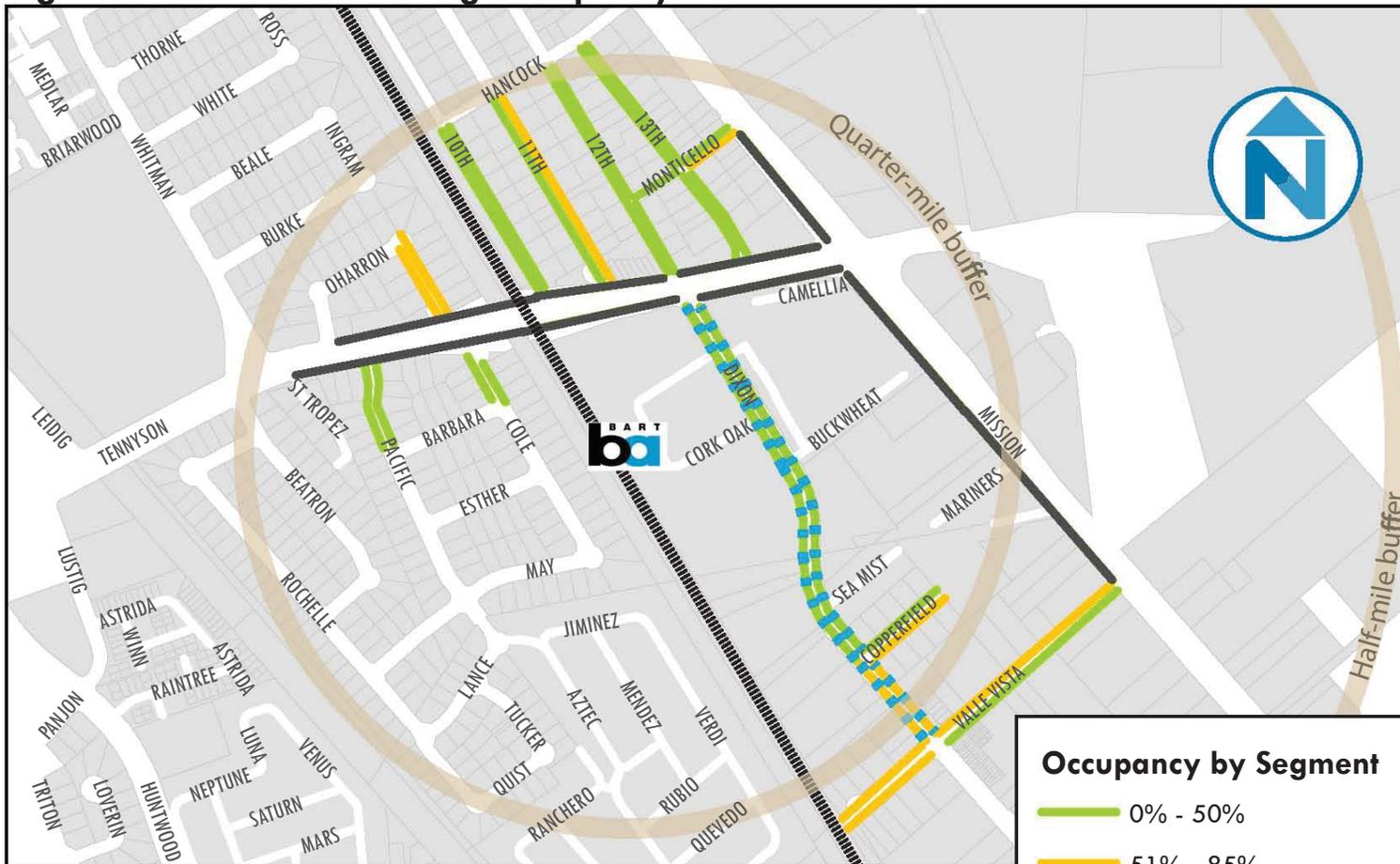
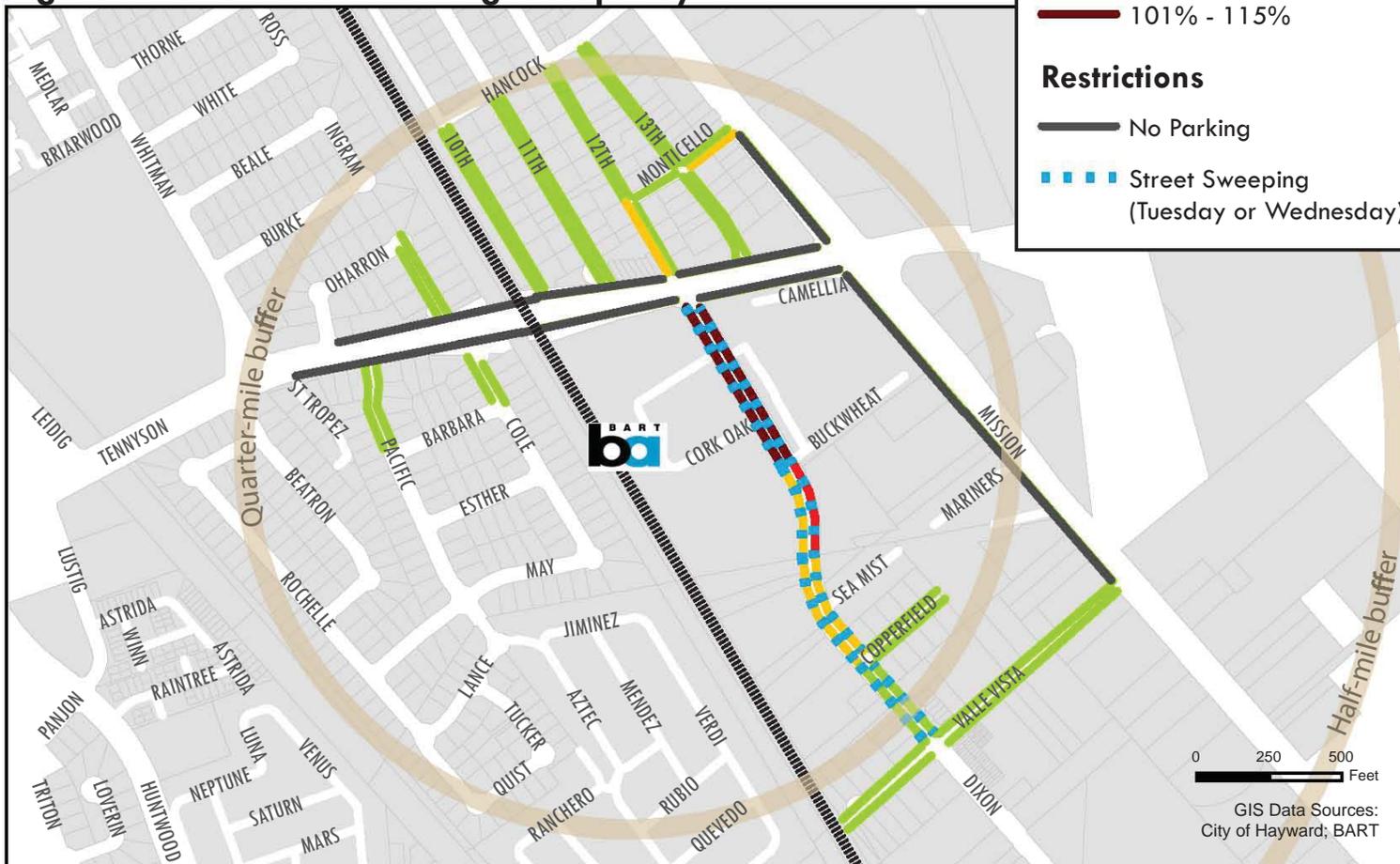


Figure 2-10 On Street Parking Occupancy - 11 AM



3 ALTERNATIVES ANALYSIS

This section examines ways to balance the needs of South Hayward BART patrons and area residents, and visitors to the surrounding neighborhoods. The solutions focus on managing parking in the near term and providing enough parking for both current BART patrons and residents who park on the street network. Looking further ahead, the goal is to foster increasing BART ridership. Understanding that at suburban BART stations, like at the South Hayward BART Station, ridership is, and may in the near-term continue to be, heavily reliant on parking availability. Therefore, a secondary goal of this project is to maintain an occupancy rate of 98% in the BART Main Lot, which would leave approximately 22 spaces in the BART Main Lot empty. The long-term parking demand is further discussed in Appendix A.

Before delving into alternatives for meeting the current parking demand, the following section articulates parking supply and demand assumptions that underlie the alternatives analysis.

PLANNED PARKING SUPPLY & DEMAND

Changes in the supply of both on- and off-street parking are forthcoming. In the long-term, the entire off-street BART parking supply may potentially be replaced with a mix of affordable housing, market rate rental and for-sale housing, some retail, and a BART parking structure. More imminent and the focus of this analysis, the BART East Parking Lot will lose all **174** spaces when the site is developed. In place of parking, the site is planned to house approximately 206 market rate units and 151 affordable units between Mission Boulevard and Dixon Street. With this development, the future off-street BART parking supply will drop from 1,264 to 1,090 spaces.

In addition to the removal of off-street parking spaces in the BART East Parking Lot, the number of on-street parking spaces along Dixon Street will be reduced. In front of the BART station, the Dixon Street Improvement Project will decrease the parking supply on Dixon Street by **33** spaces to accommodate a planned streetscape project.

Relaxing on-street parking restrictions on Tennyson Road and Mission Boulevard could more than compensate for the loss of parking in the BART East Lot and along Dixon Street. Tennyson Road between Mission Boulevard and Whitman Street could make available 108 parking spaces within the Authority boundary. Use more of Tennyson Road south of Whitman Street to Huntwood Avenue could add an additional 34 spaces outside the bounds of the Authority, but within a ½-mile (a 10-minute walk) of the station. For the planned parking supply within the Authority, this Study assumes that the Authority will be expanded to include all new parking spaces along Tennyson Road within a ½-mile of the station, for a net increase of **142** spaces.

Additionally, parking along the west side of Mission Boulevard from Valle Vista Street to Tennyson Road, calculated to be approximately **40** spaces, can be added to the available supply of parking, especially as the new project contains a pedestrian pathway available to the public from Mission Boulevard to Dixon Street facilitating easy access to the station.

As a result of these events, on-street parking will increase from 533 spaces to 682 spaces. Off-street parking will decrease from 1,264 spaces to 1,090 spaces. The total supply of parking within the expanded Authority boundary would decrease by 25 spaces (-174-33+142+40) to **1,772** spaces. Refer to Figure 3-1 for a description of planned on- and off-street parking supply.

Figure 3-1 Planned On- and Off-Street Parking Supply within the Study Area

Type	Parking Supply
Existing On-Street Parking Supply	533
Dixon Street Improvement Project	-33
Tennyson Road (Mission to Huntwood)	142
Mission Boulevard (Tennyson to Valle Vista)	40
Subtotal Planned On-Street Parking Supply	682
Existing Off-Street Parking Supply	1264
Removal of East Lot	-174
Subtotal of Planned Off-Street Parking Supply	1,090
Total On- and Off-Street Parking	1,772

As stated in Chapter 2, current BART parking demand regularly fills 1,254 of the 1,264 off-street parking spaces. Additionally, the November 2011 parking survey within the Authority concluded that over three days, on average, 125 BART riders parked on neighborhood streets. Taken together, within the Authority on- and off-street demand for parking spaces due to BART is 1,379. Parking demand has risen over the last year and a half from 1,266 spaces in January 2010 to 1,379 spaces in November 2011—an increase of 9%. However, for initial planning purposes, this report assumes that current parking demand has largely adjusted to regional initiatives. Parking management strategies discussed in Chapter 4 can help maintain current levels of parking demand, while boosting BART ridership and access via other modes. Figure 3-2 demonstrates the difference between the planned parking supply (of 1,772 spaces) after the removal of the BART East Lot and implementation of on-street parking, along with the expected near-term parking demand of 1,379 spaces. As shown in Figure 3-2, if the on- and off-street parking were treated as one parking pool, there would be more than enough on- and off-street parking to meet current BART parking demand. **Under these circumstances, there would be a total surplus of 393 on-street parking spaces within the Study Area**

Figure 3-2 Planned BART Parking Supply & Demand within the Study Area

Type	Parking Supply	Parking Demand	Supply - Demand Gap
On-Street Parking	682	125	557
Off-Street Parking	1,090	1,254	-164
Total	1,772	1,379	393

However, BART is not the only entity vying for access to the parking supply near the South Hayward station. Residents of and visitors to the area also use the on-street parking. The November 2011 parking survey found that the largest cumulative demand for on-street parking from both residents and BART patrons can be observed at midday. At 11:30 AM, on average, there were 80 neighborhood residents parked on the street (and 125 vehicles belonging to non-residents).

The following two alternatives provide a blueprint for meeting existing residential and BART demand for parking, given planned changes to the future parking supply.

TYPE & LOCATION OF FUTURE PARKING SUPPLY

As the near term goal is to ensure that the development of the BART East Lot does not adversely affect BART ridership or resident parking needs, the following alternatives utilize parts of existing on-street parking to accommodate the overflow from current BART patrons. The balance of the on-street spaces would be reserved for residents of the South Hayward BART station area. Assuming existing BART parking demand remains unchanged and that the 1,090-space BART lot fills first, additional patrons who drive and park at BART would spill over onto the street. As shown in Figure 3-3, BART-related on-street parking demand amounts to 289 spaces (assuming current demand remains unchanged). The following two alternatives aim to accommodate up to 289 BART parking spaces on streets within the Authority, and assume all other spaces (approximately 393 spaces) will be reserved for residents. Current residential on-street parking demand during the peak period is 80 spaces.

Figure 3-3 On-Street Parking Reserved for BART Patrons and South Hayward Residents

Type	Supply	Average Peak Residential Demand		Average Peak BART Demand		Supply Available for BART Patrons		Supply Reserved for Residents		Total
		No. of Spaces	% of Supply	No. of Spaces	% of Supply	No. of Spaces	% of Supply	No. of Spaces	% of Supply	
Planned On-Street Parking	682	80	12%	289	42%	289	42%	393	58%	100%
Planned Off-Street Parking	1,090	0	0%	1,090	100%	1,090	100%	0	0%	100%
Parking Total	1,772	80	4%	1,379	77%	1,379	78%	393	22%	100%

While each of the two alternatives accommodates current on-street BART parking demand, they differ in convenience for BART riders and impact on the neighborhood. Due to neighborhood concerns about street width, among other matters, the parking spaces north of Tennyson Road will not be considered for BART parking in either alternative. The alternatives are presented by order of least impact on residents of the station area. Both alternatives operationalize some on-street spaces for BART and make available the bulk of on-street spaces within the study area for residents. The recommended alternative depends on which strategy best meets the goals of the neighborhood and BART. Mission Blvd. from Tennyson to Hancock is primarily a retail area. No parking should be allowed in the early morning (i.e. prior to 9:00 AM). These spaces are not

included in the parking supply as they are typically not used by residents and, if not available to early BART commuters, are likely not to be used at all by BART patrons.

Alternative 1

One way to accommodate the expected 289-space overflow parking demand on streets is to first confine BART parking to those areas currently with fewer housing units or little on-street parking demand. Parking spaces along Tennyson Rd. and Mission Boulevard, proposed to be newly striped, are excellent candidates. Tennyson Road is a four-lane collector that currently prohibits on-street parking, and in recent years parking has been prohibited due to a lack of demand and safety concerns. The north side of Tennyson Road between Leidig Court and Whitman Street currently serves as drop-off and pick-up for Cesar Chavez Middle School. One hundred forty-two (142) spaces on Tennyson Road could be introduced from Mission Boulevard to Huntwood Avenue, (excluding in front of Cesar Chavez Middle School), although 34 of these spaces would be located outside the current Authority boundary. All 142 spaces are within a 10-minute walk of the station. Thus, 49% (142/289) of the BART-related parking spillover onto neighborhood streets could be accommodated in parking spaces that are currently not available for residents. Operationalizing 142 spaces along Tennyson Road for BART patrons would not remove parking spaces from the existing residential supply, and would thus have minimal impact on residential parking. However, the Authority boundary would have to be formally modified.

When the new improvements along Mission Boulevard are completed, approximately 40 spaces from Valle Vista Street to Tennyson Road will be available on the west side of Mission Boulevard. Unlike Tennyson Road, Mission Boulevard is a largely commercial district, which may benefit from higher parking turnover and two-hour parking restrictions. No parking should be allowed in the early morning (i.e. prior to 9 AM) on the primarily retail stretch of Mission Boulevard north of Tennyson Road. These spaces are not included in the parking supply as they are typically not used by residents and, if not available to early BART commuters, are likely not to be used at all by BART patrons. Alternative 1 assumes all 40 spaces are available for BART commuters along Mission Boulevard, meeting another 14% of BART spillover parking demand (40/289). The Authority boundary would need to be expanded to include all 40 spaces on Mission Boulevard.

BART parking spaces could be accommodated on Dixon Street. Immediately adjacent to the BART Main Lot, 33 spaces will remain available after construction of the streetscape project. Between the BART property line and Copperfield Avenue, 19 spaces could be provided for BART parkers on the west side of Dixon Street. By expanding the Authority boundary to ½ mile of the station along Dixon Street, another 38 spaces could be provided on the west side of Dixon Street. BART patrons currently park for free along Dixon Street, and these 90 spaces (33+19+38=90) could accommodate 31% (90/289) of BART's on-street parking demand. To operationalize these spaces on Dixon Street south of the Authority boundary, the Authority boundary would need to be formally modified.

Taken together, Tennyson Road (from Huntwood Avenue to Mission Boulevard except in front of the middle school), the west side of Mission Boulevard (from Tennyson Road to Valle Vista Street), and the west side of Dixon Street (from Tennyson Road to ½-mile of the station) could accommodate 272 (142 + 40 + 90 spaces, respectively), which more than compensates for the loss of 174 spaces in the BART East Lot. By treating on- and off-street parking as a single supply, Alternative 1 would meet 98.8% of total BART parking demand (272+1090 (supply) / 289+1090 (demand)). All other streets within the Authority could be reserved for residential parking. Refer to Figure 3-4.

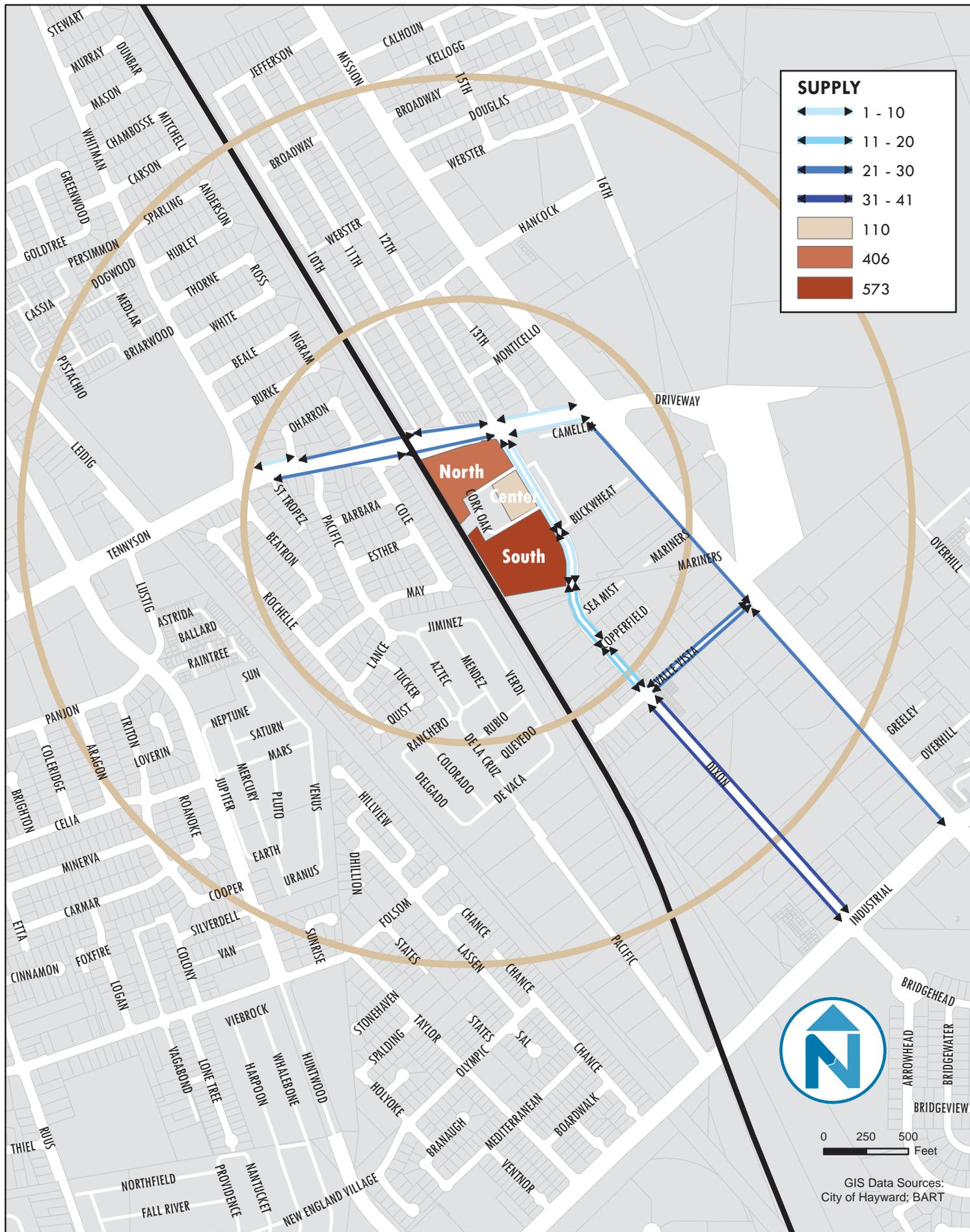
Alternative 2

Alternatively, in lieu of operationalizing all of the newly created parking spaces along Tennyson Road, only those spaces within the current Authority boundary could be reserved for BART parking. This would preclude expanding the boundary of the Authority. Those spaces on Tennyson Road further than ¼-mile away from the station would not be reserved for BART riders. In Alternative 2, the 108 newly striped spaces on Tennyson Road (from Mission Boulevard to Whitman Avenue) within the Authority would be reserved explicitly for BART patrons. Residents of the station area are not accustomed to parking on Tennyson Road, so such an allocation to BART patrons would not be viewed by residents as a “loss” of existing parking. The benefit of this Alternative is that the Authority boundaries would not need to be modified.

In addition to the 108 spaces on Tennyson Road, Alternative 2 proposes utilizing 40 newly-striped spaces on Mission Boulevard between Tennyson Road and Valle Vista Street for BART-related parking. BART parking could also be provided on both sides of Dixon Street adjacent to the BART Main Lot (33 spaces), on Dixon Street between the BART Main Lot and Copperfield (39 spaces), and on Dixon Street from Copperfield to Industrial (70 spaces). Maximizing the number of spaces available for BART parking on Dixon Street could provide 142 spaces ($33+39+70=142$). Another 44 spaces could be operationalized on Valle Vista between Dixon Street and Mission Boulevard. Mission Boulevard, between Valle Vista and Industrial, could provide another 30 spaces.

It is estimated that these street segments could add approximately 364 additional spaces to the BART parking supply, if needed. The Authority would need to expand the Authority boundary to include these streets. Alternative 2 differs from Alternative 1 in geographic reach. Because Alternative 1 utilizes more spaces along Tennyson Road to serve BART demand, Alternative 1 affects less of the South Hayward neighborhood than Alternative 2. Refer to Figure 3-5.

Figure 3-5 Alternative 2



Preferred Alternative

Because of its predictable and relatively minimal impact on residents of the South Hayward BART Station area, Alternative 1 is recommended. The 142 spaces along Tennyson Road, which will be striped in conjunction with the development of the BART East Lot, should be reserved for BART patrons. It is recommended that the Authority formally expand its boundary to encompass the proposed 142 newly striped spaces on Tennyson Road. Additionally, the 40 spaces along Mission Boulevard may be used all day by BART parkers as would 90 spaces on Dixon Street. It is recommended that the Authority expand its boundary on Mission Boulevard to encompass the proposed 40 spaces between Tennyson Road and Valle Vista Street and along Dixon Street to ½-mile from the station, approximately 200 yards south of Valle Vista Street. These three streets would accommodate 98.8% of the existing total (on and off-street) BART-related parking demand with no additional impact to the neighborhood streets.

The Authority could amend this provision by potentially increasing the supply of on-street parking available to BART patrons, if demand warrants. It is recommended that the Authority formally extend its boundary along Dixon Street to Industrial Parkway, but make its use for BART parking contingent upon demand and a future Authority decision to add street parking in this location. Refer to Figure 3-6 and Figure 3-7.

Figure 3-6 Preferred Alternative Parking Supply

Type	Parking Supply
Existing Off-Street Parking Supply Reserved for BART	1,264
BART East Lot	-174
Subtotal Proposed Off-Street Parking Supply Reserved for BART (North, Central, South Lots)	1,090
Existing On-Street Parking Supply Reserved for BART	0
Tennyson Road (Mission to Huntwood, not including spaces in front of Cesar Chavez school) *	142
Mission Boulevard, west side (Tennyson to Valle Vista)	40
Dixon Street (adjacent to BART Main Lot)	33
Dixon Street, west side (BART Main Lot to Copperfield)	19
Dixon Street, west side (BART Main Lot to ½-mile of the station)*	38
Dixon Street (½-mile of the station to Industrial), as demand warrants	TBD
Subtotal Proposed On-Street Parking Supply	272
Total On- and Off-Street BART Parking Supply	1,362
Existing BART Parking Demand (on-and off-street)	1,379
Proposed Supply – Existing Demand	-17

**Requires formal expansion of Authority boundary.*

However, continued accommodation of additional parking would not help BART achieve its long term access goals, including prioritizing pedestrian, transit, and bicycle access. Before expanding the BART parking supply, the Authority should apply parking fees to help maintain parking demand at or just below the current level, and invest in other access improvements to increase BART ridership.

Pedestrian access enhancements could include better lighting and visual connections to the BART station, wayfinding signage, and/or infrastructure improvements (street crossings, removal of obstructions, wider sidewalks, street lights, etc.). Additional crossing improvement is also recommended at the intersection of Dixon Street and Tennyson Road. This intersection is currently controlled by a traffic signal (which will be modified as part of the Dixon Street Improvement Project), but the crosswalk is faded and high-visibility longitudinal lines should be installed. Finally, the Authority should regularly and routinely consult with the City and BART police departments and incorporate Crime Prevention through Environmental Design (CPTED) improvements over time.

The following two chapters discuss parking pricing and the financial impacts associated with this alternative. Chapter 6 outlines an implementation plan and schedule, along with a variety of strategies that should precede implementation of the residential and BART parking permit program, including wayfinding, safety, and pedestrian/bicycle improvements in the station area.

4 PRICING PARKING

One way to accommodate the existing demand for parking and provide the flexibility to meet additional future ridership (and subsequent parking demand) is to increase the productivity, or the ratio of vehicles parked to existing parking spaces. Demand management is one of the best ways to increase productivity and essentially do more with the same resources. Because more than half of patrons access the South Hayward BART Station using a private vehicle, adjusting the price of parking is a potentially powerful tool for spreading peak parking demand and increasing off-peak parking demand. In addition, parking pricing can also help manage the number of parkers, while also generating revenue that can be invested in access improvements, which will encourage more patrons to access the station by other modes than driving. If parking fees are set too high and there is little investment in alternative access modes, however, BART may experience a reduction in ridership, which would be opposite of one of the goals of this study.

BART has established parking policies, such as parking pricing and midday and paid reserved spaces, but most BART parking is subsidized: parking fees do not cover the cost of construction, or the \$1.58 cost per space per day for routine operations, maintenance and enforcement.¹⁰ Currently, almost all parking, both on- and off-street, is free at the South Hayward BART station. There are 39 spaces in the Main Lot that cost \$42/month. Only 19 are reserved monthly at this rate. The remaining 20 spaces are available for free daily parking after 10 AM and regularly fill. Because all other passengers at the South Hayward BART Station know that they must arrive by a certain time to get a parking space, a very large number of passengers arrive at the station during a short time window during the morning peak. Finally, because unreserved parking fills to capacity during the peak hour and spills over into on-street spaces, there are few spaces left available to people who wish to ride BART at midday (aside from the reserved spaces), when train capacity is plentiful.

Recently, parking fees between \$1 and \$3 per day have been implemented at neighboring Union City BART station to help manage parking demand after transit-oriented development reconfigured the available parking supply. As the Authority addresses the same issue, it may consider a similar response.

ESTABLISHING & ADJUSTING PARKING FEES

The Authority should begin to charge for parking at the South Hayward BART Main Lot and in the on-street spaces reserved for BART patrons. The fee of daily and/or monthly parking permits at the station should initially be set to match the fee of existing daily parking rates and monthly reserved permits at adjacent stations. Thereafter fees should be adjusted to reflect demand. This strategy has recently been tested for daily unreserved parking at the Daly City BART Station, where the daily parking fee was raised from \$2 to \$3 in 2009, and then adjusted back to \$2 in

¹⁰ This is the aggregate cost for BART surface lots per BART FY10 Parking Operations and Maintenance Cost Analysis Annual Expense Summary, Jeffrey Ordway, BART Property Development, December 19, 2011.

March 2010 after occupancy rates fell. BART could also charge hourly fees for parking, with a maximum daily fee; however, this would result in additional operations and enforcement costs and is not warranted in the early stages of implementation.

Prior to initiating any fees for parking at the South Hayward BART Station, an on-street and off-street parking occupancy survey at Downtown Hayward BART station should be conducted by the City on behalf of the Authority in order to establish a baseline against which to measure the effects of parking fees at the neighboring South Hayward BART station.

Phase One Recommendations

BART Parking Fees

At the introduction of the paid parking system at the South Hayward BART Station, parking fees should correspond with fees at neighboring BART stations. At Union City the daily fee in the BART lot is \$1 and in the city-owned lot \$3. At South Hayward, the introductory and minimum parking fee should be \$1/day and the maximum fee \$5/day.¹¹ If demand remains high at a fee of \$5/day, the Authority should consider raising the price ceiling with approval from the BART Board. Daily flat rates of \$1 have the advantage of being easy to enforce and are easier to gain acceptance from affected BART riders.¹² Based on BART history, a parking fee of \$1/day has had little long-term impact on parking demand. Therefore, the daily parking fee—for both on- and off-street spaces—should initially be set at \$1/day for daily parking and \$3/day for daily reserved parking. Daily parking fees should be required Monday through Friday from 4:00 AM to 3:00 PM. Long-term and overnight parking fees should be \$5/day. Monthly parking fees for BART patrons should be commensurate with daily parking fees and, in Phase One, set at \$42. The 19 monthly parking passes currently reserved at South Hayward cost \$42 and will remain at \$42 at implementation.

BART recommends reserving no more than 10% of the off-street spaces at the initiation of the program. The remaining spaces would be first come, first serve. The number of reserved spaces can be increased as the program expands. BART's current policy is to make no more than 40% of off-street parking facilities available by reservation. Reserved parking at BART that is not utilized becomes available to the public for the daily fee after 10:00 AM. For the 1,090 off-street spaces in the BART Main Lot and the 271 on-street spaces, the following allocation is recommended at the launch of Phase One:

- 955 daily fee (first come, first serve) spaces (\$1/day) in the BART Main Lot
- 74 monthly reserved spaces (\$42/month) in the BART Main Lot
- 32 daily reserved spaces (\$3/day) and overnight parking (\$5/day) in the BART Main Lot
- 27 ADA spaces (\$1/day) in the BART Main Lot
- 2 employee spaces in the BART Main Lot
- 10 motorcycle spaces in the BART Main Lot
- 272 daily fee spaces (\$1/day) on Mission Boulevard, Tennyson Road, and Dixon Street

¹¹ A daily fee of \$1 is consistent with fee introductions at other BART Stations. The maximum fee of \$5 was implemented in the Fruitvale BART Paid Parking Program.

¹² Syed, S, A.Golub, & E. Deakin, 2009. "Response of Regional Rail Park-and Ride Users to Parking Price Changes: System wide Results and a Detailed Study of Two Stations." TRB.

To implement the Phase One parking recommendations, on- and off-street spaces would need to be striped (or re-striped) and numbered. Wayfinding signage to direct riders to the faregates and BART parking facilities and enforcement signage to alert drivers of the bounds and rules of the BART parking program are also necessary. BART should install parking validation machines and add-fare machines capable of processing parking payments (refer to Payment & Accounting Mechanisms section).

The impacts of pricing both on-street and off-street parking facilities should be analyzed and fees adjusted preferably every six months to help achieve the desired parking occupancy. For example, if a \$1/day flat rate has no impact on parking demand and lots continue to fill and parking spills over onto residential streets or streets outside the Authority boundary, the parking fee should be ratcheted up to \$1.50/day and so on. However, if after the next six months, occupancy has fallen below 90%, the fee should be recalibrated to the previous dollar amount. On- and off-street parking spaces should be treated as one supply and prices adjusted concurrently in all parking facilities. If parking occupancy exceeds 98%, the fee should be increased until between 90-98% occupancy is achieved. At or below the lower bound (90% target occupancy), approximately 135 spaces would be empty and parking facilities would not be fully utilized; and without other access mode improvements or behavioral change (fewer drivers), BART ridership may be adversely affected. The goal is to allow BART to continue growing its ridership.

REINVESTING REVENUE

The Authority will collect all parking fee revenue within the District and use the revenue to administer the parking program. The Authority will contract with a third party vendor to maintain the parking spaces and will pay for the cost of parking regulation, enforcement, and access initiatives both on- and off-street, as elaborated below. The net revenue resulting from BART commuter parking fees should be invested in the neighborhood where the revenue is generated to pay for increased services or transportation and streetscape improvements that the Authority desires.

Residential Parking Permit (RPP) District

To avoid adverse impacts on the surrounding neighborhood—particularly after the removal of the BART East Lot and the 33 spaces along Dixon Street—on-street parking management must be addressed in conjunction with the off-street parking fees. Given the existing parking spillover problems in the residential area surrounding the South Hayward BART Station, as well as the likelihood of increased spillover in the near term, it is recommended that the City implement an on-street residential parking permit (RPP) program within the Authority boundaries.

Many cities, including the City of Hayward, implement RPP areas by issuing parking permits to residents.¹³ Streets in the neighborhood are posted with signs signaling an RPP area with parking restricted to permit-holders only. These residential parking permits typically allow residents to park within the area at all times while all others are prohibited from parking there during the designated time, sometimes with the exception of 2-hour visitor parking. Around the South Hayward BART Station, the RPP district could take the following form:

- Post signs on affected streets to reserve these on-street spaces within the Authority boundary for residents. Vehicles with a permit would be allowed to park on any street in the district designated RPP.

¹³ Generally, the fee of residential parking permits is established by the City Council.

- The Authority covers the costs of residential parking permits for any vehicles registered to addresses within the Authority boundary. Visitor permits will be available upon request.¹⁴
- 2-hour visitor parking is allowed in all on-street spaces within the RPP district.
- Reserve 272 on-street spaces for BART commuter parking, following the strategy outlined in Alternative 1, the preferred alternative in Chapter 3. These spaces should be striped and numbered, and signage should be installed to inform users of the parking fee requirements.¹⁵
- Reinvest any net revenue from the parking management program towards neighborhood improvements and administration of the program. Refer to the “Reinvesting Revenue” sidebar for more detailed information.

Phase Two Recommendations

In Phase Two, if spillover parking beyond the 272 on-street spaces is a problem and residents, businesses, or other parkers (e.g., at the neighborhood church and school) lack sufficient parking in the area, the Authority should take one or more of the following actions:

- Raise parking fees for non-residents
- Consider expanding the boundaries of the parking program and the Authority boundary, if parking demand warrants and the affected residents approve
- Investigate mechanisms to increase the efficiency of parking spaces

One way to increase the efficiency of on-street parking facilities is to remove striping that partitions discrete spaces and open the entire block face to parking. Generally, motorists tend to park more closely when individual stalls are not designated. On-street pay stations on each block would allow motorists to pay for parking rather than for a designated space. For more information, please refer to the Payment & Accounting Mechanisms discussed below. This system could increase the on-street parking supply.

This system would also allow the Authority to convert to hourly on-street parking in Phase Two. Hourly parking fees incentivize parking turnover, especially if fees are more expensive during the peak period. Alternatively, daily passes incentivize parking for the entire day, and monthly passes offer little incentive to choose an alternative to driving to BART after the permit has been purchased. As BART intends to encourage alternative access modes, demand-responsive pricing may be an appropriate tool. Potential technologies for implementing these more dynamic fees are discussed in the following section. Transitioning to a more dynamic parking fee would entail additional capital and ongoing costs to the Authority and may not be financially feasible.

To achieve BART’s long-term access goals, to incentivize parking turnover (particularly if more retail is one day built on a portion of the BART Main Lot) and to increase productivity of the existing supply, more dynamic, demand-responsive parking fee mechanisms may be warranted in Phase Two.

¹⁴ Assuming those multi-family dwellings located on private streets with private on- and off-street parking do not request additional on-street parking permits, it is estimated that approximately 120 households within the Authority Boundary may request two parking permits for a total of 240 spaces. Under the preferred alternative discussed in Chapter 3, 419 spaces would be reserved for residents, which exceeds the 240 predicted demand for permits.

¹⁵ Pricing should be utilized to manage parking demand and maintain current parking demand levels. However, if parking demand consistently proves inelastic to price, one side of the remaining streets within the Authority (south of Tennyson Road) could be utilized for BART-related parking.

PAYMENT & ACCOUNTING MECHANISMS

In Phase One, current demand is intended to be met by a combination of daily and monthly parking in the BART Main Lot and daily parking on some streets surrounding the station. In Phase Two, hourly parking may be extended to some on-street spaces. Off-street spaces in the BART Main Lot should continue to be available for a daily or monthly fee. There are a variety of ways to charge patrons for parking in and around the BART Main Lot, and the appropriate technology depends on the type of fee.

Phase One Recommendations

Innovations in parking meter technology are rapidly changing the way cities across the United States manage parking and collect parking fees. The primary innovation is wirelessly networked, solar-powered pay stations that accept a wide variety of payment forms. The primary hindrance to multi-space pay stations is the initial capital cost of purchasing the pay stations and on-going maintenance of the stations and administration of a technically more rigorous and technology-dependent program. In order to transition to charging for parking on a daily basis at the South Hayward BART station, the two existing pay stations within the faregates should be converted to accept cash, Clipper cards, and BART tickets to pay for parking. In addition, one new Clipper Card reader would need to be installed by BART.

Ease of implementation, previous experience, and the initial low-cost suggest also issuing monthly parking permits in Phase One. The primary benefit of issuing monthly parking permits when establishing a parking management program is its minimal administrative and fiscal burden. Not only are monthly parking permits the least capital intensive payment mechanism, but as an agency, BART has a history of issuing monthly parking permit tags online.

Currently, BART contracts a third party vendor to manage its monthly parking permit program. The program allows customers to purchase parking permits online via a third party parking permit vendor retained by BART. Permits are then either mailed to the customer's address or printed at home and displayed in the vehicle. Due to ease of implementation, economies of scale, and convenience for BART patrons, BART should extend this existing payment mechanism to the South Hayward BART Station for monthly parking permits. The Authority should reimburse BART the costs of administering the permit program.

Residents of the area could apply for residential parking permits (valid for two years) at no cost. Additional permits could be made available to residents for their visitors, at no cost, upon application to the City. Residential parking permits should be issued via a third party vendor retained by the Authority, the City, or BART.

Phase Two Recommendations

If funds are available and the Authority decides on-street meters are warranted, multi-space pay-and-display machines are recommended on streets with high demand to incentivize parking turnover in Phase Two. Transitioning to the use of pay-and-display multi-space meters would cost a minimum of \$10,000 for each meter. Unlike the pay-by-space stations inside the faregates currently recommended for Phase One, pay-and-display meters can be used along curbs without designated parking stalls. In fact, if individual stalls are not striped and numbered, people will often park closer together and more efficiently utilize curbside facilities.

One pay-and-display station should be located along each block face with non-residential parking. Patrons would purchase daily or hourly parking from the multi-space pay station and display the ticket in the windshield. This system may be less convenient than paying for a specific space at the pay station; however, it would not require striping or numbering of individual spaces and would provide the flexibility to modify the on-street parking arrangement in the future. Installing pay-and-display stations parking in the on-street facilities may increase the operations, maintenance, and enforcement costs, which may be too costly for implementation.

ENFORCEMENT

Enforcement can be a powerful mechanism to promote appropriate behavior. With the initiation of parking restrictions and fees for both on-street and off-street parking spaces, parking regulation enforcement will be critical to educate people who park in the area, promote conformance and safety, and mitigate parking spillover. Enforcement of the program is complicated by cross-agency jurisdiction—the City of Hayward traditionally maintains the City's streets while BART monitors and maintains parking in the off-street BART lots.

The Authority should utilize a single entity to enforce on- and off-street parking fees and provide a level of security in the neighborhoods. Enforcement could take the form of part-time BART Community Safety Officers (CSO), Hayward police department cadets, a third party, or some combination. These personnel would patrol the streets within the Authority and the BART Main Lot, at the expense of the Authority. When Union City initiated parking fees, both on-street and within the City-owned parking lots, the salaries of two part-time police cadets were funded with parking violation proceeds. As the Authority collects revenues from parking permits and parking violation fees, the enforcement program should be funded out of the Authority revenues. Until revenues are collected, the cost of enforcement would be an upfront capital cost.

It is recommended that enforcement personnel conduct occupancy counts of both on- and off-street parking in October and April annually.¹⁶ These counts would then be used to adjust the daily and monthly parking fees semiannually, preferably in January and July.

As the program grows and funding becomes stable, the Authority may want to consider more advanced technologies that simplify or streamline the enforcement and monitoring procedures. This could include handheld ticket units, curbside sensors, and automated license plate readers.

MAINTENANCE

BART currently maintains the BART Main Lot, and the City of Hayward maintains the streets surrounding the station. It is recommended that the City of Hayward continue to sweep City streets. As the Authority collects the revenue from the parking program, it should fund additional maintenance activities, including those in the BART Main Lot. Using revenue from the parking permit program and parking violation fees, the Authority should contract a third-party vendor to stripe and keep up the BART Main Lot. However, the Authority and BART should be cognizant of potential BART union issues. Currently, a third party contractor sweeps the parking lot; however, BART personnel maintain the landscaping surrounding the South Hayward BART Station. The Authority should coordinate with BART unions if any existing practice is to be changed.

As maintenance responsibility is shifted to the Authority, it is possible that BART could realize a marginal cost savings. However, until the Authority implements the program and begins receiving

¹⁶ Nelson\Nygaard will provide parking occupancy survey template for use by the Authority.

revenue, BART should continue to maintain the BART Main Lot and the City should continue maintaining City streets for the first year of the parking pricing program, with consideration of the Authority assuming responsibility for maintaining the BART Main Lot and City streets in nine months from implementation.

5 FINANCIAL ANALYSIS

The alternatives analysis (Chapter 3) and parking program recommendations (Chapter 4) develop a strategy for meeting the needs of BART patrons who drive to the station and those who live in the neighborhoods around the South Hayward BART station. The following sections assess the revenue expectations and capital and on-going funding needs associated with these recommendations.

PHASE ONE

This financial analysis assumes the entire existing BART Main Lot will be available for BART-related parking. The 39 spaces currently utilized for monthly reserved permit parking will continue to be reserved for monthly parking. As BART currently leases 19 of these 39 spaces for monthly parking, the Authority should remit to BART its lost revenue (\$42/permit) from the 19 spaces currently reserved monthly.¹⁷ A total of 982 (955 daily fee and 27 ADA daily fee) spaces in the BART Main Lot will be available on a daily basis for \$1/day. Another 32 spaces in the BART Main Lot will be daily reserved parking spaces at a rate of \$3/day. The BART Main Lot will also accommodate 74 monthly reserved spaces for \$42/month. A 2009 study of the BART system found that “introducing daily parking fees of \$1 did not cause significant changes in access mode choice, facility location, or line-haul mode of park-and-ride users.”¹⁸ Therefore, this analysis assumes that occupancy will initially remain at 98% of the off-street parking spaces. At this occupancy level, the analysis assumes that after six months, the Authority would increase the parking fee by 50 cents. Previous experience at other BART stations shows that for approximately two weeks after a fee increase there is a reduction in parking demand. After a few weeks, however, BART patrons resume parking at the station in equal numbers as before the fee increase. While one can only speculate as to the true market price of parking at the South Hayward BART Station, for this analysis, it is assumed that the temporary price elasticity of parking demand holds until parking costs \$3/day. Parking demand at neighboring Union City has stabilized at this price point (\$3/day). Thus for the purposes of the financial analysis, it is assumed that the parking fee increases in 50 cent increments every six months until the fee reaches \$3. All new net revenue would be entirely remitted to the Authority (net of capital and maintenance costs and BART remittance for the 19 existing monthly reserved spaces, discussed below).

On-street parking spaces would be similarly priced, and many of the same demand assumptions are extended to on-street parking spaces. On-street parking is recommended on Dixon Street, Tennyson Road, and Mission Boulevard, for a total of 272 spaces. In Phase One, these spaces are available first come, first served for \$1/day. The remaining block faces in the Authority are reserved for residents. In other Hayward residential parking permit areas, the citation fee is

¹⁷ While this revenue may simply be written off by BART, the remittance is included in the cash flow analysis, as a conservative assumption.

¹⁸ Syed, S, A.Golub, & E. Deakin, 2009. “Response of Regional Rail Park-and-ride Users to Parking Price Changes: System wide Results and a Detailed Study of Two Stations.” TRB, 2110 <http://pubsindex.trb.org/view.aspx?id=882277>.

\$67.50, and it is recommended that the Authority apply the same citation for all parking violations, including those in the off-street parking facility.¹⁹ At a violation rate of 1%,²⁰ parking violation revenue is estimated at approximately \$229,000, annually. Before implementation, the BART Board and City Council should determine actions to reconcile citations. A detailed Phase One ten-year cash flow analysis, along with assumptions and notes, is shown in Figure 5-1.

Capital Funding Needs

Capital costs for monthly parking permit hang-tags are relatively minimal. Rather than creating the infrastructure for selling and distributing permits, the most time and cost effective strategy would be to build onto BART's existing program. As effectively an extension of an existing practice, start-up costs would be nominal. This strategy may also allow the Authority to benefit from the lower per permit cost BART can negotiate with the vendor. The Authority would then reimburse BART for the costs of extending BART's current contract to the South Hayward Station.

Charging for daily parking in the BART Main Lot will carry a capital cost. It is recommended that the Authority make the various capital improvements to facilitate BART patron parking and the residential parking permit program for area residents. Such improvements include restriping the main lot, striping the city streets, numbering the spaces on both the lot and the streets, installing enforcement and wayfinding signage, and pedestrian safety improvements. Similar to a loan, the Authority would make various recommendations for improvements, which would then be accomplished as capital improvements by BART (in the main lot) and by the City (on City streets), and thereafter both BART and the City would be reimbursed (with interest) for their respective capital improvements.

In Phase One, all 272 on-street spaces and 1,090 off-street spaces will need to be striped and numbered. BART estimates that to stripe spaces within the BART Main Lot would cost \$200,000. The City estimates that it costs \$50,000 to stripe and number spaces on City streets.

Wayfinding and parking directional signage in Phase One would be critical to communicate to patrons that parking is no longer free. Enforcement signs will also need to be installed on affected streets and in the BART Main Lot. Although the signs themselves do not cost much, developing and installing the wayfinding and enforcement signage program within the BART Main Lot may range in cost from \$60,000 to \$80,000, according to BART Customer Access. To be conservative, this analysis assumes a cost of \$80,000. According to City estimates, installing wayfinding and enforcement signage on City streets may cost \$50,000.²¹ Subsequent phases would build upon the monthly permit model and wayfinding system(s) established in Phase One

This analysis assumes that BART currently has surplus standard (Clipper Card, credit card and cash compatible) multi-space pay stations to be used inside the faregates at the South Hayward BART Station; thus the Authority would incur no capital costs for pay stations; however, this should be confirmed by BART Customer Access and Real Estate & Property Development.

¹⁹ At other stations in the BART system, the parking violation fee is significantly lower than \$67.50.

²⁰ Local experience in the Union City BART Station Area indicates that this violation rate is conservative. At Union City, the parking citation rate is above 2%.

²¹ Striping and numbering City streets is a temporary Phase I measure until Phase II is implemented and on-street parking validation machines make numbered on-street spaces unnecessary.

Capital costs would also need to include funding the on- and off-street enforcement activities referred to in Chapter 4—one full-time parking control officer for the first year of the program.²² It is assumed that capital costs are covered with a loan, amortized over 20 years at an interest rate of 3%. Refer to Figure 5-1 for capital expenses in Phase One.

Operations & Maintenance Needs

Operations and maintenance (O&M) needs in Phase One for on-street monthly permits include administering permit distribution, maintaining the parking spaces, maintaining two add fare multi-space parking meters inside the faregates, and enforcing parking restrictions. The costs of maintaining wayfinding signage, including graffiti removal, is also included.

To administer the on-street, monthly parking program, the third party vendor currently charges \$2.65/month/space for monthly parking permits at other BART stations, hence this analysis assumes the administrative cost of monthly non-residential (BART) and residential permits is \$2.65/month/space. The administrative cost of processing tickets is assumed to be 10% of the expected revenue.

Administrative costs for the daily parking program are negligible. In addition, in Phase 1, the Authority will not incur costs for meter maintenance and parking lot maintenance, as BART will continue to assume these responsibilities in that phase. The City of Hayward and BART currently maintain the existing supply of parking; however, this analysis assumes that the Authority will contract operations and maintenance activities in the station district to a third party vendor, just as neighboring Union City does. This analysis assumes that two part-time or one full-time parking control officer will be contracted through BART to enforce parking regulations at a cost of one full-time equivalent employee,²³ or \$85,000/year based on BART and City labor rates.²⁴ Operations and maintenance costs for off-street parking are expected to be \$0.76/space/day based on non-enforcement BART operations costs and estimates from the Victoria Transport Policy Institute.²⁵ In neighboring Union City, per space maintenance costs are significantly lower for a similarly sized program. The City of Hayward estimates that maintenance of the City streets costs \$42,500/year. Other unforeseen O&M expenses are included as a cushion of 10%. The estimated operations and maintenance costs are shown in Figure 5-1 below capital cost estimates.

Cash Flow Analysis

To be feasible, the capital, operating, and maintenance costs must be balanced against the predicted revenue. When neighboring Union City implemented a similar program, it immediately experienced a budget surplus of almost 50% of gross revenue. The Phase One cash flow analysis in Figure 5-1 demonstrates a surplus in the first year, largely as a result of the cooperative maintenance arrangement for the first year of the program. The cash flow analysis continues to show a budget surplus each year, allowing the Authority to reinvest revenue into future improvements, such as wayfinding, safety, and access improvements not currently accounted for in this analysis. Figure 5-1 shows the annual cost of the program for the first year, if the capital

²² This recommendation is drawn from the experience of Union City with a similarly sized parking supply surrounding the Union City BART Station.

²³ Neighboring Union City enforces similarly sized on-street and off-street facilities with one full-time equivalent employee.

²⁴ The first year of enforcement is counted as a capital cost.

²⁵ It is assumed in the financial analysis that BART and the City continue to maintain the Main Lot and City Streets, respectively, for the first year after program implementation.

costs are paid for with cash. Appendix D displays the Phase One lower bound cash flow analysis, assuming that prices never increase and remain static, and is useful for comparative purposes.

Figure 5-1: Phase One Financial Analysis (2013-2022)

ASSUMPTIONS		
	Units	Notes
General		
Annual Interest Rate	3%	
Loan Period (years)	20	
Maintenance/space	\$0.76	BART
Citation Rate	1%	
Citation Fee	\$67.50	
Workdays per Month	21	
Months per Year	12	
Period in Which Elasticity Applies	10.5	
Total Days per Year	365	
On-street Daily Utilization Rate	90%	
BART Main Lot Daily Fee Utilization Rate	98%	
BART Main Lot Daily Reserved Utilization Rate	90%	
BART Main Lot Monthly Reserved Utilization Rate	100%	
Elasticity	-0.20	Assumed for first two weeks of price increase
Residential Parking Permits	448	Assumed maximum amount of residential parking permits are requested.
CPI (applied to annual O & M costs only)	2.48%	Ten year average
Pricing		
On-street Daily Fee - Year 1	\$1.00	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 1	\$1.00	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 1	\$3.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 1	\$42	Assumes monthly permit price is equal to existing monthly permit cost. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 1	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
On-street Daily Fee - Year 1 to 1.5	\$1.50	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 1 to 1.5	\$1.50	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 1 to 1.5	\$3.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 1	\$42	Assumes monthly permit price is equal to existing monthly permit cost. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 1	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
On-street Daily Fee - Year 1.5 to 2	\$2.00	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 1.5 to 2	\$2.00	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 1.5 to 2	\$4.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 1.5 to 2	\$63	Assumes monthly reserved permit price increases to next BART fee grade (currently \$63/month) in tandem with the price increase for daily reserved parking. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 1.5 to 2	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
On-street Daily Fee - Year 2 to 2.5	\$2.50	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 2 to 2.5	\$2.50	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 2 to 2.5	\$4.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 2 to 2.5	\$63	Assumes monthly reserved permit price increases to next BART fee grade (currently \$63/month) in tandem with the price increase for daily reserved parking. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 2 to 2.5	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
On-street Daily Fee - Year 2.5 to 3	\$3.00	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 2.5 to 3	\$3.00	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 2.5 to 3	\$5.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 2.5 to 3	\$84	Assumes monthly reserved permit price increases in tandem with the price increase for daily reserved parking. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 2.5 to 3	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
Capital Costs		
Assumes all capital costs are rolled into a single 20-year loan.		
Clipper card reader	\$1,600	Assumed to be paid out with a 20-year loan
Re-stripe and number spaces in BART Main Lot	\$200,000	Assumed to be paid out with a 20-year loan
Stripe and number spaces on City Streets	\$50,000	Assumed to be paid out with a 20-year loan
Remove and reinstall fencing (City)	\$97,000	Assumed to be paid out with a 20-year loan
Purchase and issue permits (City)	\$3,000	Assumed to be paid out with a 20-year loan
Wayfinding & Enforcement Signage Capital Costs in BART Main Lot	\$80,000	Assumed to be paid out with a 20-year loan
Wayfinding & Enforcement Signage Capital Costs on City Streets	\$50,000	Assumed to be paid out with a 20-year loan

Other Unforeseen Capital Costs	\$48,210	Assume 10% contingency of total Capital Costs
Implementation Flyers	\$500	Assumed to be paid out with a 20-year loan
O&M Costs		
Enforcement Officer	\$85,000	per year
Monthly Parking Program Administration	\$2.65	per month
Residential Parking Program Administration	\$2.65	per year
Meter Maintenance	\$57	per month according to the District DOT (\$55/mo.), City of Berkeley (or \$29/mo.), City of Long Beach (\$37 - \$57/mo.) Assumes Authority will not maintain meters until Phase Two.
Parking Space Maintenance (BART)	\$0.76	Cost per calendar day according to BART labor & non-labor costs of maintainance & engineering for an individual space in a similarly sized lot in 2010. For the first year of program, maintenance of the BART Main Lot and City Streets assumed to be covered by others.
Parking Space Maintenance (City Streets)	\$42,500	Cost per year (City). For the first year of program, maintenance of the BART Main Lot and City Streets assumed to be covered by others.
Ticket processing	10%	Cost for routine maintenance of City streets assumed to be the responsibility of the City of Hayward
Other Unforeseen O&M Costs	10%	Cost of off-street program administration assumed to be negligible.

PARKING SUPPLY

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	272	272	272	272	272	272	272	272	272	272
BART Main Lot Daily Fee	982	982	982	982	982	982	982	982	982	982
BART Main Lot Daily Reserved	32	32	32	32	32	32	32	32	32	32
BART Main Lot Monthly Reserved	74	74	74	74	74	74	74	74	74	74
Existing BART Main Lot Monthly Reserved	19	19	19	19	19	19	19	19	19	19
Total Priced Supply (excludes employee parking)	1360									

PARKING DEMAND (W/ TEMPORARY ELASTICITY)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	245	242	239	239	239	239	239	239	239	239
BART Main Lot Daily Fee	962	952	941	939	939	939	939	939	939	939
BART Main Lot Daily Reserved	29	29	29	29	29	29	29	29	29	29
BART Main Lot Monthly Reserved	74	74	73	73	73	73	73	73	73	73
Existing BART Main Lot Monthly Reserved	19	19	19	19	19	19	19	19	19	19
Total Demand	1310	1296	1283	1279						

REVENUE

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	\$61,690	\$106,717	\$165,863	\$180,483	\$180,483	\$180,483	\$180,483	\$180,483	\$180,483	\$180,483
BART Main Lot Daily Fee	\$242,515	\$419,528	\$652,043	\$709,518	\$709,518	\$709,518	\$709,518	\$709,518	\$709,518	\$709,518
BART Main Lot Daily Reserved	\$21,773	\$25,321	\$32,468	\$35,986	\$35,986	\$35,986	\$35,986	\$35,986	\$35,986	\$35,986
BART Main Lot Monthly Reserved	\$14,515	\$18,084	\$25,251	\$28,789	\$28,789	\$28,789	\$28,789	\$28,789	\$28,789	\$28,789
BART Off-Street Reserved (Monthly)	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576
Parking Ticket Revenue	\$222,824	\$220,481	\$218,164	\$217,539	\$217,539	\$217,539	\$217,539	\$217,539	\$217,539	\$217,539
Total Gross Revenue	\$553,741	\$780,555	\$1,084,213	\$1,162,739						

EXPENSES

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Capital Costs										
Clipper card reader	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108
Re-stripe and number spaces in BART Main Lot	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443
Stripe and number spaces on City Streets	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361
Remove and reinstall fencing (City)	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520
Purchase and issue permits (City)	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202
Wayfinding & Enforcement Signage Capital Costs (BART)	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377
Wayfinding & Enforcement Signage Capital Costs (City)	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361
Other Unforeseen Capital Costs	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240
Implementation Flyers	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34
O&M Costs										
Enforcement Officer	\$85,000	\$87,108	\$89,268	\$91,482	\$93,751	\$96,076	\$98,459	\$100,900	\$103,403	\$105,967
Monthly Reserved Parking Program Administration	\$2,353	\$2,412	\$2,471	\$2,533	\$2,595	\$2,660	\$2,726	\$2,793	\$2,863	\$2,934
Residential Parking Program Administration	\$1,187	\$1,217	\$1,247	\$1,278	\$1,309	\$1,342	\$1,375	\$1,409	\$1,444	\$1,480
Meter Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parking Space Maintenance (BART)	\$0	\$309,865	\$317,549	\$325,425	\$333,495	\$341,766	\$350,242	\$358,928	\$367,829	\$376,951
Parking Space Maintenance (City)	\$0	\$43,554	\$44,634	\$45,741	\$46,875	\$48,038	\$49,229	\$50,450	\$51,701	\$52,984
Ticket processing	\$22,282	\$22,048	\$21,816	\$21,754	\$21,754	\$21,754	\$21,754	\$21,754	\$21,754	\$21,754
Other Unforeseen O&M Costs	\$11,082	\$46,620	\$47,699	\$48,821	\$49,978	\$51,164	\$52,378	\$53,623	\$54,899	\$56,207
Total Expenses	\$157,550	\$548,468	\$560,330	\$572,678	\$585,403	\$598,444	\$611,808	\$625,503	\$639,538	\$653,921

NET REVENUE	\$396,190	\$232,087	\$523,883	\$590,061	\$577,336	\$564,295	\$550,931	\$537,236	\$523,201	\$508,818
BALANCE	\$396,190	\$628,277	\$1,152,159	\$1,742,220	\$2,319,556	\$2,883,851	\$3,434,782	\$3,972,018	\$4,495,219	\$5,004,036

PHASE TWO

Phase Two should only be implemented if the District transforms into a more commercial destination with a higher need for short-term parking. If this does not materialize, it is recommended that Phase One remain in place. Phase Two examines finances assuming the following best-case scenario:

- Occupancy has stabilized above 90% in both on- and off-street facilities
- The parking fee increases to \$3/day

The Authority may ultimately decide to phase the implementation of Phase Two with a few pay stations installed on key streets to begin with, with additional pay stations installed as demand warrants. For the purposes of this financial analysis, it is assumed that Phase Two is implemented in year five of the parking fee program. Phase Two utilizes the same assumptions detailed in the discussion of Phase One, unless otherwise noted.

Capital Funding Needs

In Phase Two, capital funding needs will be significantly greater due to additional multi-space parking stations on neighborhood streets and associated wayfinding or informational signage. Assuming one pay station for each block face, the number of pay stations recommended is eighteen in the preferred alternative. Figure 5-2 also lists capital costs associated with on-street parking pay stations, additional wayfinding, and a 10% cushion for other unforeseen capital expenses.

Operations & Maintenance Needs

Additional multi-space pay stations will incur enforcement and meter maintenance costs. Similar to Phase One, the annual cost to operate and maintain the program include enforcement, residential parking program administration, meter and BART Main Lot maintenance,²⁶ ticket processing, and a 10% cushion for other unforeseen O&M costs, as shown in Figure 5-2.

Cash Flow Analysis

The cash flow analysis assumes that the profile of South Hayward BART riders who drive to the station does not change markedly between Phase One and Two; thus, it assumes daily on-street parking. This is a conservative assumption for revenue purposes only. Multi-space parking meters for hourly parking could stimulate parking turnover and generate additional parking and ridership revenue. For a breakdown of expected revenue for daily on- and off-street parking and parking ticket revenue, refer to Figure 5-2.

In spite of the additional capital and maintenance costs associated with multi-space pay stations, Phase Two also is expected to yield a positive balance, as shown in Figure 5-2. While the net balance after implementing Phase Two is less than the expected net balance in Phase One, a variety of scenarios could affect the cash flow analysis. For instance, if Phase Two—moving to multi-space pay stations on streets within the Authority—would occur in conjunction with higher

²⁶ The cost of meter maintenance is assumed to be \$57/month for each meter. Meter maintenance costs vary by location and type of meter. The City of Long Beach, CA pays between \$38-\$57/month for meter maintenance, while the District of Columbia DOT pays \$55/month. The City of Berkeley, CA pays \$29/month. To be conservative, this study uses a meter maintenance cost of \$57/month.

parking fees and/or more dynamic (e.g., hourly) pricing, revenue would increase above that expected under Phase One. Parking turnover may lead to greater productivity of the existing parking supply and more parking and ridership revenue. Appendix D demonstrates the Phase Two lower-bound cash flow analysis, assuming that prices never increase and remain static, and is useful for comparative purposes.

Figure 5-2: Phase Two Financial Analysis (2013-2022)

ASSUMPTIONS		
	Units	Notes
General		
Annual Interest Rate	3%	
Loan Period (years)	20	
Maintenance/space	\$0.76	BART
Citation Rate	1%	
Citation Fee	\$67.50	
Workdays per Month	21	
Months per Year	12	
Period in Which Elasticity Applies	10.5	
Total Days per Year	365	
On-street Daily Utilization Rate	90%	
BART Main Lot Daily Fee Utilization Rate	98%	
BART Main Lot Daily Reserved Utilization Rate	90%	
BART Main Lot Monthly Reserved Utilization Rate	100%	
Elasticity	-0.20	Assumed for first two weeks of price increase
Residential Parking Permits	448	Assumed maximum amount of residential parking permits are requested.
CPI (applied to annual O & M costs only)	2.48%	Ten year average
Pricing		
On-street Daily Fee - Year 1	\$1.00	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 1	\$1.00	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 1	\$3.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 1	\$42	Assumes monthly permit price is equal to existing monthly permit cost. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 1	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
On-street Daily Fee - Year 1 to 1.5	\$1.50	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 1 to 1.5	\$1.50	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 1 to 1.5	\$3.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 1	\$42	Assumes monthly permit price is equal to existing monthly permit cost. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 1	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
On-street Daily Fee - Year 1.5 to 2	\$2.00	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 1.5 to 2	\$2.00	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 1.5 to 2	\$4.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 1.5 to 2	\$63	Assumes monthly reserved permit price increases to next BART fee grade (currently \$63/month) in tandem with the price increase for daily reserved parking. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 1.5 to 2	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
On-street Daily Fee - Year 2 to 2.5	\$2.50	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 2 to 2.5	\$2.50	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 2 to 2.5	\$4.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 2 to 2.5	\$63	Assumes monthly reserved permit price increases to next BART fee grade (currently \$63/month) in tandem with the price increase for daily reserved parking. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 2 to 2.5	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
On-street Daily Fee - Year 2.5 to 3	\$3.00	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 2.5 to 3	\$3.00	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 2.5 to 3	\$5.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 2.5 to 3	\$84	Assumes monthly reserved permit price increases in tandem with the price increase for daily reserved parking. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 2.5 to 3	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
Capital Costs		
Assumes all capital costs are rolled into a single 20-year loan.		
Clipper card reader	\$1,600	Assumed to be paid out with a 20-year loan
Re-stripe and number spaces in BART Main Lot	\$200,000	Assumed to be paid out with a 20-year loan
Stripe and number spaces on City Streets	\$50,000	Assumed to be paid out with a 20-year loan
Remove and reinstall fencing (City)	\$97,000	Assumed to be paid out with a 20-year loan
Wayfinding & Enforcement Signage Capital Costs on City Streets	\$50,000	Assumed to be paid out with a 20-year loan
Wayfinding & Enforcement Signage Capital Costs in BART Main Lot	\$80,000	Assumed to be paid out with a 20-year loan
Purchase and issue permits (City)	\$3,000	Assumed to be paid out with a 20-year loan
Enforcement Signage Capital Costs in BART Main Lot - Phase 2	\$80,000	Assumed to be paid out with a 20-year loan. Assumes Phase Two is implemented in Year Five (2017).
Enforcement Signage Capital Costs on City Streets - Phase 2	\$50,000	Assumed to be paid out with a 20-year loan. Assumes Phase Two is implemented in Year Five (2017).
Multi-space pay stations - Phase 2	\$180,000	Assumed to be paid out with a 20-year loan. Assumes one pay station per block face of on-street parking. Assumes each multi-space pay station costs \$10,000. Assumes Phase Two is implemented in Year Five (2017).
Other Unforeseen Capital Costs	\$48,210	Assumes 10% contingency of total Capital Costs
Implementation Flyers	\$500	Assumed to be paid out with a 20-year loan
Implementation Flyers - Phase 2	\$500	Assumed to be paid out with a 20-year loan. Assumes Phase Two is implemented in Year Five (2017).
O&M Costs		
Enforcement Officer	\$85,000	per year
Monthly Parking Program Administration	\$2.65	per month

Residential Parking Program Administration	\$2.65	per year
Meter Maintenance	\$57	per month according to the District DOT (\$55/mo.), City of Berkeley (or \$29/mo.), City of Long Beach (\$37 - \$57/mo.)
Parking Space Maintenance (BART)	\$0.76	Cost per calendar day according to BART labor & non-labor costs of maintenance & engineering for an individual space in a similarly sized lot in 2010. For the first year of program, maintenance of the BART Main Lot and City Streets assumed to be covered by others.
Parking Space Maintenance (City Streets)	\$42,500	Cost per year (City). For the first year of program, maintenance of the BART Main Lot and City Streets assumed to be covered by others.
Ticket processing	10%	Cost for routine maintenance of City streets assumed to be the responsibility of the City of Hayward
Other Unforeseen O&M Costs	10%	Cost of off-street program administration assumed to be negligible.

PARKING SUPPLY

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	272	272	272	272	272	272	272	272	272	272
BART Main Lot Daily Fee	982	982	982	982	982	982	982	982	982	982
BART Main Lot Daily Reserved	32	32	32	32	32	32	32	32	32	32
BART Main Lot Monthly Reserved	74	74	74	74	74	74	74	74	74	74
Existing BART Main Lot Monthly Reserved	19	19	19	19	19	19	19	19	19	19
Total Priced Supply (excludes employee parking)	1360									

PARKING DEMAND (W/ TEMPORARY ELASTICITY)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	245	242	239	239	239	239	239	239	239	239
BART Main Lot Daily Fee	962	952	941	939	939	939	939	939	939	939
BART Main Lot Daily Reserved	29	29	29	29	29	29	29	29	29	29
BART Main Lot Monthly Reserved	74	74	73	73	73	73	73	73	73	73
Existing BART Main Lot Monthly Reserved	19	19	19	19	19	19	19	19	19	19
Total Demand	1310	1296	1283	1279						

REVENUE

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	\$61,690	\$106,717	\$165,863	\$180,483	\$180,483	\$180,483	\$180,483	\$180,483	\$180,483	\$180,483
BART Main Lot Daily Fee	\$242,515	\$419,528	\$652,043	\$709,518	\$709,518	\$709,518	\$709,518	\$709,518	\$709,518	\$709,518
BART Main Lot Daily Reserved	\$21,773	\$25,321	\$32,468	\$35,986	\$35,986	\$35,986	\$35,986	\$35,986	\$35,986	\$35,986
BART Main Lot Monthly Reserved	\$14,515	\$18,084	\$25,251	\$28,789	\$28,789	\$28,789	\$28,789	\$28,789	\$28,789	\$28,789
BART Off-Street Reserved (Monthly)	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576
Parking Ticket Revenue	\$222,824	\$220,481	\$218,164	\$217,539	\$217,539	\$217,539	\$217,539	\$217,539	\$217,539	\$217,539
Total Gross Revenue	\$553,741	\$780,555	\$1,084,213	\$1,162,739						

EXPENSES

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Capital Costs										
Clipper card reader	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108
Re-stripe and number spaces in BART Main Lot	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443
Stripe and number spaces on City Streets	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361
Remove and reinstall fencing (City)	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520
Purchase and issue permits (City)	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202
Wayfinding & Enforcement Signage Capital Costs (BART)	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377
Wayfinding & Enforcement Signage Capital Costs (City)	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361
Other Unforeseen Capital Costs	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240
Implementation Flyers	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34
Enforcement Signage Capital Costs in BART Main Lot - Phase 2	\$0	\$0	\$0	\$0	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931
Enforcement Signage Capital Costs on City Streets - Phase 2	\$0	\$0	\$0	\$0	\$3,707	\$3,707	\$3,707	\$3,707	\$3,707	\$3,707
Multi-space pay stations - Phase 2	\$0	\$0	\$0	\$0	\$13,344	\$13,344	\$13,344	\$13,344	\$13,344	\$13,344
Implementation Flyers - Phase 2	\$0	\$0	\$0	\$0	\$37	\$37	\$37	\$37	\$37	\$37
O&M Costs										
Enforcement Officer	\$85,000	\$87,108	\$89,268	\$91,482	\$93,751	\$96,076	\$98,459	\$100,900	\$103,403	\$105,967
Monthly Reserved Parking Program Administration	\$2,353	\$2,412	\$2,471	\$2,533	\$2,595	\$2,660	\$2,726	\$2,793	\$2,863	\$2,934
Residential Parking Program Administration	\$1,187	\$1,217	\$1,247	\$1,278	\$1,309	\$1,342	\$1,375	\$1,409	\$1,444	\$1,480
Meter Maintenance (Phase Two in 2017)	\$0	\$0	\$0	\$0	\$15,088	\$15,463	\$15,846	\$16,239	\$16,642	\$17,054
Parking Space Maintenance (BART)	\$0	\$309,865	\$317,549	\$325,425	\$333,495	\$341,766	\$350,242	\$358,928	\$367,829	\$376,951
Parking Space Maintenance (City Streets)	\$0	\$43,554	\$44,634	\$45,741	\$46,875	\$48,038	\$49,229	\$50,450	\$51,701	\$52,984
Ticket processing	\$22,282	\$22,048	\$21,816	\$21,754	\$21,754	\$21,754	\$21,754	\$21,754	\$21,754	\$21,754
Other Unforeseen O&M Costs	\$11,082	\$46,620	\$47,699	\$48,821	\$51,487	\$52,710	\$53,963	\$55,247	\$56,564	\$57,912
Total Expenses	\$157,550	\$548,468	\$560,330	\$572,678	\$625,020	\$638,472	\$652,258	\$666,385	\$680,863	\$695,700

NET REVENUE	\$396,190	\$232,087	\$523,883	\$590,061	\$537,719	\$524,267	\$510,481	\$496,354	\$481,876	\$467,039
BALANCE	\$396,190	\$628,277	\$1,152,159	\$1,742,220	\$2,279,939	\$2,804,207	\$3,314,688	\$3,811,042	\$4,292,917	\$4,759,956

6 IMPLEMENTATION SCHEDULE

This chapter provides a high level implementation schedule with particular focus on the first few months of Phase One. Implementation of Phase One is time-sensitive as a program needs to be in effect by early 2013, when development of the BART East Lot is scheduled to commence. As the parking fee program proposed is very flexible in nature, it is challenging to determine the exact steps that will follow upon the initial implementation. However, the general structure of this schedule should be adhered to in order for the program to be as successful as possible. The Authority is responsible for implementing each item, unless indicated otherwise.

PHASE ONE

Initial Steps

1. Hold public information sessions to provide neighbors an opportunity to review and provide feedback on the draft South Hayward BART Parking & Access Study (City & BART)
2. Finalize the South Hayward BART Parking & Access Study (Authority, City & BART staff)
3. Approve the modification to the Authority boundary and select one of the two Parking Alternatives (Authority & City)
4. Conduct an occupancy survey of parking at the Downtown Hayward BART Station against which to measure the effects of the pricing program at the South Hayward BART Station (City & BART)
5. Conduct a detailed informational meeting for impacted residents prior to processing of RPP district (Authority, City and BART)
6. Consider allowing two hour visitor parking without a permit in the residential areas (City & Authority)
7. Receive authorization to implement parking fees and parking fee change mechanisms (BART & Authority)
8. Ensure compliance with Title VI of the Civil Rights Act of 1964 (BART)
9. Approve the Residential Permit Parking (RPP) district (Authority & City)
10. Approve legal aspects of RPP district and what net parking revenue can be spent on
11. Secure funding for initial capital and operating expenses (City & BART)
12. Contract with a vendor in collaboration with BART to process the resident and BART parking permits
13. Issue an agreement with the preferred parking permit provider
14. Conduct a safety assessment of the station area to identify hindrances to universal access and/or potential safety concerns

15. Identify and prioritize wayfinding and low-cost or high-priority pedestrian/bicycle improvements detailed in the 2011 South Hayward BART Station Access Plan (see Appendix C) and potential funding sources
16. Install BART's pay stations within the BART fare gates
17. Stripe and sign all parking stalls in BART's Main Lot and on City streets
18. Order street signs and other wayfinding signage
19. Enter into a Memorandum of Understanding with Hayward Police and BART Police
20. Hire two part-time cadets for parking enforcement and monitoring through BART
21. Conduct soft launch of the parking fee program (Ensure that all components above are ready for implementation)
22. Follow BART and City protocol by sending out a notice to residents within 1/2 mile of the station (or other agreed upon distance) and to patrons of parked cars at the station two weeks prior to hard launch
23. Introduce parking fee program at and around the station
24. Provide warnings instead of actual parking citations during the first four weeks after the launch of the parking program
25. Allow the developer to install a fence along the property line on Dixon Street once the East BART Lot has been closed

Phase One to Phase Two Launch

1. Update the revenue and expense sheet with real data as information becomes available
2. Conduct parking occupancy surveys using Nelson\Nygaard's spreadsheet template twice a year (April and October)
3. Adjust daily and monthly fees accordingly, and by location if warranted
4. Make refinements to wayfinding and consider funding other access improvements (e.g., streetscape, lighting, bicycle facility improvements) as funding becomes available through parking revenue
5. Allow for residents within the Authority boundary to provide ongoing feedback on the parking program
6. Have the Authority Board meet regularly to discuss whether Phase Two is warranted
7. Authority Board must approve introduction of Phase Two, based on parking occupancy data and funding security

PHASE TWO

1. Continue conducting parking occupancy surveys twice a year using Nelson\Nygaard's spreadsheet template
2. Adjust daily and monthly fees accordingly, and by location if warranted
3. Issue RFP to select pay station vendor and technology
4. Determine budget for Phase Two
5. Define bounds of each multi-space pay station and number of initial pay stations
6. Select pay station locations and where to continue using monthly permits, etc.

7. Install pay stations, new signage and wayfinding
8. Conduct soft launch of the updated parking fee program (Ensure that all components above are ready for implementation)
9. Follow BART and City protocol by sending out a notice to residents within 1 mile of the station (or other agreed upon distance) and to patrons of parked cars at the station two weeks prior to hard launch
10. Introduce the updated parking fee program
11. Consider providing warnings instead of actual parking citations during the first four weeks after the launch of the parking program
12. Update the revenue and expense sheet regularly with actual data
13. Make refinements to wayfinding and consider funding other access improvements (e.g., streetscape, lighting, bicycle facility improvements) and larger maintenance projects (e.g. repaving) as funding becomes available through parking revenue

APPENDIX A

Future Parking Demand

Appendix A Future Parking Demand

In the coming years, parking within the Authority boundaries will be affected more dramatically on both the supply side and demand side. The Alternatives listed previously assume constant demand for parking in the near term, and on the supply side, considered only those parking projects currently planned.

In the long term, overall ridership from the South Hayward BART station is expected to grow, and proportionally fewer of these riders will choose to park at the BART station. By 2020, BART predicts significant access mode shift away from the auto. The 2008 BART Station Profile Study indicated that of the 3,420 total daily boardings at South Hayward, the park and ride mode split was 65%, or 2,223 riders. The BART Ridership Model (BRM) predicts that by 2020, ridership will increase 6% to 3,618, while the park and ride mode split will fall in both relative terms and absolute terms to 44% of ridership, or 1,592. Refer to Figure A-1.

Figure A-1 Projected South Hayward Ridership & Mode Split

South Hayward BART Access	2008		2020		% Change (2020-2008)
	Boardings	Mode Split	Boardings	Mode Split	
Park and Ride	2223	65%	1592	44%	-28%
Drop Off	513	15%	724	20%	41%
Transit	171	5%	543	15%	217%
Bike/ Walk	513	15%	760	21%	48%
Total South Hayward Boardings	3420	100%	3618	100%	6%

Source: South Hayward BART Access Study, 2011 & BART Ridership Model

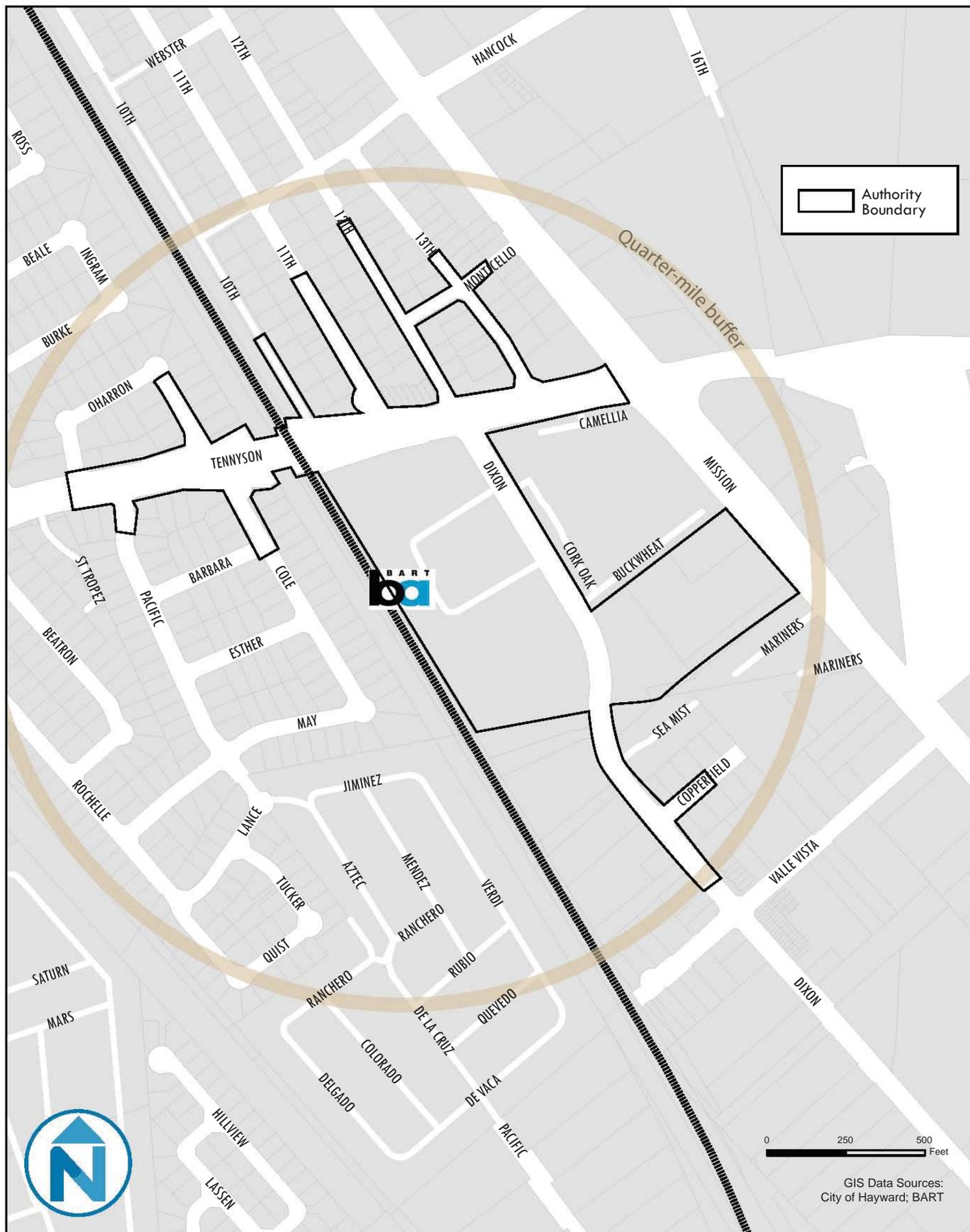
In 2020, the number of boardings by people who drive to the South Hayward BART station and park is expected to decrease by 631 (2,223 to 1,592), translating to a decrease in parking demand of 391 spaces to 988 spaces (based on average vehicle occupancy). The BART Main lot has 1,090 spaces, which is sufficient to meet the predicted parking demand in 2020, barring any changes in the off-street parking supply.

Between 2008 and 2020, parking demand is predicted to be supplanted by increased transit access (transit access is expected to increase by over 200% in the next decade), bicycling and walking to the station, and passenger drop off at the station. For the purposes of this report, it is assumed that these substantial access changes will not materialize in the next couple of years, thus, this analysis focuses on accommodating current parking demand in the near term.

APPENDIX B

Joint Powers Authority Boundary

Figure B-1 South Hayward BART Joint Powers Authority Boundary



APPENDIX C

Prioritized List of Access Strategies

Appendix C Prioritized List of Access Strategies

The 2011 BART South Hayward Access Plan Update recommended a number of access strategies. Figure C-1 shows a list of these strategies, organized by mode, to help determine the improvements on which to focus. High-level cost assumptions, the potential usage of the proposed improvement, and timeliness (when the improvement should be introduced, assuming funding is available) all help determine the level of priority a strategy has in relation to other strategies in the table. This list of access strategies has not been formally endorsed by respective agencies, nor have costs been estimated or funding secured for these strategies. Various factors affect the feasibility of implementation, including agency jurisdiction, funding, and neighborhood priorities. The following strategies were developed during the 2011 South Hayward Access Plan Update and are reprinted below.

Figure C-1 Proposed Access Improvements to the South Hayward BART Station and Neighborhood

Project	Cost	Usage	Timeliness	Priority	Other Comments
Streets					
New streets southeast of BART Station	High	Moderate	Low	Moderate	Creating more streets, interconnecting Dixon and Mission is dependent on development of large parcels between the two streets.
Wayfinding	Low	Moderate	High	High	Wayfinding will encourage new and existing residents and visitors to use transit by effectively guiding them to the BART station.
Pedestrian					
Enhanced walkways within half mile of the station	Moderate	Moderate	Moderate/High	Moderate/High	Includes sidewalk completion and other improvements in the station area.
Pedestrian bridge over Tennyson Road to connect to Nuestro Parquecito or future multi-use pathway	Moderate/High	Moderate	Moderate	Moderate/High	Would complete the bicycle/pedestrian network to BART from Nuestro Parquecito. A less expensive solution may be to construct new pedestrian paths from 10 th and 11 th Streets down to Tennyson Road.
Enhanced connections under BART tracks	Moderate/High	Low	Moderate	Moderate	Specific improvements may include upgrading the tunnel outside Bowman School and the bridge at Sorenson.
Ped/bike corridor along UP alignment	High	Moderate	Low/Moderate	Moderate	Could be combined with new west entrance to station.

Project	Cost	Usage	Timeliness	Priority	Other Comments
Ped/bike connection between Dixon and Mission Blvd on Caltrans right of way	Low	Moderate	Low	Moderate	Planned pathway linking Mission and Dixon through a new park will create better neighborhood connectivity.
Bicycle					
Replace single-user lockers with electronic lockers, and if demand warrants it, implement a bicycle station	Low	Low	Moderate	Moderate	Part of system-wide upgrade. Once demand supports the implementation of a bicycle station, secure funding for such implementation.
Restripe and sign Class II bike lanes on Tennyson Road	Low	Low	Moderate	Moderate	The route will be better utilized if properly maintained.
Bike boxes and bike actuated traffic signals	Low/ Moderate	Low	Low	Low	On streets with bike lanes on Tennyson Road and on Dixon Street in the station area.
Transit and Shuttles					
AC Transit/Shuttle service	Moderate	Low	Low	Low	May be appropriate in conjunction with increased development at key destinations.
Vehicles and Parking					
Tennyson On-Street Parking	Low	Moderate	High	High	The City estimates that 159 parking spaces could be introduced on Tennyson for BART patrons in the future.
Preferred Carpool/Vanpool Parking in BART structure	Low	Moderate	Moderate	Moderate	As demand increases for BART's carpool parking program, increase the number of carpool spaces available. Also, do marketing of the carpool program to drivers.
Shared Parking	Low	Low	Moderate	Moderate	Once parking is unbundled, creating a framework where parking is shared will maximize use of all parking spaces.
Real-time information signage	Moderate	Moderate	Moderate	Moderate	Improve parking access by implementing real-time parking availability signs.
Transportation Demand Management					
Unbundled Parking	Low	Moderate	High	High	Unbundled residential parking will increase the opportunity for shared parking with other users, such as BART commuters.

Project	Cost	Usage	Timeliness	Priority	Other Comments
Parking Benefit District	Moderate	Low	Moderate	Moderate	On-street parking will need active management following new development and reduced BART parking. This concept could be used in both residential neighborhoods around the station as well as in the immediate station area.
Easy Pass Program	Moderate	Moderate	High	High	By providing free AC Transit passes (Easy Passes), residents will have a readily available choice of taking the bus, potentially increasing overall transit usage. This will be provided to affordable and senior housing residents.
Parking Cash Out	Low	Low	Moderate	Moderate	Parking cash out, while effective, may not be appropriate for all uses at the South Hayward BART Station at this time, but should be considered for future development in the station area.
Carsharing	Low	Moderate	Moderate	Moderate	The station area currently does not have access to carsharing. However, the SHMU development may trigger implementation.
TDM Coordination	Low	Moderate	High	High	An emphasis should be made on existing services and ensuring that individuals are aware of all transportation options.

APPENDIX D

Lower Bound Cash Flow Analysis

Appendix D-1: Phase One Financial Analysis (2013-2022) Lower Bound: Constant Parking Prices

ASSUMPTIONS		
	Units	Notes
General		
Annual Interest Rate	3%	
Loan Period (years)	20	
Maintenance/space	\$0.76	BART
Citation Rate	1%	
Citation Fee	\$67.50	
Workdays per Month	21	
Months per Year	12	
Period in Which Elasticity Applies	10.5	
Total Days per Year	365	
On-street Daily Utilization Rate	90%	
BART Main Lot Daily Fee Utilization Rate	98%	
BART Main Lot Daily Reserved Utilization Rate	90%	
BART Main Lot Monthly Reserved Utilization Rate	100%	
Elasticity	-0.20	Assumed for first two weeks of price increase
Residential Parking Permits	448	Assumed maximum amount of residential parking permits are requested.
CPI (applied to annual O & M costs only)	2.48%	Ten year average
Pricing		
On-street Daily Fee - Year 1	\$1.00	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 1	\$1.00	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 1	\$3.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 1	\$42	Assumes monthly permit price is equal to existing monthly permit cost. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 1	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
Capital Costs		
Assumes all capital costs are rolled into a single 20-year loan.		
Clipper card reader	\$1,600	Assumed to be paid out with a 20-year loan
Re-stripe and number spaces in BART Main Lot	\$200,000	Assumed to be paid out with a 20-year loan
Stripe and number spaces on City Streets	\$50,000	Assumed to be paid out with a 20-year loan
Remove and reinstall fencing (City)	\$97,000	Assumed to be paid out with a 20-year loan
Purchase and issue permits (City)	\$3,000	Assumed to be paid out with a 20-year loan
Wayfinding & Enforcement Signage Capital Costs in BART Main Lot	\$80,000	Assumed to be paid out with a 20-year loan
Wayfinding & Enforcement Signage Capital Costs on City Streets	\$50,000	Assumed to be paid out with a 20-year loan
Other Unforeseen Capital Costs	\$48,210	Assume 10% contingency of total Capital Costs
Implementation Flyers	\$500	Assumed to be paid out with a 20-year loan
O&M Costs		
Enforcement Officer	\$85,000	per year
Monthly Parking Program Administration	\$2.65	per month
Residential Parking Program Administration	\$2.65	per year
Meter Maintenance	\$57	per month according to the District DOT (\$55/mo.), City of Berkeley (or \$29/mo.), City of Long Beach (\$37 - \$57/mo.) Assumes Authority will not maintain meters until Phase Two.
Parking Space Maintenance (BART)	\$0.76	Cost per calendar day according to BART labor & non-labor costs of maintenance & engineering for an individual space in a similarly sized lot in 2010. For the first year of program, maintenance of the BART Main Lot and City Streets assumed to be covered by others.
Parking Space Maintenance (City Streets)	\$42,500	Cost per year (City). For the first year of program, maintenance of the BART Main Lot and City Streets assumed to be covered by others.
Ticket processing	10%	Cost for routine maintenance of City streets assumed to be the responsibility of the City of Hayward
Other Unforeseen O&M Costs	10%	Cost of off-street program administration assumed to be negligible.

PARKING SUPPLY										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	272	272	272	272	272	272	272	272	272	272
BART Main Lot Daily Fee	982	982	982	982	982	982	982	982	982	982
BART Main Lot Daily Reserved	32	32	32	32	32	32	32	32	32	32

BART Main Lot Monthly Reserved	74	74	74	74	74	74	74	74	74	74
Existing BART Main Lot Monthly Reserved	19	19	19	19	19	19	19	19	19	19
Total Priced Supply (excludes employee parking)	1360									

PARKING DEMAND (W/ TEMPORARY ELASTICITY)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	245	245	245	245	245	245	245	245	245	245
BART Main Lot Daily Fee	962	962	962	962	962	962	962	962	962	962
BART Main Lot Daily Reserved	29	29	29	29	29	29	29	29	29	29
BART Main Lot Monthly Reserved	74	74	74	74	74	74	74	74	74	74
Existing BART Main Lot Monthly Reserved	19	19	19	19	19	19	19	19	19	19
Total Demand	1310									

REVENUE

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690
BART Main Lot Daily Fee	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515
BART Main Lot Daily Reserved	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773
BART Main Lot Monthly Reserved	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515
BART Off-Street Reserved (Monthly)	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576
Parking Ticket Revenue	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824
Total Gross Revenue	\$553,741									

EXPENSES

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Capital Costs										
Clipper card reader	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108
Re-stripe and number spaces in BART Main Lot	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443
Stripe and number spaces on City Streets	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361
Remove and reinstall fencing (City)	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520
Purchase and issue permits (City)	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202
Wayfinding & Enforcement Signage Capital Costs (BART)	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377
Wayfinding & Enforcement Signage Capital Costs (City)	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361
Other Unforeseen Capital Costs	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240
Implementation Flyers	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34
O&M Costs										
Enforcement Officer	\$85,000	\$87,108	\$89,268	\$91,482	\$93,751	\$96,076	\$98,459	\$100,900	\$103,403	\$105,967
Monthly Reserved Parking Program Administration	\$2,353	\$2,412	\$2,471	\$2,533	\$2,595	\$2,660	\$2,726	\$2,793	\$2,863	\$2,934
Residential Parking Program Administration	\$1,187	\$1,217	\$1,247	\$1,278	\$1,309	\$1,342	\$1,375	\$1,409	\$1,444	\$1,480
Meter Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parking Space Maintenance (BART)	\$0	\$309,865	\$317,549	\$325,425	\$333,495	\$341,766	\$350,242	\$358,928	\$367,829	\$376,951
Parking Space Maintenance (City)	\$0	\$43,554	\$44,634	\$45,741	\$46,875	\$48,038	\$49,229	\$50,450	\$51,701	\$52,984
Ticket processing	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282
Other Unforeseen O&M Costs	\$11,082	\$46,644	\$47,745	\$48,874	\$50,031	\$51,216	\$52,431	\$53,676	\$54,952	\$56,260
Total Expenses	\$157,550	\$548,726	\$560,843	\$573,260	\$585,985	\$599,025	\$612,389	\$626,085	\$640,120	\$654,503

NET REVENUE	\$396,190	\$5,014	-\$7,102	-\$19,519	-\$32,244	-\$45,285	-\$58,649	-\$72,344	-\$86,379	-\$100,762
BALANCE	\$396,190	\$401,205	\$394,102	\$374,583	\$342,339	\$297,054	\$238,405	\$166,061	\$79,682	-\$21,080

Appendix D-2: Phase Two Financial Analysis (2013-2022) Lower Bound: Constant Parking Prices

ASSUMPTIONS		
	Units	Notes
General		
Annual Interest Rate	3%	
Loan Period (years)	20	
Maintenance/space	\$0.76	BART
Citation Rate	1%	
Citation Fee	\$67.50	
Workdays per Month	21	
Months per Year	12	
Period in Which Elasticity Applies	10.5	
Total Days per Year	365	
On-street Daily Utilization Rate	90%	
BART Main Lot Daily Fee Utilization Rate	98%	
BART Main Lot Daily Reserved Utilization Rate	90%	
BART Main Lot Monthly Reserved Utilization Rate	100%	
Elasticity	-0.20	Assumed for first two weeks of price increase
Residential Parking Permits	448	Assumed maximum amount of residential parking permits are requested.
CPI (applied to annual O & M costs only)	2.48%	Ten year average
Pricing		
On-street Daily Fee - Year 1	\$1.00	Assumes price only implemented Monday-Friday
BART Main Lot Daily Fee - Year 1	\$1.00	Assumes price only implemented Monday-Friday. Assumes ADA spaces are also subject to a fee, but the two employee spaces are not.
BART Main Lot Daily Reserved - Year 1	\$3.00	Assumes price only implemented Monday-Friday. Assumes 3% of off-street spaces (excluding ADA and employee spaces) are daily reserved.
BART Main Lot Monthly Reserved - Year 1	\$42	Assumes monthly permit price is equal to existing monthly permit cost. Assumes 7% of off-street spaces (excluding ADA and employee spaces) are monthly reserved.
Existing BART Main Lot Monthly Reserved - Year 1	(\$42)	Includes remitting existing monthly parking permit revenue to BART (\$42/month) of the 19 existing monthly reserved spaces in the BART Main Lot
Capital Costs		
Assumes all capital costs are rolled into a single 20-year loan.		
Clipper card reader	\$1,600	Assumed to be paid out with a 20-year loan
Re-stripe and number spaces in BART Main Lot	\$200,000	Assumed to be paid out with a 20-year loan
Stripe and number spaces on City Streets	\$50,000	Assumed to be paid out with a 20-year loan
Remove and reinstall fencing (City)	\$97,000	Assumed to be paid out with a 20-year loan
Wayfinding & Enforcement Signage Capital Costs on City Streets	\$50,000	Assumed to be paid out with a 20-year loan
Wayfinding & Enforcement Signage Capital Costs in BART Main Lot	\$80,000	Assumed to be paid out with a 20-year loan
Purchase and issue permits (City)	\$3,000	Assumed to be paid out with a 20-year loan
Enforcement Signage Capital Costs in BART Main Lot - Phase 2	\$80,000	Assumed to be paid out with a 20-year loan. Assumes Phase Two is implemented in Year Five (2017).
Enforcement Signage Capital Costs on City Streets - Phase 2	\$50,000	Assumed to be paid out with a 20-year loan. Assumes Phase Two is implemented in Year Five (2017).
Multi-space pay stations - Phase 2	\$180,000	Assumed to be paid out with a 20-year loan. Assumes one pay station per block face of on-street parking. Assumes each multi-space pay station costs \$10,000. Assumes Phase Two is implemented in Year Five (2017).
Other Unforeseen Capital Costs	\$48,210	Assumes 10% contingency of total Capital Costs
Implementation Flyers	\$500	Assumed to be paid out with a 20-year loan
Implementation Flyers - Phase 2	\$500	Assumed to be paid out with a 20-year loan. Assumes Phase Two is implemented in Year Five (2017).
O&M Costs		
Enforcement Officer	\$85,000	per year
Monthly Parking Program Administration	\$2.65	per month
Residential Parking Program Administration	\$2.65	per year
Meter Maintenance	\$57	per month according to the District DOT (\$55/mo.), City of Berkeley (or \$29/mo.), City of Long Beach (\$37 - \$57/mo.)
Parking Space Maintenance (BART)	\$0.76	Cost per calendar day according to BART labor & non-labor costs of maintenance & engineering for an individual space in a similarly sized lot in 2010. For the first year of program, maintenance of the BART Main Lot and City Streets assumed to be covered by others.
Parking Space Maintenance (City Streets)	\$42,500	Cost per year (City). For the first year of program, maintenance of the BART Main Lot and City Streets assumed to be covered by others.
Ticket processing	10%	Cost for routine maintenance of City streets assumed to be the responsibility of the City of Hayward
Other Unforeseen O&M Costs	10%	Cost of off-street program administration assumed to be negligible.

PARKING SUPPLY										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	272	272	272	272	272	272	272	272	272	272
BART Main Lot Daily Fee	982	982	982	982	982	982	982	982	982	982
BART Main Lot Daily Reserved	32	32	32	32	32	32	32	32	32	32

BART Main Lot Monthly Reserved	74	74	74	74	74	74	74	74	74	74
Existing BART Main Lot Monthly Reserved	19	19	19	19	19	19	19	19	19	19
Total Priced Supply (excludes employee parking)	1360									

PARKING DEMAND (W/ TEMPORARY ELASTICITY)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	245	245	245	245	245	245	245	245	245	245
BART Main Lot Daily Fee	962	962	962	962	962	962	962	962	962	962
BART Main Lot Daily Reserved	29	29	29	29	29	29	29	29	29	29
BART Main Lot Monthly Reserved	74	74	74	74	74	74	74	74	74	74
Existing BART Main Lot Monthly Reserved	19	19	19	19	19	19	19	19	19	19
Total Demand	1310									

REVENUE

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
On-street Daily Fee	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690	\$61,690
BART Main Lot Daily Fee	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515	\$242,515
BART Main Lot Daily Reserved	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773	\$21,773
BART Main Lot Monthly Reserved	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515	\$14,515
BART Off-Street Reserved (Monthly)	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576	-\$9,576
Parking Ticket Revenue	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824	\$222,824
Total Gross Revenue	\$553,741									

EXPENSES

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Capital Costs										
Clipper card reader	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108	\$108
Re-stripe and number spaces in BART Main Lot	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443	\$13,443
Stripe and number spaces on City Streets	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361
Remove and reinstall fencing (City)	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520	\$6,520
Purchase and issue permits (City)	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202	\$202
Wayfinding & Enforcement Signage Capital Costs (BART)	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377	\$5,377
Wayfinding & Enforcement Signage Capital Costs (City)	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361	\$3,361
Other Unforeseen Capital Costs	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240	\$3,240
Implementation Flyers	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34	\$34
Enforcement Signage Capital Costs in BART Main Lot - Phase 2	\$0	\$0	\$0	\$0	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931	\$5,931
Enforcement Signage Capital Costs on City Streets - Phase 2	\$0	\$0	\$0	\$0	\$3,707	\$3,707	\$3,707	\$3,707	\$3,707	\$3,707
Multi-space pay stations - Phase 2	\$0	\$0	\$0	\$0	\$13,344	\$13,344	\$13,344	\$13,344	\$13,344	\$13,344
Implementation Flyers - Phase 2	\$0	\$0	\$0	\$0	\$37	\$37	\$37	\$37	\$37	\$37
O&M Costs										
Enforcement Officer	\$85,000	\$87,108	\$89,268	\$91,482	\$93,751	\$96,076	\$98,459	\$100,900	\$103,403	\$105,967
Monthly Reserved Parking Program Administration	\$2,353	\$2,412	\$2,471	\$2,533	\$2,595	\$2,660	\$2,726	\$2,793	\$2,863	\$2,934
Residential Parking Program Administration	\$1,187	\$1,217	\$1,247	\$1,278	\$1,309	\$1,342	\$1,375	\$1,409	\$1,444	\$1,480
Meter Maintenance (Phase Two in 2017)	\$0	\$0	\$0	\$0	\$15,088	\$15,463	\$15,846	\$16,239	\$16,642	\$17,054
Parking Space Maintenance (BART)	\$0	\$309,865	\$317,549	\$325,425	\$333,495	\$341,766	\$350,242	\$358,928	\$367,829	\$376,951
Parking Space Maintenance (City Streets)	\$0	\$43,554	\$44,634	\$45,741	\$46,875	\$48,038	\$49,229	\$50,450	\$51,701	\$52,984
Ticket processing	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282	\$22,282
Other Unforeseen O&M Costs	\$11,082	\$46,644	\$47,745	\$48,874	\$51,540	\$52,763	\$54,016	\$55,300	\$56,616	\$57,965
Total Expenses	\$157,550	\$548,726	\$560,843	\$573,260	\$625,601	\$639,053	\$652,839	\$666,967	\$681,445	\$696,282

NET REVENUE	\$396,190	\$5,014	-\$7,102	-\$19,519	-\$71,861	-\$85,313	-\$99,099	-\$113,226	-\$127,704	-\$142,541
BALANCE	\$396,190	\$401,205	\$394,102	\$374,583	\$302,723	\$217,410	\$118,311	\$5,085	-\$122,619	-\$265,160

**JOINT EXERCISE OF POWERS AGREEMENT
FOR THE
SOUTH HAYWARD BART STATION ACCESS AUTHORITY**

by and between

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

AND

THE CITY OF HAYWARD

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Exhibit A: BART South Hayward Property

Exhibit B: Map of BART East Lot and Perry and Key Property

Exhibit C: Boundary of Authority

**JOINT EXERCISE OF POWERS AGREEMENT
FOR THE SOUTH HAYWARD BART STATION ACCESS AUTHORITY**

This Joint Exercise of Powers Agreement (the "Agreement") is entered into as of September 1, 2011, by and between San Francisco Bay Area Rapid Transit District ("BART"), a rapid transit district established under Public Utilities Code Sections 28500 et seq., and the City of Hayward ("City"), a municipal corporation, with reference to the following:

A. BART is the owner of that certain real property in the City of Hayward, Alameda County, California, which property is delineated on the map attached hereto as Exhibit A (the "BART South Hayward Property"). The BART South Hayward Property includes the South Hayward BART Station (the "South Hayward Station" or "Station") and the parking and access facilities that serve the South Hayward Station.

B. In June of 2006, the City adopted a South Hayward BART/Mission Boulevard Concept Design Plan, which seeks to encourage and provide the framework for redevelopment that will result in a transit village around the South Hayward Station and an enhanced Mission Boulevard corridor.

C. In 2006, BART completed a "South Hayward BART Development, Design and Access Plan" for the South Hayward Station, which plan was created to complement the City's planning efforts and to analyze access improvements and transit-oriented development opportunities in the area of the approximately 12-acre BART South Hayward Property and the approximately one-half mile surrounding the Station. The approximately 12 acres comprising the BART South Hayward Property includes 2 surface parking lots with 1252 parking spaces: the main lot west of Dixon Avenue with 1,079 parking spaces (the "Main Lot"); and the overflow lot east of Dixon Avenue (the "BART East Lot") having 173 spaces.

D. Wittek Development and BART entered into an Exclusive Negotiating Agreement effective February 5, 2009, providing for the assessment and potential development of a transit-oriented development in the BART South Hayward Property. Wittek Development, LLC, the Montana Property Group, LLC, Eden Housing, Inc. ("Eden"), the City and the Redevelopment Agency of the City of Hayward (the "Agency") also jointly applied for and were awarded Proposition 1C funding from the California Department of Housing and Community Development to develop a transit-oriented development at South Hayward Station.

E. Big Sky Holdings, LLC, an entity related to the Montana Property Group, LLC, currently owns an approximately 2.9-acre site adjacent to the BART East Lot having primary frontage on Mission Boulevard (the "Perry and Key Property"). The BART East Lot and the Perry and Key Property are identified in the map attached to this Agreement as Exhibit B. Wittek Development, LLC and the Montana Property Group, LLC intend to create a new corporate entity, referred to herein as "Wittek & Montana."

F. Wittek & Montana intends to purchase the BART East Lot from BART and develop the BART East Lot and a portion of the Perry and Key Property with approximately two hundred three (203) units of housing and related infrastructure and improvements using HCD's

Proposition 1C funds and other financing (the "Market Rate Development"). Wittek & Montana further intends to convey a portion of the Perry and Key Property to Eden for the development of approximately one hundred fifty-one (151) units of affordable housing (the "Affordable Housing Development"). The Market Rate Development and the Affordable Housing Development are collectively referred to as "Phase 1" of the transit-oriented development at the South Hayward Station. Phase 2 of development at the BART South Hayward Property ("Phase 2") is contemplated to include the construction of a BART parking structure and additional residential and retail space on the BART South Hayward Property, excluding the Station.

G. Phase 1 will eliminate the BART patron parking that is currently provided at the BART East Lot. Phase 2 is anticipated to further modify BART's existing parking program. BART expects that, similar to other BART stations in the East Bay, parking charges will eventually be required to access BART. The City and BART believe that patrons will continue to access BART by means other than automobile and will increase their use of alternative transportation and access to BART (including shuttles, bicycles and walking). In addition, both the City and BART understand that parking and access modifications and policies at the South Hayward Station may influence and affect parking and access issues at the Downtown Hayward BART Station.

H. The City and BART desire to form a Joint Powers Authority that will address parking and access issues, further transit-oriented development, support equitable access to the Station by BART patrons, maximize BART ridership, and protect the City's neighborhoods from the effects of overflow parking traffic.

I. Articles 1 through 4 of Chapter 5 of Title 1 of the Government Code (Government Code Sections 6500 et seq.) and Government Code Section 11256 (collectively the "JPA Law") authorize BART and the City to create a joint exercise of powers entity to jointly exercise any powers common to BART and the City and to exercise the powers granted under the JPA Law. The parties are empowered by law to undertake certain projects and programs and possess certain common powers. The parties desire to enter into this Agreement and create the South Hayward BART Station Access Authority.

ARTICLE 1. DEFINITIONS AND EXHIBITS

Section 1.1 Definitions. For the purpose of this Agreement, the meaning of the capitalized terms used in the Agreement shall be the following:

- (a) "Action Plan" shall have the meaning set forth in Section 5.3.
- (b) "Affordable Housing Development" shall have the meaning set forth in Recital F.
- (c) "Agreement" means this Joint Exercise of Powers Agreement.

- (d) "Authority" means the South Hayward BART Station Access Authority created under this Agreement.
- (e) "BART" means the San Francisco Bay Area Rapid Transit District, a rapid transit district established under Public Utilities Code Sections 28500 et seq.
- (f) "BART East Lot" shall have the meaning set forth in Recital C.
- (g) "BART South Hayward Property" shall have the meaning set forth in Recital A.
- (h) "Board" means the governing body of the Authority.
- (i) "Budget" means the approved budget applicable to the expenses of the Authority.
- (j) "City" means the City of Hayward, a municipal corporation.
- (k) "County" means the County of Alameda, a subdivision of the State of California.
- (l) "Directors" mean the members of the governing Board of the Authority.
- (m) "Eden" shall have the meaning set forth in Recital D.
- (n) "Fiscal Year" means the period from July 1 in any calendar year to and including June 30 in the succeeding calendar year.
- (o) "Initial Members" means BART and the City.
- (p) "JPA BART Directors" shall have the meaning set forth in Section 3.2.
- (q) "JPA City Directors" shall have the meaning set forth in Section 3.2.
- (r) "JPA Law" shall have the meaning set forth in Recital I.
- (s) "Main Lot" shall have the meaning set forth in Recital C.
- (t) "Market Rate Development" shall have the meaning set forth in Recital F.
- (u) "Member" means an entity that is a party to this Agreement and a member of the Authority.
- (v) "Parking and Access Study" shall have the meaning set forth in Section 5.2.
- (w) "Perry and Key Property" shall have the meaning set forth in Recital E.

- (x) "Phase 1" shall have the meaning set forth in Recital F.
- (y) "Phase 2" shall have the meaning set forth in Recital F.
- (z) "South Hayward Station" shall have the meaning set forth in Recital A.
- (aa) "Station" shall have the meaning set forth in Recital A.
- (bb) "Wittek & Montana" shall have the meaning set forth in Recital E.

Section 1.2 Exhibits. The following Exhibits are attached hereto and incorporated herein:

Exhibit A: BART South Hayward Property
 Exhibit B: Map of BART East Lot and Perry and Key Property
 Exhibit C: Boundary of Authority

ARTICLE 2. PURPOSE AND POWERS

Section 2.1 Purpose of the Authority. The purpose of the Authority is to manage and administer parking and access within the boundaries of the Authority in an equitable and orderly fashion in order to promote transit-oriented development, support access to the Station by BART patrons, maximize BART ridership, and protect the neighborhoods surrounding the Station.

Section 2.2 Purpose of the Agreement. Each of the parties has in common the authority to study, plan for, acquire, maintain, operate, lease, sell, finance or construct parking and other facilities. The purpose of this Agreement is to jointly exercise the foregoing common powers in the manner set forth in this Agreement.

Section 2.3 Authority Created. There is hereby created a public entity known as the "South Hayward BART Station Access Authority". The Authority is formed pursuant to the JPA Law and shall be a public entity separate from any Member.

Section 2.4 Effective Date. The effective date of this Agreement and the date on which the Authority shall be deemed formed and existing shall be the first date on which BART and the City have both executed this Agreement.

Section 2.5 Boundaries of the Authority. The geographic boundaries of the Authority are more particularly set forth on the map attached to this Agreement as Exhibit C.

Section 2.6 Powers. Subject to Article 5, the Authority shall have the power in its own name to do any of the following:

(a) To study, plan and implement ways and means to effectively manage and administer parking at or near the BART South Hayward Property.

(b) To study, plan and implement ways and means to effectively manage BART patron access to the South Hayward Station.

(c) To exercise the powers conferred upon it by the JPA Law and this Agreement necessary for the accomplishment of the purposes of this Agreement and the Authority.

(d) To participate in financing or refinancing of parking for and access to the Station in accordance with any terms and conditions imposed by the JPA Law and applicable law.

(e) To make and enter into contracts necessary for the full exercise of its powers.

(f) To contract for the services of engineers, attorneys, architects, planners, financial and other consultants, parking operators, maintenance and security entities and to employ and contract with such other persons as it deems necessary.

(g) To acquire, construct, manage, maintain, operate and replace the parking for and access to the Station.

(h) To incur debts, liabilities and/or obligations subject to limitations herein set forth, provided, however, that the debts, liabilities and obligations of the Authority shall not constitute any debt, liability or obligation of any of the Members.

(i) To sue and be sued in its own name.

(j) To apply for, accept and receive state, federal or local licenses, permits, grants, loans or other aid from any public agency necessary for the Authority's full exercise of its powers.

(k) To perform all acts necessary or proper to carry out fully the purpose of this Agreement and not inconsistent with the JPA Law.

(l) To collect fees related to the administration and operation of the parking serving the Station and access to the Station.

(m) To invest any money in the treasury pursuant to Sections 6509.5 and 6505.5 of the JPA Law which is not required for the immediate necessities of the Authority, as the Authority determines is advisable, in the same manner and upon the same conditions as local agencies, pursuant to Section 53601 of the Government Code of the State of California.

(n) To apply for letters of credit or other form of financial guarantees in order to secure the repayment of its obligation and enter into agreements in connection therewith.

(o) To accept security, collateral or other property interests to secure payment of loans or other obligations to the Authority.

(p) To carry out and enforce all the provisions of this Agreement.

(q) To finance or refinance indebtedness incurred by the Authority or third parties in connection with any of the purposes hereof.

(r) To the extent not herein specifically provided for, to exercise any powers in the manner and according to methods provided under the laws applicable to the Authority.

Section 2.7 Additional Powers. In addition to those powers common to each of the parties, and subject to those limitations set forth in this Agreement including Article 5, the Authority shall have those powers conferred upon it by JPA Law.

Section 2.8 Restrictions on Exercise of Powers. The Act and the powers of the Authority shall be exercised in the manner provided in the JPA Law, and, except for those powers set forth in Article 4 of the JPA Law, shall be subject (in accordance with Section 6509 of the JPA Law) to the restrictions upon the manner of exercising such powers that are imposed upon the City in the exercise of similar powers.

Section 2.9 Obligations of Authority. The debts, liabilities and obligations of the Authority shall not be the debts, liabilities and obligations of the parties to this Agreement. The parties to this Agreement shall not be liable for the debts, liabilities or obligations of the Authority.

Section 2.10 Authority Facilities. Public facilities constructed or acquired by the Authority, if any, may be held in the name of the Authority for the benefit of the Authority in accordance with the terms of this Agreement unless conveyed to and accepted by the City, BART or other public entity.

Section 2.11 Non-Liability for Obligations of Authority. No party, officer, agent or employee of the Authority shall be individually or personally liable for the payment of the principal or of premium or interest on any obligations of the Authority or be subject to any personal liability or accountability by reason of any obligations of the Authority; but nothing herein contained shall relieve any such party, officer, agent or employee from the performance of any official duty provided by law or by the instruments authorizing the issuance of any obligations of the Authority.

ARTICLE 3. ORGANIZATION

Section 3.1 Membership. The Members of the Authority shall be BART and the City (the "Initial Members"). The Initial Members may agree to have additional members, in which case the Initial Members and the additional members shall execute an amendment or supplement to this Agreement providing and setting forth the terms of the additional membership.

Section 3.2 Governing Body of the Authority.

(a) The business of the Authority shall be conducted by a Board of Directors consisting of four (4) persons. All voting power of the Authority shall reside in the Board of Directors.

(b) The City and BART shall each appoint two Directors to the Board of Directors. Initially, those Directors shall be, for BART, members of the governing board of BART appointed by the governing board of BART (the "JPA BART Directors"), and for the City, members of the governing board of the City appointed by the City Council (the "JPA City Directors"). Any Director may designate a substitute representative to serve as a Director on the Board of Directors. Any such substitute shall be an employee of BART, if appointed by a JPA BART Director, or another City Council member who has been previously designated as an alternate director by the City Council, if appointed by a JPA City Director. BART and the City may, at any time, vote to remove and replace the JPA BART Directors and the JPA City Directors, respectively.

(c) Members of the Board of Directors shall not receive any compensation for serving as such but a Director may be reimbursed for expenses incurred by such Director in the conduct of the Authority's business subject to any applicable policy of the Authority.

Section 3.3 Principal Office. The principal office of the Authority shall be established by the Board. The Board is hereby granted full power and authority to change said principal office from one location to another. Any change shall be noted by the secretary under this section, but shall not be considered an amendment to this Agreement.

Section 3.4 Meetings. The Board shall meet at the Authority's principal office or at such other place as may be designated by the Board. The time and place of regular meetings of the Board shall be determined by resolution adopted by the Board; a copy of such resolution shall be furnished to each party hereto. Regular, adjourned and special meetings shall be called, noticed, held, and conducted in the manner as provided in the Ralph M. Brown Act (Chapter 9, Division 2, Title 5, of the Government Code of the State of California (commencing at Section 54950)) or any successor legislation hereinafter enacted. The Board shall appoint a secretary who may be one of the Directors or an employee of one of the Initial Members.

Section 3.5 Quorum. A simple majority of the Directors shall constitute a quorum for the purpose of transacting the Authority's general business. Except as otherwise provided by law, the vote of all the Directors shall be required for the Authority to take action. Each Director shall have one vote.

Section 3.6 Resolution of Disputes. If action of the Authority cannot be taken because the vote of all the Directors cannot be obtained, then any Member, by written notice to the other Members, may require that the Members meet in an effort to reach a resolution of the matter at issue that may obtain the vote of all Directors. If that meeting does not result in resolution of the matter at issue, then any Member, by written notice to the other members, may require that the parties engage in a mediation process with regard to the matter at issue. The initial notice of mediation shall contain a detailed explanation of the matter at issue and the position of the initiating Member concerning the matter at issue. If such mediation notice is given, the Members shall promptly consult with each other to select an independent mediator who shall be knowledgeable regarding the matter at issue and who has no financial interest in the matter at issue or in any contract with any of the Members. For example, if the matter at issue involves engineering or architectural issues, the mediator may be an engineer or architect with knowledge of the kinds of issues that are in dispute. If the Members cannot agree to a mediator within forty-five (45) days following the date the mediation notice is given, any Member or the Members jointly may apply to the presiding judge of the Alameda County Superior Court for appointment of a mediator meeting the qualifications of this Section 3.6. Once the mediator is selected, the parties shall meet with the mediator and make good faith efforts to reach agreement on the matter at issue. The Members shall provide the mediator with written information regarding the matter at issue and an explanation of the positions of the various Members on the issues. The cost of the mediator shall be paid fifty percent (50%) by the City and fifty percent (50%) by BART.

Section 3.7 Powers and Limitations. All the power and authority of the Authority shall be exercised by the Board, subject, however, to the provisions of this Agreement, the JPA Law, and the rights reserved by the parties as herein set forth.

Section 3.8 Minutes. The secretary of the Authority shall cause to be kept minutes of regular, adjourned and special meetings of the Board, and shall cause a copy of the minutes to be forwarded to each Director and to each of the parties hereto.

Section 3.9 Bylaws; Rules. The Board may adopt from time to time such bylaws and rules and regulations for the conduct of its affairs as may be necessary or advisable for the purposes of this Agreement.

Section 3.10 Vote or Assent of Parties. The vote, assent, or approval of the parties in any matter requiring such vote, assent or approval hereunder, shall be evidenced by a certified copy of the resolution of the governing board of such party filed with the Authority.

Section 3.11 Officers. The chair shall be rotated from time to time among the Directors in accordance with procedures established by the Board. The Board shall have the power to appoint such additional officers as it deems necessary and appropriate.

Section 3.12 Treasurer and Auditor.

(a) The City of Hayward Finance Director shall be the initial Treasurer of the Authority. The Treasurer shall be the depository, shall have the custody of all the money of the

Authority from whatever source, and shall have the duties and obligations of the Treasurer as set forth in Sections 6505 and 6505.5 of the Act. The Treasurer shall be responsible for receiving quarterly reports and verifying the balance of this report with respect to the balance as maintained by the records of the Auditor.

(b) The auditor of the Authority shall be the City of Hayward Finance Director. The Auditor shall have the duties and obligations of the Auditor as set forth in Section 6505 and 6505.5 of the Act. The Auditor shall assure strict accountability of all receipts and disbursements of the Authority and shall make arrangements with a certified public accountant or firm of certified public accountants for the annual audit of accounts and records of the Authority.

(c) The Treasurer and Auditor of the Authority are designated as the public officers or persons who have charge of, handle, or have access to any property or funds of the Authority, and each such officer shall be bonded as required by Government Code Section 6505.1, and the amount of their bond shall be fixed by resolution. From time to time the Board may designate other persons in addition to the Treasurer and Auditor who have charge of, handle, or have access to any property or funds of the Authority.

(d) The Auditor and Treasurer of the Authority shall not be compensated for their work for the Authority but the Authority shall reimburse the Auditor and Treasurer for out-of-pocket expenses including those for outside accountants undertaking the annual audit of accounts and records of the Authority.

Section 3.13 Executive Directors. The Authority shall initially have Co-Executive Directors who shall be the City Manager of the City and the Manager of Real Estate and Property Development of BART. The Co-executive Directors shall serve at the pleasure of the Board of Directors, and shall be responsible to the Board for the proper and efficient administration of the Authority as is or hereafter may be placed in their charge, or under their jurisdiction or control pursuant to the provisions of this Agreement, or of any ordinance, resolution or order of the Board. In addition to other powers and duties herein provided, the Co-Executive Directors shall have the power:

- (a) Under direction of the Board, to plan, organize and direct all Authority activities.
- (b) To authorize expenditures within the designations and limitations of the approved Budget.
- (c) To make recommendations to and requests of the Board concerning all of the matters and things which are to be performed, done or carried out by said Board.
- (d) To call special meetings of the Board.
- (e) At the direction of the Board, to execute on behalf of the Authority, contracts and other instruments approved by the Board.

Section 3.14 Liability of Board. The Authority shall defend, indemnify and hold harmless any Member, Director, officer or employee for their actions taken within the scope of the authority of the Authority. Except as otherwise provided in this Agreement, the funds of the Authority shall be used to defend, indemnify and hold harmless the Authority and any Member, Director, officer or employee for their actions taken within the scope of the authority of the Authority. Nothing herein shall limit the right of the Authority to purchase insurance to provide such coverage as is set forth below. The Authority's duty to indemnify each Member (and its Directors, officers, employees and agents) shall survive the Member's withdrawal from the Authority.

Section 3.15 Privileges and Immunities. Pursuant to Government Code Section 6513, all of the privileges and immunities from liability, exemptions from laws, ordinances and rules, all pension, relief, disability, worker's compensation and other benefits which apply to the activity of officers, agents, or employees of any of the parties when performing their respective functions shall apply to them to the same degree and extent while engaged in the performance of any of the functions and other duties under this Agreement. None of the officers, agents, or employees appointed by the Board shall be deemed by reason of their employment by the Board to be employed by any of the parties or by reason of their employment by the Board to be subject to any of the requirements of such parties.

ARTICLE 4. FINANCING

Section 4.1 Budget. Within ninety (90) days after the first meeting of the Board, and thereafter at least ninety (90) days prior to the commencement of each Fiscal Year for which a budget has not yet been adopted, the Board shall adopt a Budget for the Authority for the ensuing Fiscal Year or two Fiscal Years.

Section 4.2 Contributions for Operating Expenses.

(a) Contributions or advances of public funds and of personnel, equipment or property may be made to the Authority by BART and the City for any of the purposes of this Agreement. Any such advance shall be made subject to repayment, and shall be repaid in the manner agreed upon by BART or the City, as the case may be, and the Authority at the time of making such advance. It is mutually understood and agreed that, except as specifically provided in this Agreement, neither BART nor the City has any obligation to make advances or contributions to the Authority to provide for the costs and expenses of administration of the Authority, even though any of them may do so. BART or the City may allow the use of personnel, equipment or property in lieu of other contributions or advances to the Authority.

(b) It is understood that the Board may arrange for the payment of the expenses of the Authority through some other source, including but not limited to local, state or federal grants or loans.

(c) In accordance with Government Code Section 6512.1, repayment or return to the parties of all or part of any contributions made by the parties may be directed by the Board at such time, and upon such terms, as may be consistent with the JPA Law. The Authority shall hold title to all funds and property acquired by it during the term of this Agreement.

Section 4.3 Grants and Loans. It is understood and acknowledged that some activities may qualify for grant or loan funding from the State of California, local governments, or the federal government. The Board shall have the power, in its discretion, to contract for such funding of eligible activities. Funds received by the Authority from such sources may be used to pay for, reimburse or otherwise finance such eligible activities.

Section 4.4 Reimbursement of Funds. Funds received by the Authority from any federal, state or local agency to pay for budgeted expenditures for which the Authority has received all or a portion of said funds from its parties shall be proportionately paid to said parties to reimburse the parties for the funds advanced.

ARTICLE 5. PARKING AND ACCESS STUDY AND ACTION PLAN

Section 5.1 Initial Activities. Notwithstanding anything to the contrary in this Agreement, including those provisions related to the Authority's purpose and power set forth in Article 2, the Authority's activities shall be limited to routine and administrative activities and those set forth in the Article 5 until such time as the Members approve an Action Plan as more particularly set forth in Section 5.3. Following the Approval of an Action Plan as more particularly set forth in Section 5.3, the Authority may implement the Action Plan in a manner that is consistent with the Authority's purpose as set forth in Article 2 and using the powers set forth in Article 2.

Section 5.2 Parking and Access Study. The Authority shall commission a study regarding parking and access at the South Hayward Station (the "Parking and Access Study"). The Parking and Access Study is intended to enable the Authority to identify actions the Authority should take in the future to fulfill its purpose. The Parking and Access Study will identify potential BART patron parking and access issues at the South Hayward Station. It will also identify potential effects on the neighborhood (and on the Downtown Hayward BART Station and its surrounding neighborhoods) due to Phase 1 and any parking modifications that may result from the Authority's activities. The Parking and Access Study is intended to help:

- Identify location of parking spaces that would be available for use by BART patrons following the sale of the BART East Lot.
- Identify what type of parking is to be provided within which areas.
- Identify when the parking will be needed.
- Identify parameters for any charges to be imposed on BART patron parking.
- Identify any parking payment and accounting mechanisms.
- Identify enforcement activity and responsibilities.

- Identify capital needs and sources of funding for JPA activities.
- Identify JPA operating and maintenance needs.
- Identify other access features that may be necessary or desired.
- Identify insurance that may be required.

Section 5.3 City and BART Approval of Action Plan. Following the Parking and Access Study, the JPA City Directors and the JPA BART Directors will present a proposed set of Authority activities (the "Action Plan"), to the City Council and BART Board of Directors, respectively, for approval. Notwithstanding anything to the contrary in this Agreement, including Article 2, the Authority shall not implement any activities identified in the Action Plan (or any activities beyond the commissioning of the Access and Parking Study, the creation of the Action Plan, and general administrative and formation activities) until the City and BART approve in writing the Action Plan. The Authority also shall not implement any activities that are not identified in the Action Plan without the City's and BART's written approval. In approving the Action Plan, the City and BART may require the Authority to institute certain controls to assist the City and BART in monitoring the activities of the Authority and to structure Authority activities in a manner that will reduce any risk to the Authority and its members.

Section 5.4 Amendment to Action Plan. The Action Plan may be amended by the Authority to address future Authority activities and needs. Any amendment to the Action Plan shall be subject to the prior written approval of the City and BART.

Section 5.5 Amendment to Reflect Action Plan. This Agreement shall be amended to accommodate the provisions of any approved Action Plan or amendment thereto before any components of the Action Plan are implemented.

ARTICLE 6. ACCOUNTING AND AUDITS

Section 6.1 Accounts and Reports.

(a) The Auditor shall establish and maintain such funds and accounts as may be required by good accounting practice. The books and records of the Authority in the hands of the Treasurer shall be open to inspection at all reasonable times by representatives of the Members. The Treasurer, within one hundred twenty (120) days after the close of each Fiscal Year, shall give a complete written report of all financial activities for such Fiscal Year to the Members.

(b) The Treasurer of the Authority shall receive, have the custody of, and disburse Authority funds on warrants drawn by the Auditor as nearly as possible in accordance with generally accepted accounting practices, shall make the disbursements required by this Agreement, and shall take such other actions as are necessary to implement or to carry out any of the provisions or purposes of this Agreement.

Section 6.2 Audit. The records and the accounts of the Authority shall be audited annually by a certified public accountant designated by the Auditor, and copies of such audit reports shall be filed as public records with the county auditor of Alameda County and with each party within six (6) months of the end of the Fiscal Year under examination, and shall be sent to any public agency or person in California that submits a written request to the Authority.

ARTICLE 7.

RESCISSION, TERMINATION, WITHDRAWAL, ASSIGNMENT.

Section 7.1 Term. The Authority shall continue to exercise the powers conferred upon it by this Agreement until this Agreement is rescinded or terminated as herein provided. If not earlier terminated or rescinded the term of this Agreement shall terminate on the date that is sixty-five (65) years following the date of this Agreement.

Section 7.2 Rescission or Termination. This Agreement may be rescinded and the Authority terminated by unanimous written consent of the Board; provided that no such termination or rescission shall occur so long as the Authority has any outstanding obligations.

Section 7.3 Disposition of Property Upon Termination. Pursuant to Government Code Section 6512, upon termination of this Agreement, any surplus funds on hand shall be paid out to BART and the City in proportion to the contributions made by such parties. The Board shall first offer any property, rights and interests of the Authority for sale to the Members for good and adequate consideration. If no such sale is consummated, the Board shall consider offering such property, rights and interests of the Authority for sale to any governmental agency, or other entity for good and adequate consideration. The net proceeds from any sale shall be paid out to BART and the City in proportion to the contributions made by such parties. If no such sale is consummated, then the property, rights and interests of the Authority shall be allocated to the parties in the same manner as the allocation of the net proceeds from a sale, unless otherwise agreed to by the parties.

Section 7.4 Withdrawal. No party may withdraw from the Authority without the unanimous written consent of the other parties.

ARTICLE 8.

GENERAL PROVISIONS.

Section 8.1 Amendments. This Agreement may be amended only by the unanimous vote of all Members. To be effective, all amendments and modifications must be in writing and signed by all Members.

Section 8.2 Assignment. The rights and duties of the parties may not be assigned or delegated without the written consent of all other parties. Any attempt to assign or delegate such rights or duties in contravention of this Agreement shall be null and void. Any approved

assignment or delegation shall be consistent with the terms of any contracts, resolutions, indemnities and other obligations of the Authority then in effect.

Section 8.3 Breach. If a party breaches any covenant contained in this Agreement, such default shall not excuse any other party from fulfilling its obligations under this Agreement and all parties shall continue to be liable for the payment of contributions and the performance of all conditions herein contained. The parties hereby declare that this Agreement is entered into for the benefit of the Authority created hereby and the parties hereby grant to the Authority the right to enforce by whatever lawful means the Authority deems appropriate all of the obligations of each of the parties hereunder. Each and all of the remedies given to the Authority hereunder or by any law now or hereafter enacted are cumulative and the exercise of one right or remedy shall not impair the right of the Authority to any or all other remedies.

Section 8.4 Notice. Any notice or instrument required to be given shall be delivered by depositing the same in any United States Post Office, registered or certified, postage prepaid, by hand delivery or by overnight delivery service and shall be addressed to the addressee of the parties as follows:

BART: San Francisco Bay Area Rapid Transit District
300 Lakeside Drive
Oakland, CA 94612

one copy to: Manager of Real Estate and
Property Development, 16th Floor

one copy to: Office of the General Counsel, 23rd
Floor

City: City of Hayward
777 "B" Street
Hayward, CA 94541

Attn: City Attorney

Such notice shall be effective upon receipt or refusal to accept receipt.

Section 8.5 Severability. Should any part, term or provision of this Agreement be decided by any court of competent jurisdiction to be illegal or in conflict with any law of the State of California, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining portions or provisions shall not be affected thereby.

Section 8.6 Successors. This Agreement shall be binding upon and shall inure to the benefit of the successors of the parties hereto, respectively.

Section 8.7 Regulatory Authority Over BART. Nothing in this Agreement is intended to subject BART to the regulatory authority of the City, except when BART is acting in a private

development capacity, or to limit or modify the rights and powers of BART. BART is not delegating any of its independent powers and authorities to the Authority.

Section 8.8 City Limitations of Authority Powers. Notwithstanding anything to the contrary in this Agreement, the powers and activities of the Authority are not intended in any way to limit or modify the rights and powers of the City. The City is not delegating any of its independent powers and authorities to the Authority.

Section 8.9 Liability of Authority, Members, Officers and Employees. The debts, liabilities and obligations of the Authority shall not be the debts, liabilities and obligations of any of the Members or any of their respective officers, directors, employees or agents. No Member or its directors, officers, employees or agents shall be responsible for any action taken or omitted by any other Member or its directors, officers, employees or agents.

Section 8.10 Conflicts of Interest Code. To the extent required pursuant to Government Code Section 87300 or other provision of law, the Authority by resolution shall adopt a conflicts of interest code as required by law.

Section 8.11 Amended Purpose of Authority. In the event that Phase 2 is implemented, the parties may amend this Agreement to provide for the selection of the Phase 2 developer and to address the construction, financing and operation of the Phase 2 improvements.

APPROVED AS TO FORM:

SAN FRANCISCO BAY AREA RAPID
TRANSIT DISTRICT

by 458 Law
General Counsel

By: [Signature]
Name: JEFFREY P. ORDWAY
Title: MANAGER OF Real Estate and
Property Development

CITY OF HAYWARD

By: [Signature]
Frances David, City Manager

APPROVED AS TO FORM:
Michael S. Lawson, City Attorney

By: [Signature]
Maureen Conneely, Assistant
City Attorney

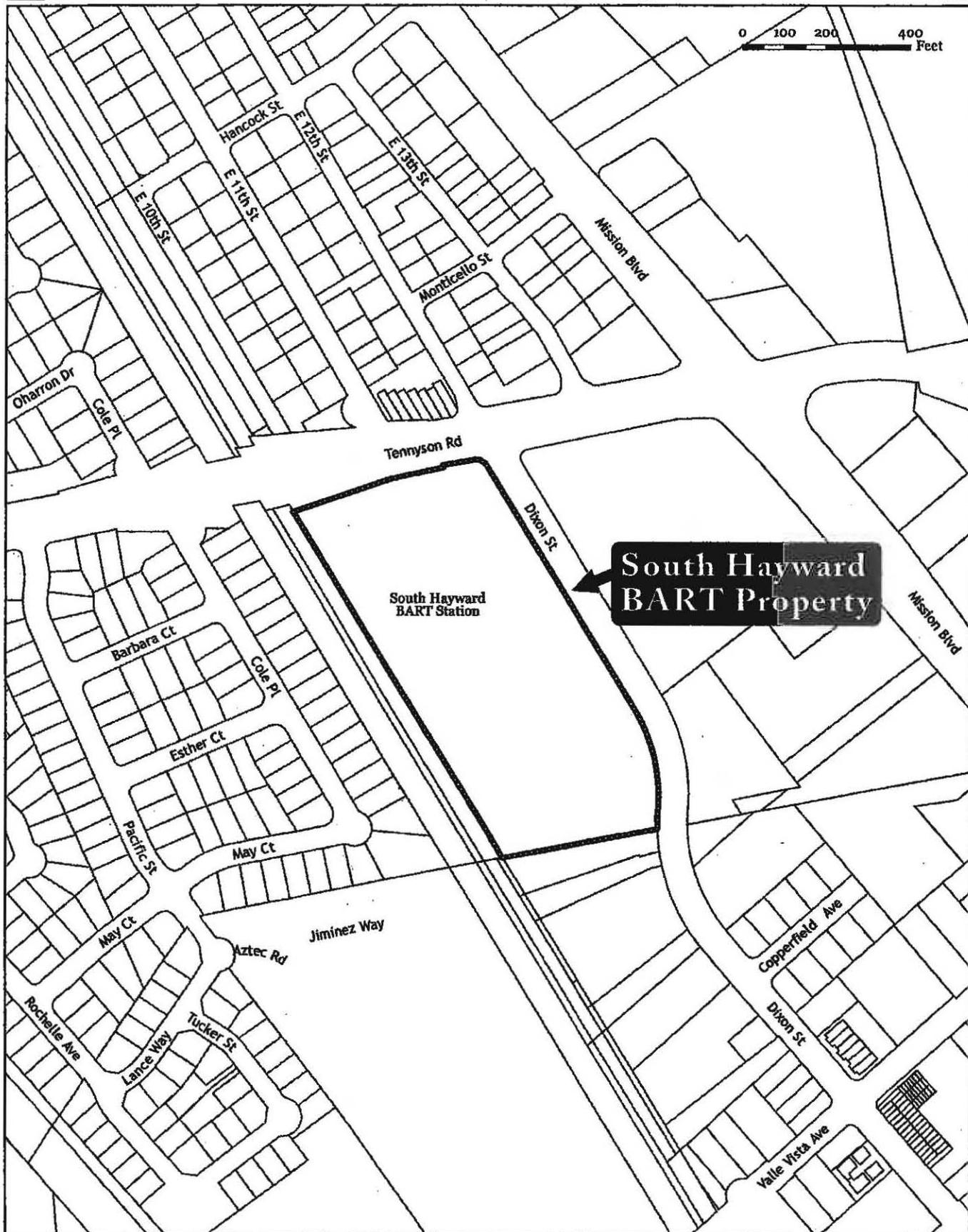
ATTEST: [Signature]
Miriam Lens, City Clerk

EXHIBIT A
BART South Hayward Property

A-1



Exhibit A: BART Station Property



Note: BART also owns the BART East Lot property shown in Exhibit B.

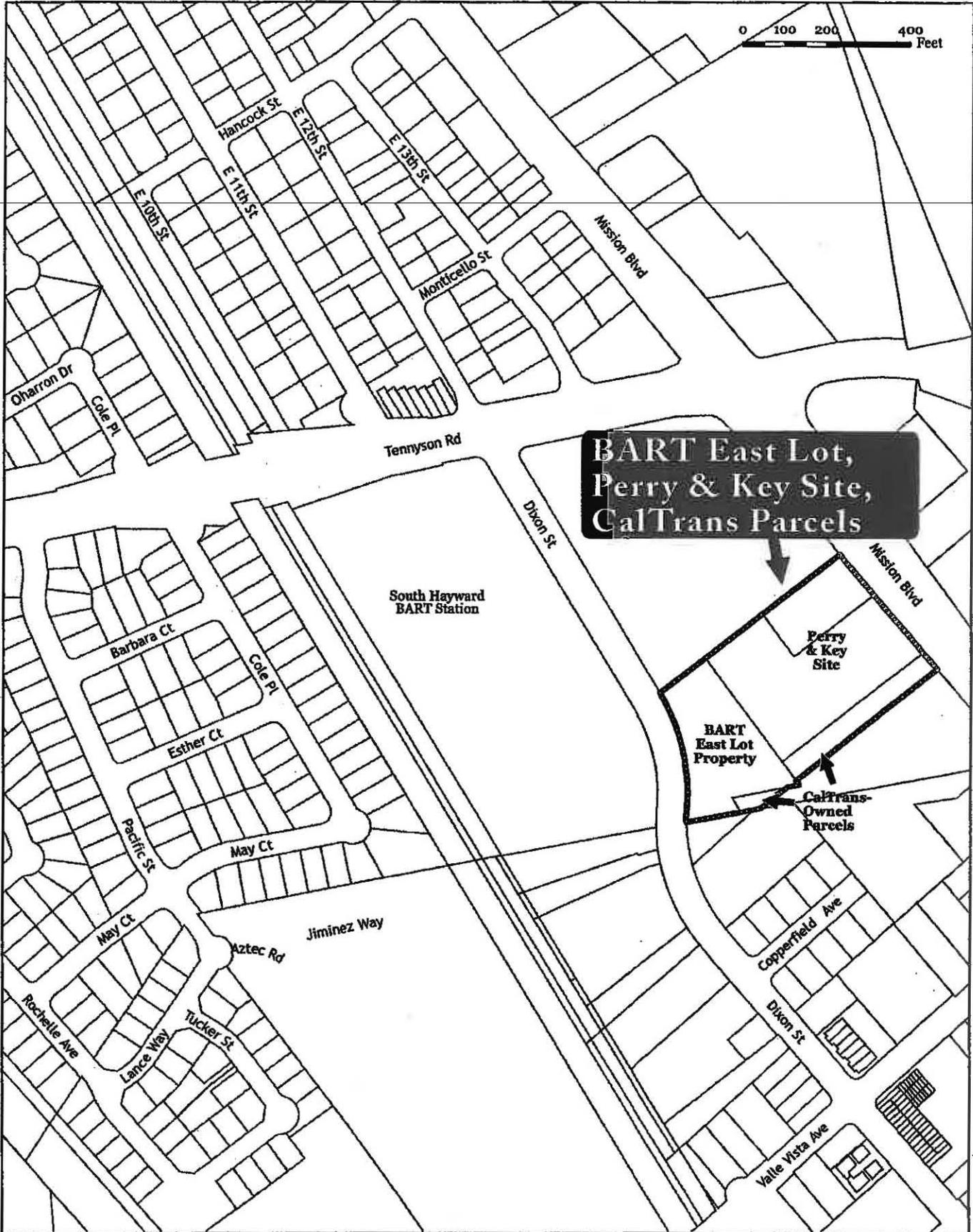
September 6, 2011

EXHIBIT B
Map of BART East Lot and Perry and Key Property

B-1



Exhibit B: BART East Lot and Perry & Key Site



**BART East Lot,
Perry & Key Site,
CalTrans Parcels**

September 6, 2011

EXHIBIT C

Boundary of Authority

C-1



Exhibit C: JPA Boundary of Authority



Note: Boundary area is based on a quarter-mile walking distance from BART station and is subject to change based on final transportation study by Nelson/Nygaard.

September 6, 2011



Existing JPA Boundary of Authority



Note: Boundary area is based on a quarter-mile walking distance from BART station and is subject to change based on final transportation study by Nelson/Nygaard.

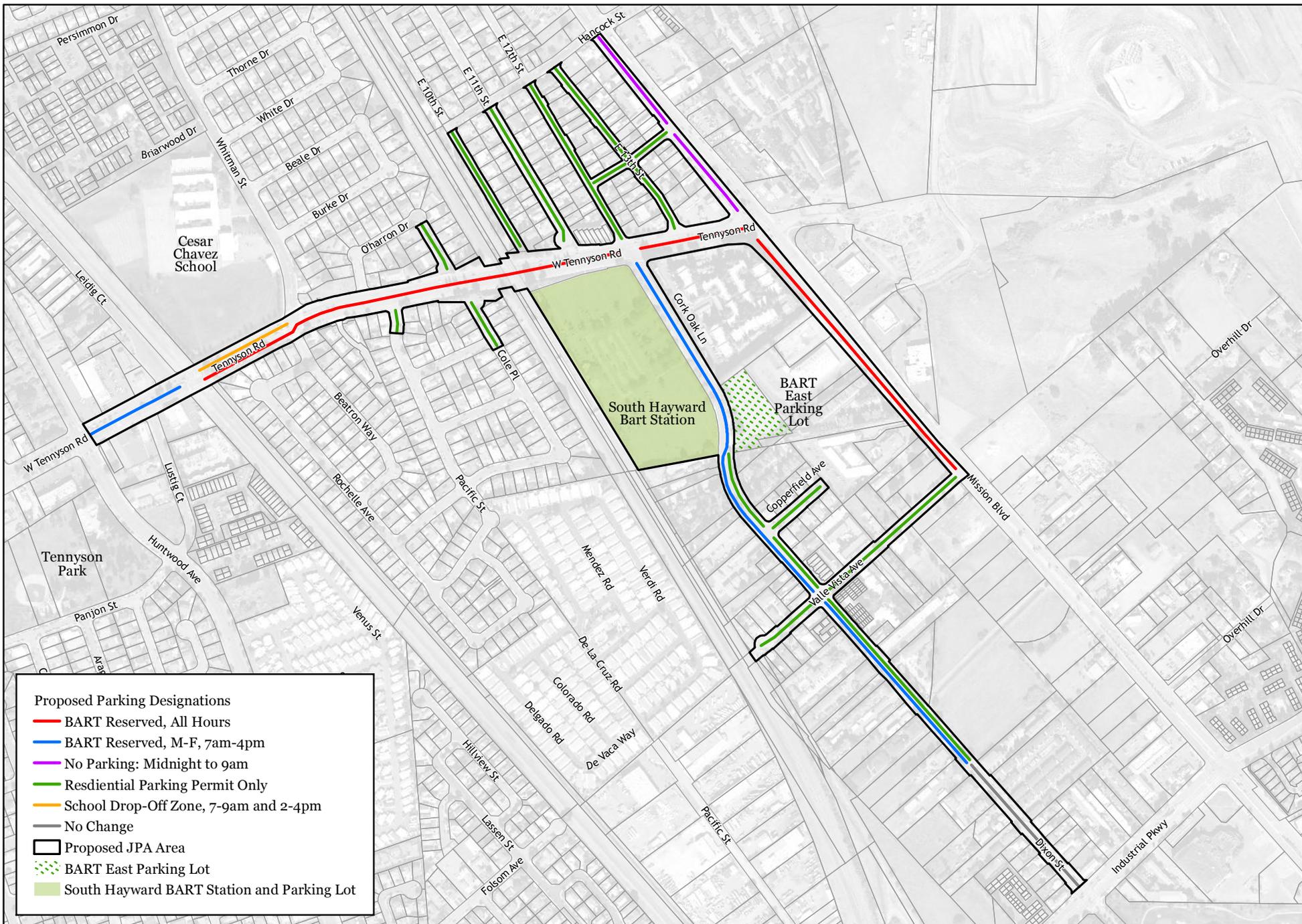
September 6, 2011



Proposed Modified JPA Boundary of Authority

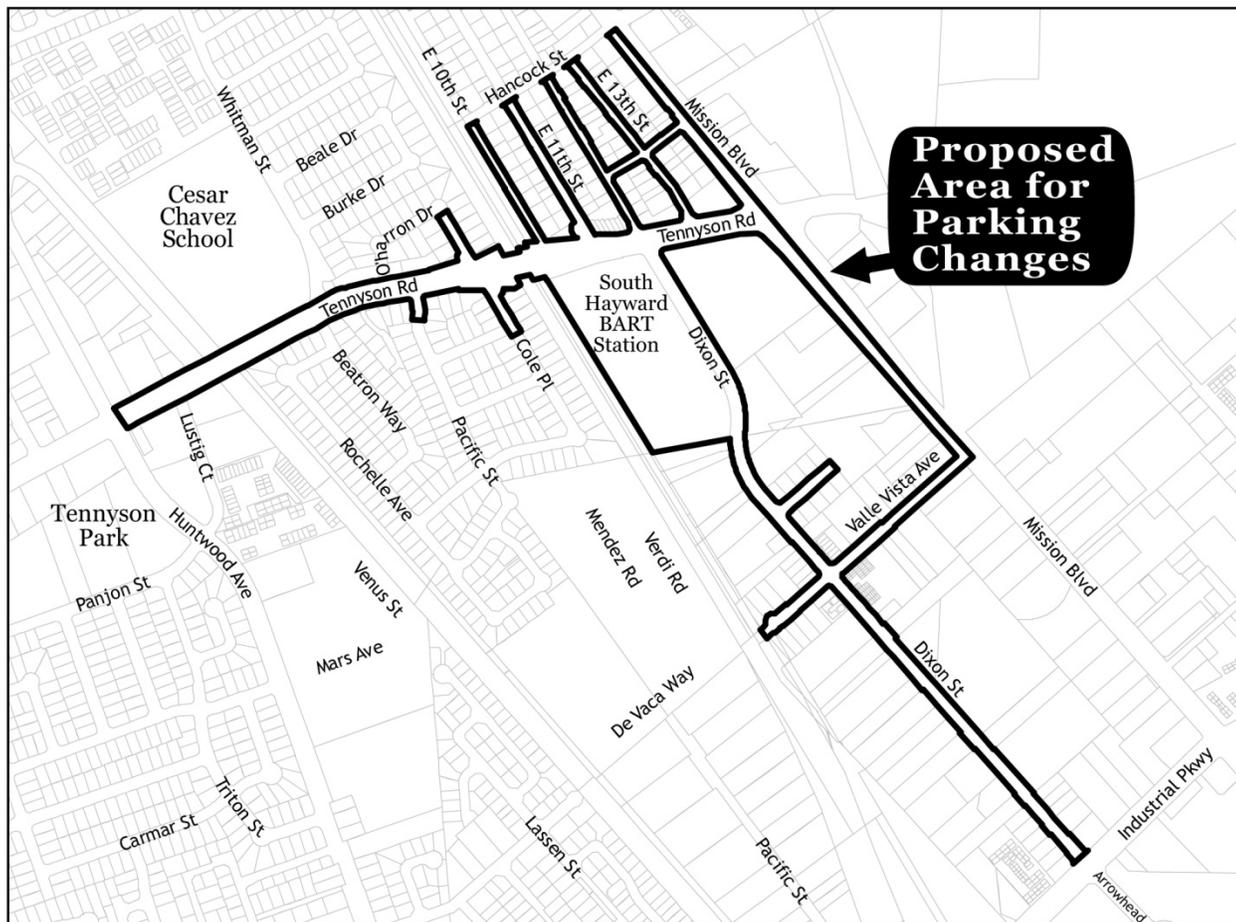


Proposed Parking Regulations in JPA Area



Important Official Notice

City Council Work Session to discuss proposed changes to parking near the South Hayward BART Station. **Tuesday, December 18 at Hayward City Hall.**



IMPORTANT PUBLIC NOTICE

City Council work session to discuss proposed changes to parking near the South Hayward BART Station.

The City Council will discuss proposed changes near the South Hayward BART Station, including the parking and access study, a Joint Powers Authority overview and recommendations for the creation of a BART parking area and dedicated residential parking permit program.

December 18 at 7pm

City Council Chamber
Hayward City Hall, 777 B Street

Staff report available December 14:

<http://bit.ly/haywardcitycouncil>

For more information, please contact:

John DeClercq, Project Manager, South Hayward BART Project Manager
510-583-4201 or john.declercq@hayward-ca.gov



**MINUTES OF THE SPECIAL JOINT CITY COUNCIL/REDEVELOPMENT
SUCCESSOR AGENCY/HOUSING AUTHORITY/HAYWARD PUBLIC
FINANCING AUTHORITY MEETING
OF THE CITY OF HAYWARD
City Council Chambers
777 B Street, Hayward, CA 94541
Tuesday, November 27, 2012, 7:00 p.m.**

The Special Joint City Council/Redevelopment Successor Agency/Housing Authority/Hayward Public Financing Authority meeting was called to order by Mayor/Chair Sweeney at 7:00 p.m., followed by the Pledge of Allegiance led by Council/RSA/HA/HPFA Member Mendall.

ROLL CALL

Present: COUNCIL/RSA/HA/HPFA MEMBERS Zermeño, Jones, Halliday,
Peixoto, Salinas, Mendall
MAYOR/CHAIR Sweeney
Absent: None

CLOSED SESSION ANNOUNCEMENT

Mayor Sweeney announced that the Council met with labor negotiators pursuant to Government Code 54957.6, and took no reportable items.

PUBLIC COMMENTS

Ms. Wynn Grich, Industrial Parkway SW resident, noted that chlorinated water and iodine radiation were major contributors of breast cancer and cited sources to back up her findings, which she also provided for the record.

Mr. Elie Goldstein, owner of Kraskis Nutrition, thanked the City for its assistance with issues related to parking on Foothill Boulevard. Mr. Goldstein noted that downtown business owners met with City staff regarding marketing strategies and there were efforts to establish a Foothill/Downtown Association for businesses to promote each other. Mr. Goldstein also reported a problem with the homeless who go through the garbage behind his business facility and requested that the City look into this nuisance.

Mr. Charlie Peters, with Clean Air Performance Professionals, spoke about gasoline issues and the new STAR Program for smog check, and requested Council's support for making ethanol voluntary and auditing the new STAR Program, which would be beneficial to the State.

Mr. Jim Drake, Franklin Avenue resident, requested that a letter addressed to him from City Manager David, dated November 15, 2012, be entered into the record. Mr. Drake noted that the letter was in response to issues related to improperly installed storms drains and water pooling. He added that driving conditions continued to be a safety hazard.

CONSENT

Consent Item No. 6 was pulled for discussion.

DRAFT

1. Adoption of an Ordinance Amending Chapter 10, Article 1 of the Hayward Municipal Code by Rezoning Certain Property at the Northeast Corner Of Eden and Denton Avenues in Connection with Zone Change Application No. PL-2010-0237 Relating to a Development Agreement for Proposed One-Acre Park Expansion and 36 Single-Family Homes

Staff report submitted by City Clerk Lens, dated November 27, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Peixoto, and unanimously carried, to adopt the following:

Ordinance 12-07, “An Ordinance Amending Chapter 10, Article 1 of the Hayward Municipal Code by Rezoning Certain Property at the Northeast Corner of Eden and Denton Avenues in Connection with Zone Change Application No. PL-2010-0237 Relating to a Development Agreement for Proposed One-Acre Park Expansion and 36 Single-Family Homes”

2. Adoption of an Ordinance Authorizing Execution of a Development Agreement with Chang Income Property Partnership, L.P., Barrett Community Hospital Series (R14), for Development of the Greenwood Park Homes Project

Staff report submitted by City Clerk Lens, dated November 27, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Peixoto, and unanimously carried, to adopt the following:

Ordinance 12-08, “An Ordinance Authorizing Execution of a Development Agreement with Chang Income Property Partnership, L.P., Barrett Community Hospital Series (R14), for Development of the Greenwood Park Homes Project”

3. Adoption of an Ordinance Amending Article 3 of Chapter 9, Sections 9-3.101 through 9-3.906, of the Hayward Municipal Code Relating to Building Abatement

Staff report submitted by City Clerk Lens, dated November 27, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Peixoto, and unanimously carried, to adopt the following:

Ordinance 12-09, “Ordinance Amending Article 3 of Chapter 9, Sections 9-3.101 through 9-3.906, of the Hayward Municipal Code Relating to Building Abatement”



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4. Adoption of an Ordinance Amending Chapter 11, Article 3 of the Hayward Municipal Code Relating to the Collection of Delinquent Charges for Sewer Service

Staff report submitted by City Clerk Lens, dated November 27, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Peixoto, and unanimously carried, to adopt the following:

Ordinance 12-10, “An Ordinance Amending Chapter 11, Article 3 of the Hayward Municipal Code Relating to the Collection of Delinquent Charges for Sewer Service”

5. Adoption of an Ordinance Amending Chapter 11, Article 2 of the Hayward Municipal Code Relating to Responsibility for Payment of Water Charges and the Collection of Delinquent Charges for Water Service

Staff report submitted by City Clerk Lens, dated November 27, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Peixoto, and unanimously carried, to adopt the following:

Ordinance 12-11, “An Ordinance Amending Chapter 11, Article 2 of the Hayward Municipal Code Relating to Responsibility for Payment of Water Charges and the Collection of Delinquent Charges for Water Service”

6. FY 2012 Annual Investment Review, Adoption of the FY 2013 Statement of Investment Policy and Delegation of Investment Authority

Staff report submitted by Director of Finance Vesely, dated November 27, 2012, was filed.

Council Member Halliday commented on the significant decrease in the City’s portfolio yield and agreed with the Council Budget and Finance Committee and the Investment Advisory Committee’s recommendations.

In response to Council Member Halliday’s inquiry related to qualifications for members of the Investment Advisory Committee, Finance Director Vesely noted the requirement was for a candidate to possess financial skills and staff hoped that by having broad criteria more interest would be

generated, especially from finance directors throughout Alameda County, but she was amenable to strengthen the requirement.

Council Member Halliday offered a friendly amendment to direct staff to strengthen the qualification criteria for the non-City member of the Investment Advisory Committee.

It was moved by Council/RSA/HA/HPFA Member Halliday, seconded by Council/RSA/HA/HPFA Member Mendall, and unanimously carried, to adopt the following with direction:

Resolution 12-179, “Resolution Accepting the Annual Report on Investment Program and Activity for the City of Hayward, Reaffirming the Statement of Investment Policy and Renewing the Delegation of Authority to Make Investments to the Director of Finance”

Housing Authority Resolution 12-06, “Resolution Accepting the Annual Report on Investment Program and Activity for the City of Hayward Housing Authority, Reaffirming the Statement of Investment Policy and Renewing the Delegation of Authority to Make Investments to the Director of Finance”

Redevelopment Successor Agency Resolution 12-10, “Resolution of the City Council of the City of Hayward, Acting as the Governing Board of the Successor Agency of the Redevelopment Agency of the City of Hayward, Accepting the Annual Report on Investment Program and Activity for the Redevelopment Agency of the City of Hayward and the Successor Agency Thereto, Reaffirming the Statement of Investment Policy and Renewing the Delegation of Authority to Make Investments to the Director of Finance”

Hayward Public Financing Authority Resolution 12-01, “Resolution Accepting the Annual Report on Investment Program and Activity for the City of Hayward Public Financing Authority, Affirming the Statement of Investment Policy and Renewing the Delegation of Authority to Make Investments to the Director of Finance”

COUNCIL REPORTS, REFERRALS, AND FUTURE AGENDA ITEMS

Council Member Mendall praised Maintenance Services staff for promptly cleaning up and removing graffiti during the Thanksgiving holiday.

Council Member Zermeño reminded everyone to patronize “Off the Grid” on Mondays. Mr. Zermeño announced a “Cash Mob” at The Cobblers on December 1, 2012, at 1:00 p.m., and encouraged everyone to support local small businesses.



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Tuesday, November 27, 2012, 7:00 p.m.**

ADJOURNMENT

Mayor Sweeney adjourned the meeting at 7:21 p.m.

APPROVED:

Michael Sweeney
Mayor, City of Hayward
Chair, Redevelopment Successor Agency
Chair, Housing Authority
Chair, Hayward Public Financing Authority

ATTEST:

Miriam Lens
City Clerk, City of Hayward
Secretary, Redevelopment Successor Agency
Secretary, Housing Authority
Secretary, Hayward Public Financing Authority



**MINUTES OF THE CITY COUNCIL MEETING
OF THE CITY OF HAYWARD
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Tuesday, December 4, 2012, 7:00 p.m.**

The City Council meeting was called to order by Mayor Sweeney at 7:00 p.m., followed by the Pledge of Allegiance led by Council Member Zermeño.

ROLL CALL

Present: COUNCIL MEMBERS Zermeño, Jones, Halliday, Peixoto, Salinas
MAYOR Sweeney
Absent: COUNCIL MEMBER Mendall

Mayor Sweeney noted that Council Member Mendall threw his back out and was unable to attend the meeting.

CLOSED SESSION ANNOUNCEMENT

City Attorney Lawson announced that Council met with property negotiators pursuant to Government Code 54956.8, regarding approximately 400 parcels owned by the California Department of Transportation in the Route 238 Corridor, and noted there was no reportable action.

PRESENTATION Business Recognition Award: Mimi's Café

The December 2012 Business Recognition Award was presented to Mimi's Café, a chain restaurant, located at 24542 Hesperian Boulevard. Mimi's Café opened at that location in 2006 and currently has seventy employees. The restaurant supports Public Safety campaigns and the Shop Hayward Campaign. The award was presented to Mimi's Café in recognition of the contributions it makes to Hayward by locating its business in Hayward; providing a positive restaurant experience for Hayward businesses, residents and visitors; by giving back to the community through charitable donations; and by contributing to the overall economic well-being of the Hayward community. General Manager, Tony Everfield, and Assistant Manager, Mark Mortimer, accepted the award and thanked the Council for such recognition.

PUBLIC COMMENTS

Ms. Debbie Frederick, Bunker Hill Boulevard resident, mentioned challenges for Caltrans tenants with the Deferred Maintenance Agreement (DMA), the Opportunity to Purchase Program, and the Bunker Hill/Maitland area. Ms. Frederick said the DMA prevents refinancing and places a large financial burden on new property owners.

Ms. Wynn Grcich, Industrial Parkway SW resident, shared information about "Flu Shots: Don't Let the Drug Companies Poison You" from the Blaylock Wellness Report; encouraged everyone to view a video on the FluorideFree Asheville website about fluoride health dangers; and mentioned the articles, "A New Understanding of Breast Cancer and Alternatives to Mammography" by Rosalie Bertell, and "Ignoring the Science on Mammograms" by Dr. David Newman.

Mr. Kim Huggett, president of the Hayward Chamber of Commerce, announced the Light Up the Season event on December 6, 2012, and acknowledged the volunteers who decorated City Hall Plaza and B Street. Mr. Huggett also spoke on behalf of restaurant owners regarding the revisions to the Hayward's alcohol beverage outlet regulations noting the alcohol prohibitions were negatively affecting restaurants, and suggested that full-service restaurants be allowed to offer live music and happy hour promotions.

Ms. Francesca Lomotan, COMMPRE (Community Prevention of Alcohol Related Problems) representative, noted that Ms. Linda Pratt had submitted a letter and expressed concern that full-service restaurants (License type 47) would morph into bars (License type 48); asked who would monitor for underage drinking and the fifty-one percent food service requirement; and asked how the City would evaluate if the tax revenue from liquor sales compensated for additional police services.

Mr. Jordan Nari, General Manager of the Elephant Bar on Southland Drive, reported that during the happy hour promotion trial, the sales had increased by three percent and he was able to hire twelve additional employees.

Mr. Richmond Apande, owner of Kupe Studio Restaurant and Lounge on B Street, supported happy hour alcohol sales, reported an increase in patronage between 4:00 to 8:00 p.m., and noted he was working with City staff to add live music to his business. Mr. Apande mentioned losing customers and having to consider laying off staff because of the restrictions on his license.

Mr. Tony Everfield, General Manager of Mimi's Café on Hesperian Boulevard, supported the happy hour alcohol sales because since the promotion began he experienced an increased gross income by five percent. Mr. Everfield noted that live jazz music on Wednesday nights had also increased his clientele and doubled his sales.

Ms. Sally Porfido, City of Hayward's Economic Development Coordinator, encouraged everyone to spend \$150 at Hayward retailers and restaurants during the "Shop Hayward" event the weekend of December 15 and 16, 2012, and receive a bag of gifts.

Mr. Kevin Thompson, E Street resident, spoke about Council's authority to increase costs to local business owners while reducing their ability to generate revenue, and requested that Council reevaluate the scrutiny placed upon local entrepreneurs and let the free market be the deciding force.

Mr. Dennis Charles, Tahoe Avenue resident and piano player, supported the restaurant owners in the downtown area and requested that Council help promote the arts by supporting live entertainment in Hayward.

Mr. Doug Ligibel, Grand Terrace resident, submitted a list of DUI arrests in the downtown business area from June to November 2012, and inquired if DUI arrests kept increasing. Mr. Ligibel asked Council to review the requirements for Alcoholic Beverage Control License Type 47 for restaurants and Type 48 for night clubs, and he asked staff if the Police Department was monitoring restaurants for compliance that food sales meet the required sixty percent of total gross sales.



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Mr. Jim Drake, Franklin Avenue resident, was concerned about public safety on Foothill Boulevard near Grove Street where there was insufficient grading between the street and the island, which could increase chances for collisions.

Ms. Sandy Hamilton, representing Kupe Restaurant and Lounge, said the vision of Kupe restaurant was a dinner club atmosphere with a piano bar where young adults and seniors could enjoy a fine dining experience.

Mr. Floyd Hood, Hayward resident, asked Council to reconsider allowing Kupe Restaurant and Lounge to have live entertainment as this could help the business tremendously, and pointed out that Kupe employees were present to support Mr. Apande.

Mayor Sweeney acknowledged scout Isaiah Kenyatta Henry with Troop ILI9, Boy Scouts of America. Mayor Sweeney also asked staff to remind political candidates to remove their political signs now that the November election was over.

WORK SESSION

1. General Plan Update: Overall Project Schedule and Proposed Schedule for the General Plan Update Task Force

Staff report submitted by Senior Planner Pearson, dated December 4, 2012, was filed.

Development Services Director Rizk announced the report and introduced Senior Planner Pearson who gave a synopsis of the report.

Mayor Sweeney commented that “Parks and Open Space” should be high on the proposed topics of discussion and cautioned staff that the guiding process for the General Plan should not be the Housing Element. Mayor Sweeney noted that future General Plan Update sessions should allow sufficient time for public notification and have more favorable locations for the public.

Council Member Peixoto commented that the proposed topics did not seem appealing to the general public. Senior Planner Pearson noted that the public was welcome to attend the workshops, but the focus, unlike the community meetings, was to encourage discussion among the Task Force members.

Council Member Salinas concurred with Mayor Sweeney about staff being aware of what was the driving component for the General Plan Update. Mr. Salinas encouraged continued outreach and suggested that staff team up with school principals and send out computerized phone messages to the school community and contact Cal State East Bay and Chabot College to publicize notices in

their newspapers. Mr. Salinas suggested that the educational community and its role and contribution to the City be a topic of discussion.

Council Member Zermeño suggested the topic “Rising Sea Level and Flooding” be a part of “Disaster Preparation and Response” topic and replace “Rising Sea Level and Flooding” with “Growth.” Mr. Zermeño requested adding “Education” as a topic because Hayward is a university town. Mayor Sweeney recommended maintaining “Rising Sea Level and Flooding” as a separate topic.

Council Member Halliday suggested presenting the topics of “Climate Action Plan” and “Rising Sea Levels and Flooding” in one session, and adding a session on the topic of “Health.” Ms. Halliday commented that items under the “Economic Development” topic should be land use, vision for downtown, and businesses geared toward young people. It was noted that discussion related to the City’s appearance: building heights, density, and corridors would be addressed during the “Draft Vision and Guiding Principles” session.

Council Member Jones suggested that the Task Force would benefit from being informed on the following topics: understanding how the California State University system implements land use planning; the value of creating a healthy business environment for commercial and industrial sectors; and the importance of jobs creation. Mr. Jones noted that areas that should also be included were transit-oriented development; arts and culture; and transportation alternatives such as cycling and pedestrian-friendly options.

Mayor Sweeney spoke about the importance of protecting the industrial corridors on the west and south sides of the City.

2. Recommended Revisions to Hayward’s Alcohol Beverage Outlet Regulations

Staff report submitted by Development Service Director Rizk, dated December 4, 2012, was filed.

Development Services Director Rizk provided a synopsis of the report. Mr. Rizk noted that staff received an email from Ms. Linda Pratt and a letter from Mr. Richard C. Ersted after the packet was published.

Council Member Zermeño favored having live music and dancing at full-service restaurants, provided all the standards were in place. In response to what Mimi’s Café would need to do to be able to provide dancing, Police Chief Urban said a dance permit and noted the Hayward Police Department would make sure that appropriate security and accountability were in place. Mr. Zermeño supported the four objectives of the proposed revisions: attract desirable alcohol-serving businesses; ensure alcohol-serving businesses operated in a safe and responsible manner; shut down undesirable businesses; and provide a funding structure to support City staff with enforcement.

Council Member Halliday appreciated staff responding to concerns raised by Council and acknowledged COMMPRE’s input. Ms. Halliday noted the City’s on-going support for responsible establishments while it continued to tackle grandfathered-in establishments that did not have to



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comply with the same requirements. Ms. Halliday expressed concern that by allowing certain alcohol uses with an administrative use permit, the public would need to appeal the Planning Director's decision in order to provide input. It was noted that dance permits were renewed on an annual basis.

Council Member Jones supported the four objectives outlined in the staff report and cautioned staff to be cognizant of fees and not discourage new establishments from coming to Hayward. Mr. Jones said well managed and responsible establishments should be given maximum flexibility to operate successfully and poorly managed businesses should be shut down. Mr. Jones said the "Deemed Approved" process was a creative method to help businesses that were below par to meet basic standards.

Council Member Salinas supported the four objectives outlined in the staff report and relayed the positive comments he had received about the trial period of "happy hour" alcohol sales, and was glad that there had not been an increase in police incidents due to "happy hour." Mr. Salinas favored allowing full-service restaurants to have live or recorded music until 1:00 a.m., liked that dance permits were renewed on an annual basis, and encouraged staff to view new businesses in an optimistic light. Mr. Salinas did not agree with Mr. Ersted that one member of the executive team should have the power to make a determination that there was an imminent threat to the public health, safety or welfare, but a decision should remain by the consensus of the group. There was discussion regarding nonconforming establishments and "Deemed Approved" regulations.

Council Member Peixoto expressed concern that the shift from a conditional use permit to an administrative use permit process would reduce the opportunity for public hearing input in exchange for making the process simpler for applicants. Mr. Peixoto said he mostly favored the entertainment component but looked forward to public input; wanted the regulations defined for full-service restaurant and nightclubs; and wanted to ensure that the City was capable of enforcing the proposed regulations.

Mayor Sweeney said Council members voiced valid concerns and agreed with Council Members Halliday and Peixoto about the importance of the public having the opportunity to comment on the proposed regulations. Mayor Sweeney noted that proposed regulations needed to be strengthened in terms of presentation and provide adequate public review, and funding for the enforcement needed to be identified and owned. He supported the Summary Suspension concept, but remarked that some standards were vague and suggested staff review Mr. Ersted's suggestions. Mayor Sweeney agreed with Council Member Jones that well managed, responsible and accountable business should be supported and poor managed businesses shut down.

CONSENT

Consent Item No. 8 was removed for separate vote.

3. Approval of Minutes of the Special City Council Meeting on November 13, 2012
It was moved by Council Member Zermeño, seconded by Council Member Jones, and unanimously carried with Council Member Mendall absent, to approve the minutes of the Special City Council Meeting of November 13, 2012.

4. Grant of Trail and Access Easement to the East Bay Regional Park District - Adjacent to Property Owned by the Bailey Ranch Owners' Association

Staff report submitted by Surveyor Spore, dated December 4, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Jones, and unanimously carried with Council Member Mendall absent, to adopt the following:

Resolution 12-180, "Resolution Authorizing the City Manager to Execute a Grant of Trail and Access Easement with the East Bay Regional Park District"

5. Final Tract Map 7748 – KB Home/First American Title Company (Applicant/Owner) – Approving the Final Map, and Authorizing the City Manager to Execute a Subdivision Agreement, a Grant of Easement Agreement and Accepting, upon Completion of Improvements, Certain Streets into the City Street System

Staff report submitted by Development Review Services Engineer Nguyen, dated December 4, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Jones, and unanimously carried with Council Member Mendall absent, to adopt the following:

Resolution 12-181, "Resolution Approving Final Map for Tract 7748, Authorizing the City Manager to Execute a Subdivision Agreement, and to Accept Certain Streets into the City Street System"

Resolution 12-182, "Resolution Authorizing the City Manager to Execute a Grant of Easement Allowing the Installation and Maintenance of Improvements Underneath the West Winton Avenue Overpass Associated with Final Map 7748"

6. Park In-Lieu Fee Allocation to the Hayward Area Recreation and Park District for the Hayward Senior Center Kitchen Americans with Disabilities Act Improvement Project, New Dog Park in the Eden Greenway, and New Ruus Park Americans with Disabilities Act-Compliant Restroom Installation Project

Staff report submitted by Landscape Architect Koo, dated December 4, 2012, was filed.



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It was moved by Council Member Zermeño, seconded by Council Member Jones, and unanimously carried with Council Member Mendall absent, to adopt the following:

Resolution 12-183, “Resolution Approving Request of Hayward Area Recreation and Park District for Allocation of Park Dedication In-Lieu Fees for the Purpose of Rebuilding Hayward Senior Center Kitchen in Compliance with the Americans with Disabilities Act and California Health Department Codes, Building a New Dog Park at Eden Greenway, and Installing a New Pre-Fabricated Restroom Building in Compliance with the Americans with Disabilities Act at Ruus Park”

7. Acceptance and Appropriation of Gang Resistance Grant Award

Staff report submitted by Administrative Analyst III Davis, dated December 4, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Jones, and unanimously carried with Council Member Mendall absent, to adopt the following:

Resolution 12-184, “Resolution Authorizing the City Manager to Execute an Agreement with the Bureau of State and Community Corrections to Implement the 2012/14 California Gang Reduction, Intervention and Prevention Program Grant (CAL-GRIP) Award”

8. Extension up to June 26, 2013, of Temporary Revisions to the Alcohol Beverage Outlet Regulations to Allow on a Trial Basis at Full-Service Restaurants Happy Hours from 4:00 to 9:00 pm and Music until Midnight

Staff report submitted by Director of Development Services Rizk and Chief of Police Urban, dated December 4, 2012, was filed.

It was moved by Council Member Zermeño, seconded by Council Member Jones, and carried with the following vote:

AYES: Council Members Zermeño, Jones, Halliday,
Peixoto, Salinas
NOES: MAYOR Sweeney
ABSENT: Council Member Mendall
ABSTAINED: None

Resolution 12-185, “Resolution Extending Until June 26, 2013, a Happy Hour Trial Program Allowing Reduced Price Alcohol Sales and Musical Entertainment during Specified Times at Full Service Restaurants”

LEGISLATIVE BUSINESS

9. Bay Area Water Supply and Conservation Agency Bond for San Francisco Public Utilities Commission Debt Repayment

Staff report submitted by Director of Finance Vesely, dated December 4, 2012, was filed.

Director of Finance Vesely provided a synopsis of the report.

Director of Finance Vesely confirmed for Council Member Jones that the City was refinancing its debt at a lower rate and noted that the projected uses of funds was different than what was budgeted.

In response to Council Member Halliday’s question, Director of Finance Vesely noted the interest rate on the bond would be between three to four percent with a term of 21 years.

There being no public comments, Mayor Sweeney opened and closed the public hearing at 9:26 p.m.

It was moved by Council Member Halliday, seconded by Council Member Zermeño, and unanimously carried with Council Member Mendall absent, to adopt the following:

Resolution 12-186, “Resolution of the City Council of the City of Hayward Authorizing the making of a Prepayment Under a Water Supply Agreement with the City and County of San Francisco and Related Matters”

10. FY 2012 General Fund Year-end Review

Staff report submitted by Director of Finance Vesely, dated December 4, 2012, was filed.

Director of Finance Vesely provided a synopsis of the report.

Council Member Zermeño encouraged staff and residents to shop Hayward first to help improve the sales tax revenue.

Council Member Peixoto acknowledged Director of Finance Vesely for reducing the planned use of reserves from \$4.2 million to \$1.7 million. Mr. Peixoto voiced concern about future increases in the structural gap especially in the area of other post retirement benefit costs and the possible diminishing of reserves. City Manager David said it was critical to close structural gaps by reducing



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expenditures which chiefly reside in employee benefit costs. Mr. Peixoto thanked staff for their successful efforts in closing the structural gap.

Council Member Halliday was glad that staff projected future revenues conservatively. Director of Finance Vesely explained that she remains cautious with revenue projections and added the City expects a large increase in CalPERS rates and employee costs. Ms. Halliday commented that the cost of living continues to increase, acknowledged employees' sacrifices, and noted that the City needed to work diligently at increasing revenue and sales tax.

Director of Finance Vesely confirmed for Council Member Jones that the use of \$2.2 million of reserves for the General Plan was a cash flow use funded through development. Mr. Jones spoke about the importance of creating strategies to improve the business and economic climate and cautioned staff to be conservative about property transfer tax estimates. Mr. Jones said the City needed to research what could be done to decrease expenditures and to be realistic about employee sacrifices as employees had gone without cost of living raises for three to four years.

Council Member Salinas thanked staff for the report and commented on the challenges of preserving a solid core of employees and services, and expressed concern that employees would be without cost of living raises through 2015.

There being no public comments, Mayor Sweeney opened and closed the public hearing at 10:03 p.m.

Mayor Sweeney thanked staff for the report.

COUNCIL REPORTS, REFERRALS, AND FUTURE AGENDA ITEMS

Council Member Zermeño thanked folks who attended the "cash mob" at The Cobblers on December 1, 2012, and invited all to attend a second "cash mob" at the Sun Gallery on December 8, 2012.

Council Member Salinas acknowledged and thanked all the volunteers who helped decorate for the Light Up the Season celebration on December 6, 2012, and invited everyone to attend the event. Mr. Salinas announced the Shop Hayward promotion noting that the first 150 shoppers who spend a total of \$150 at Hayward retailers or restaurants on December 15 and/or December 16, 2012, could claim a free bag of gifts, and encouraged everyone to support local businesses.

ADJOURNMENT

Mayor Sweeney adjourned the meeting at 10:06 p.m.

APPROVED:

Michael Sweeney
Mayor, City of Hayward

ATTEST:

Miriam Lens
City Clerk, City of Hayward

DATE: December 18, 2012

TO: Mayor and City Council

FROM: Human Resources Director

SUBJECT: Adoption of a Resolution Authorizing the City Manager to Execute an Agreement with Bryce Consulting, Inc. to Conduct Classification and Compensation-Related Studies

RECOMMENDATION

That the City Council adopts the attached Resolution authorizing the City Manager to execute an agreement with Bryce Consulting, Inc. (“Bryce”) to conduct classification and compensation-related studies.

BACKGROUND

Employees represented by Service Employees International Union, Local 1021, comprise two units: Maintenance and Operations and Clerical and Confidential Unit (collectively “Local 1021”). Classifications in the Maintenance and Operations Unit perform services such as tree trimming, street sweeping, water treatment, and meter reading in addition to a variety of maintenance and mechanical tasks essential to City operations. The Clerical and Confidential Unit includes classifications that provide administrative support to a wide variety of City operations including 911 dispatch services, fire permitting operations, and revenue collections.

The existing Memoranda of Understanding (“MOU”) between the City of Hayward and Local 1021 expires on April 30, 2013. The City has begun the process of negotiations for successor agreements. In preparation for the upcoming negotiations, the City of Hayward is conducting a compensation study of positions represented by Local 1021. The study would compare compensation and benefits of approximately eighty-eight City positions represented by Local 1021 to those in ten comparable agencies the City has historically utilized for market comparison.

Conducting a comprehensive compensation study requires extensive and specialized knowledge of classification models and compensation theories. Moreover, the processes are extremely labor intensive. In light of the limited staffing resources in the Human Resources Department, the study could not reasonably be completed by Human Resources staff in the required timeframes.

Therefore, the City of Hayward conducted a request for proposals (“RFP”) process seeking the services of a consultant specializing in classification and compensation to complete the study. In response to the RFP, the City received proposals from three consulting firms. The proposals were competitive and comparable in price. Bryce is recommended because its proposal is the most responsive and cost effective; and it is the only vendor with recent experience and familiarity with the City’s existing Classification Plan and compensation theories. Because Bryce is familiar with the City’s organizational structure and compensation theories, it is better able to begin the project immediately and meet the rigid deadline of completing the study in a short period of time. Hiring a consultant who does not have knowledge of the current structure would require that the Human Resources team assist during the preliminary phases of the study.

In addition to the compensation study, Bryce would conduct a comprehensive work-load study and develop recommendations for staffing level needs related to the Police Department’s dispatch function. Bryce may also provide other specialized classification and compensation tasks, including but not limited to, assisting with job specification creation and administrative clean-up of current classifications to align with the City’s Classification Plan until such time that the Human Resources team is fully staffed in accordance with approved budgeted positions.

DISCUSSION

Negotiating in good faith, in part, requires that proposals are fact based. While there are many issues to be addressed in the upcoming negotiations, employee benefits and salaries are likely to be the subject of the lengthiest discussions. It is essential that staff has all available data related to the labor market and the City’s financial status, goals, and objectives. The compensation study will provide critical information about the benefits and salaries the City of Hayward provides for its employees represented by Local 1021 in comparison to similar jurisdictions. Furthermore, periodic analysis of the classification and compensation of City positions is essential to attracting and retaining the most highly qualified employees. Because current and accurate data is essential to formulating proposals related to benefits and compensation, the City must proceed with the compensation study.

In addition to having current and accurate data related to benefits and compensation, it is also necessary to determine whether the duties and responsibilities of some positions match the qualification standards, competencies and pay scale of the job class. Section 2-4.20 of the Hayward Municipal Code requires the Human Resources Director to periodically perform an analysis of the duties and responsibilities of positions in the Classified Service to determine whether the current classification is correct. Under the terms of the agreement, Bryce may perform such a classification analysis of those positions identified by the Human Resources Director in preparation for labor negotiations or in support of the City’s adopted budget.

Lastly, Bryce would conduct a work-load study of the Dispatch Center in the Police Department and may assist with gathering market data for the anticipated negotiations with other groups.

FISCAL IMPACT

Staff estimates that the cost of services related to the compensation study and classification plan will be approximately \$35,000 and those related to the work-load study and other classification studies will be approximately \$20,000. The total contract cost shall not exceed \$55,000, which will be funded by various sources including: 1) salary savings and already appropriated funding for consulting services in the adopted FY 2012 Human Resources Department budget; 2) Enterprise funds proportional to the number of positions being studied as part of labor negotiations preparation; and 3) funding for the dispatch study to be provided from the Police Department's operating budget.

TIMELINE/NEXT STEPS

In order to complete the compensation study in February 2013, work under the proposed contract would begin immediately upon execution. Tasks related to the Classification Plan will be completed as assigned. The dispatch study will take approximately thirty days from the date assigned to complete. The table below summarizes the project timeline:

Table 1: Project Timeline

TASK	WEEK
1. Project Initiation	1
2. Review and Confirm Compensation Study Parameters	2 - 3
3. Contact Survey Employers and Prepare Information Packet	4
4. Collect and Analyze Survey Data	5 - 6
5. Review Preliminary Survey Results with the City	7 - 8
6. Data Review Meetings with Ad Hoc Committee	9 - 11
7. Follow-up Data Collection	7 - 11
8. Prepare and Review Compensation Survey Report	12 - 13
9. Present Final Compensation Survey Report	TBD
10. Ongoing Support	TBD
11. Classification Studies/ Updates	TBD
12. Dispatch Staffing and Work Load Study and Recommendation	TBD (30 day duration)

Prepared by: Nina Collins, Human Resources Analyst II

Recommended by: Fran Robustelli, Human Resources Director

Approved by:



Fran David, City Manager

Attachment I: Resolution Authorizing City Manager to Execute Agreement with Bryce Consulting to Conduct Classification and Compensation-Related Studies

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-

Introduced by Council Member _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH BRYCE CONSULTING INC. TO CONDUCT CLASSIFICATION AND COMPENSATION-RELATED STUDIES

WHEREAS, the City of Hayward is preparing to enter into negotiations with Service Employees International Union, Local 1021, Maintenance and Operations and Clerical and Confidential Units and intends to bargain in good faith; and

WHEREAS, a compensation study provides information about employee benefits and compensation in comparison to like jurisdictions and is critical to the negotiation process and the City of Hayward; and

WHEREAS, Section 2-4.20 of the Hayward Municipal Code requires the Human Resources Director to periodically perform an analysis of the duties and responsibilities of positions in the Classified Service; and

WHEREAS, the City of Hayward conducted a Request for Proposal process seeking the services of a classification and compensation consultant and Bryce Consulting Inc. was identified as the most qualified firm to provide these services;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward does hereby authorize and direct the City Manager to execute an agreement with Bryce Consulting Inc. in an amount not to exceed the sum of Fifty-Five Thousand Dollars (\$55,000) effective December 19, 2012 through July 31, 2013, in a form approved by the City Attorney, a copy of which is on file in the City Clerk's office.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012

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
HEART OF THE BAY

5

DATE: December 18, 2012

TO: Mayor and City Council

FROM: Director of Public Works – Engineering and Transportation

SUBJECT: Dixon Street Improvements – Tennyson Road to Valle Vista Avenue: Approval of Addenda, Award of Contract, and Appropriation of Additional Funds

RECOMMENDATION

That Council adopts the attached resolutions:

1. Approving Addenda No. 1, 2, and 3, providing minor revisions to the specifications and bid sheet; and awarding the contract to Ghilotti Construction Company, Inc. in the amount of \$2,162,665; and
2. Appropriating an additional \$508,000 to the project budget from the Street System Improvements Fund in order to complete this project.

BACKGROUND

Through the Transportation for Livable Communities (TLC) grant program, Dixon Street was selected for streetscape and access improvements due not only to its proximity to the South Hayward BART Station, which is a designated Priority Development Area, but also because the project is located in an area that has development potential as a result of its proximity to public transit. A location map that graphically depicts the limits of work is attached (see Attachment II).

On September 18, 2012, Council approved the plans and specifications for the Dixon Street Improvements – Tennyson Road to Valle Vista Avenue, and called for bids to be received on November 6, 2012. On October 29, 2012, Addendum No. 1 was issued to the bidders on the plan holder's list. This addendum provided clarification in response to questions from prospective bidders, in addition to minor changes to the plans, specifications, and bid sheet. On October 30, 2012, Addendum No. 2 was issued with additional modifications to the specifications and bid sheet that covered the hours of work and restrictions on street lane closures. On November 2, 2012, Addendum No. 3 was issued with further modifications to the bid sheet; among the modifications were revisions to quantities on some pay items.

DISCUSSION

The project consists of undergrounding of aerial utilities, upgrading pedestrian and bicycle access, a new traffic signal on Dixon Street, a modification to signal phasing at Dixon Street and Tennyson Road, planting of street trees, installation of LED street lighting; and roadway improvements to both sides of Dixon Street between Tennyson Road and Valle Vista Avenue, including curb, gutter, sidewalk, and pavement. In order to allow flexibility with the limited budget, the project was bid with a Base Bid and an Additive Alternate Bid. The Base Bid repairs localized failures and resurfaces the street pavements with slurry seal, while the Additive Alternate Bid resurfaces the pavement with asphalt concrete overlay, a more desirable, but more expensive treatment. This bid structure allows the Council flexibility for awarding either the Base Bid or the Base Bid plus the Additive Alternate Bid, depending on the bids received.

While this project is within the City's right-of-way, there was a need for "permits to enter" from sixteen property owners; the permits would allow the contractor to enter onto private properties for the purpose of facilitating utility undergrounding work as well as conforming driveways and walkways to match the new sidewalk. At the Council meeting of September 18, 2012, staff reported that all but one property owner had signed the permit to enter. The last property owner has finally signed the permit to allow the city contractor to enter on the private property to make utility connections and conforming work.

On November 6, 2012, the City received ten bids. Ghilotti Construction Company, Inc. of Santa Rosa submitted the low Base Bid in the amount of \$2,162,665.25, which is 14.1% above the Engineer's Estimate of \$1,895,000. Ghilotti Construction Company's Base Bid, plus the Additive Alternate Bid was \$2,386,409.25, which is 13.9% above the Engineer's Estimate of \$2,095,000. McGuire and Hester of Oakland submitted the second lowest bid in the amount of \$2,173,315 and \$2,545,685 for the Base Bid and Additive Alternate Bid, respectively. McGuire and Hester's Base Bid was 14.7% above the Engineer's Estimate, while their Base Bid and Additive Alternate Bid combined was 21% above the Engineer's Estimate. The bids ranged from \$2,162,665.25 to \$2,414,032 for the Base Bid and \$2,386,409.25 to \$2,747,317 for the Base Bid plus the Additive Alternate Bid.

Since this project is partly funded with Federal funds, the Federal Disadvantaged Business Enterprise (DBE) program applies. The project has a contract goal of 16% DBE participation. The federal rules require that if a contractor cannot meet this goal, then they have to provide specific documentation indicating required good faith efforts were made to find DBE contractors or suppliers. Ghilotti Construction, the low bidder and McGuire and Hester, the second low bidder submitted DBE commitments of 8.4% and 0%, respectively. However, both contractors demonstrated with their completed documentation (consistent with Federal requirements) that good faith efforts were made to meet the required goal.

The project is categorically exempt under Section 15301 (c) of the California Environmental Quality Act Guidelines for the operation, repair, maintenance, or minor alteration of existing facilities. Additionally, the Local Assistance Branch of Caltrans concurs that this project is categorically excluded from the National Environmental Policy Act.

All bid documents and licenses are in order. Due to funding limitations, staff recommends resurfacing Dixon Street with slurry seal instead of asphalt concrete, and therefore to award a contract for the Base Bid only to the low bidder, Ghilotti Construction Company, Inc., in the amount of \$2,162,665.25. The slurry seal application together with localized repairs is appropriate for the current condition of the street.

FISCAL IMPACT

The estimated project cost is as follows:

Contract Construction	\$2,162,665
City Design and Administration	110,000
Consultant Design	270,000
Inspection and Testing	100,335
PG&E, AT&T and Comcast Contract Services	<u>420,000</u>
Total	\$3,063,000

The bids submitted were higher than anticipated, primarily due to increases in oil prices, which also affected prices of asphalt and concrete, as well as a few other items of work. Additionally, the estimated cost for work by the utility agencies to install underground cables and connect the underground services to adjacent properties was recently updated from \$180,000 to \$420,000. The original rough estimate by PG&E, AT&T, and Comcast contract services based on preliminary design was completed over six months ago. Since then, these utility agencies have completed a more detailed design and issued updates to the estimates that are considerably higher than the previous estimates. Staff continues to work with these utility agencies to minimize the overall project cost.

The Adopted FY 2013 Capital Improvement Program includes \$2,555,000 in the Street System Improvements Fund for the Dixon Street Improvements. This budget includes \$1.8 million in TLC funds, and approximately \$305,000 from the Wittek-Montana mixed-use development project for costs associated with the requisite installation of frontage improvements along Dixon Street, including underground utilities such as storm drains, sanitary sewer and water. In addition, on June 28, 2011, Council approved a transfer of \$450,000 from the Redevelopment operating budget to the Street System Improvements Fund in the Capital Improvement Program (CIP) to provide for the required local matching funds for this project. As these matching funds originally came from the Redevelopment Agency, they may be impacted by the State of California's action to dissolve all RDAs in the State. However, this is unlikely as the funds were transferred for goods and services as part of the matching requirement for the grant. Monies from the Street System Improvements Fund will cover the additional, requested amount for project, which is \$508,000. The fund contains adequate balance to accommodate this additional appropriation.

In brief, the project revenue sources are as follows:

TLC Grant	\$1,800,000
RDA Fund Transfer	450,000
Developer Reimbursement	<u>305,000</u>
Additional Appropriation Request	<u>508,000</u>
Total:	<u>\$3,063,000</u>

PUBLIC CONTACT

Staff has notified all the affected property owners and has secured all necessary permits from property owners. After the project is awarded, staff will send notification letters to all affected residents regarding the project schedule. Staff and the contractor will continue notifying the residents and BART patrons of upcoming construction activities throughout the project duration.

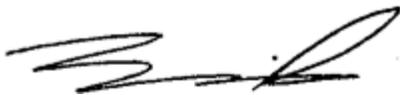
SCHEDULE

Start Construction	March 4, 2013
Complete Construction	May20, 2014

Prepared by: Yaw Owusu, Assistant City Engineer

Recommended by: Morad Fakhrai, Director of Public Works – Engineering and Transportation

Approved by:



Fran David, City Manager

Attachments:

- Attachment I: Resolution – Award of Contract
- Attachment II: Resolution – Appropriation of Funds
- Attachment III: Project Location Map
- Attachment IV: Bid Summary

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-_____

Introduced by Council Member _____

RESOLUTION APPROVING ADDENDA NOS. 1, 2, AND 3 REVISING THE SPECIFICATIONS AND BID SHEET FOR THE DIXON STREET IMPROVEMENTS – TENNYSON ROAD TO VALLE VISTA AVENUE PROJECT, PROJECT NO. 5167, AND AWARDING THE CONTRACT TO GHILOTTI CONSTRUCTION COMPANY, INC.

WHEREAS, by resolution on September 18, 2012, the City Council approved the plans and specifications for the Dixon Street Improvements – Tennyson Road to Valle Vista Avenue project, Project No. 5167, and called for bids to be received on November 6, 2012; and

WHEREAS, on November 6, 2012, ten bids were received ranging from \$2,162,665.25 to \$2,414,032.00 for the Base Bid and from \$2,386,409.25 to \$2,747,317.00 for the Base Bid plus the Additive Alternate Bid; Ghilotti Construction Company of Santa Rosa submitted the low bid in the amount of \$2,162,665.25 for the Base Bid, which is 14.1% above the Engineer's Estimate of \$1,895,000, and \$2,386,409.25 their Base Bid plus the Additive Alternate Bid, which is 13.9% above the Engineer's Estimate of \$2,095,000; and

WHEREAS, due to funding limitations, staff recommends award of contract only for the Base Bid; and

WHEREAS, Addenda Nos. 1, 2, and 3 were issued to provide minor revisions to the specifications and bid sheet; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that Ghilotti Construction Company is hereby awarded the Base Bid contract for the Dixon Street Improvements – Tennyson Road to Valle Vista Avenue project, Project No. 5167, in an amount not to exceed \$2,162,665.25, in accordance with the plans and specifications adopted therefore and on file in the office of the City Clerk of the City of Hayward at and for the price named and stated in the bid of the hereinabove specified bidder, and all other bids are hereby rejected.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized and directed to execute the contract with Ghilotti Construction Company in the name of and for and on behalf of the City of Hayward, in a form to be approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012

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. 12-_____

Introduced by Council Member _____

RESOLUTION AMENDING RESOLUTION 12-121, AS AMENDED, THE BUDGET RESOLUTION FOR CAPITAL IMPROVEMENT PROJECTS FOR FISCAL YEAR 2013, RELATING TO AN APPROPRIATION OF FUNDS FROM THE STREET SYSTEM IMPROVEMENTS FUND (FUND 413) TO THE DIXON STREET IMPROVEMENTS – TENNYSON ROAD TO VALLE VISTA AVENUE PROJECT, PROJECT NO. 5167

BE IT RESOLVED by the City Council of the City of Hayward that Resolution 12-121, as amended, the Budget Resolution for Capital Projects for Fiscal Year 2013, is hereby amended by approving an additional appropriation of \$508,000 from the Street System Improvements Fund (Fund 413) to the Dixon Street Improvements – Tennyson Road to Valle Vista Avenue Project, Project No. 5167.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS:
MAYOR:

NOES: COUNCIL MEMBERS:

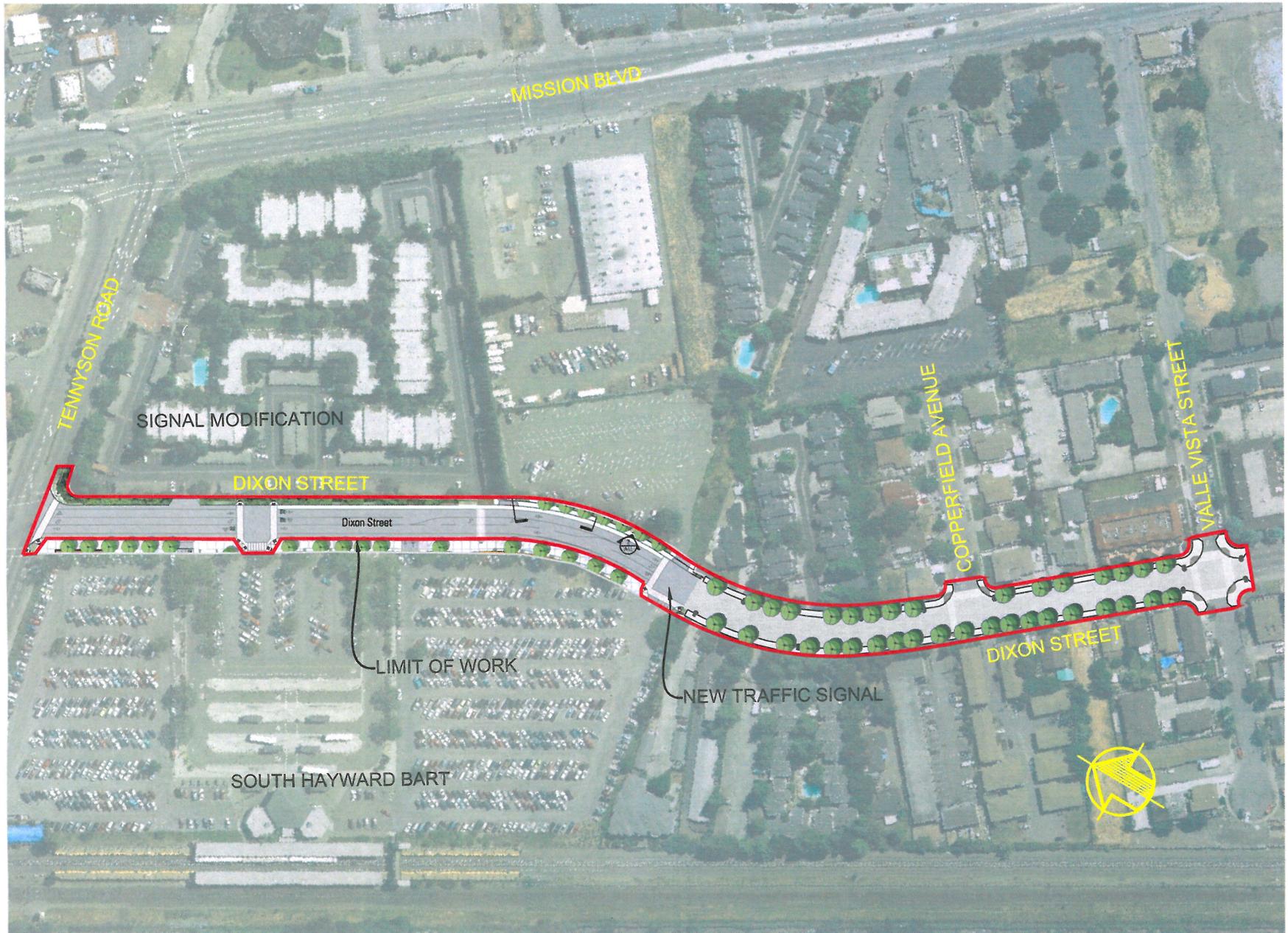
ABSTAIN: COUNCIL MEMBERS:

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
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Ghilotti Construction Company, Inc.		McGuire & Hester	
							246 Ghilotti Avenue Santa Rosa, CA 95407 (707) 585-1221 (707) 585-1601 Fax		9009 Railroad Avenue Oakland, CA 94603 (510) 632-7676 (510) 562-5209 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	10-1.11	1	LS	MOBILIZATION	20,000.00	20,000.00	159,000.00	159,000.00	80,000.00	80,000.00
2	10-1.12	1	LS	TRAFFIC CONTROL	30,000.00	30,000.00	20,000.00	20,000.00	79,800.20	79,800.20
3	10-1.05	2	EA	PROJECT SIGN	1,000.00	2,000.00	1,000.00	2,000.00	500.00	1,000.00
4	10-1.03	1	LS	RECYCLING IMPLEMENTATION	1,000.00	1,000.00	1,000.00	1,000.00	100.00	100.00
5	10-1.07	1	LS	POTHOLING	5,000.00	5,000.00	20,000.00	20,000.00	23,000.00	23,000.00
6	10-1.18	40	LF	REMOVE CONCRETE CURB	10.00	400.00	6.00	240.00	10.00	400.00
7	10-1.18	1,930	LF	REMOVE CONCRETE CURB & GUTTER	8.00	15,440.00	11.00	21,230.00	8.00	15,440.00
8	10-1.18	105	LF	REMOVE CONCRETE VALLEY GUTTER	11.00	1,155.00	13.00	1,365.00	14.00	1,470.00
9	10-1.18	190	LF	RELOCATE STEEL FENCE & GATE OF VARIOUS	40.00	7,600.00	40.00	7,600.00	37.00	7,030.00
10	10-1.18	18,515	SF	REMOVE CONCRETE SW, RAMPS, AND DWYS	1.50	27,772.50	2.40	44,436.00	3.40	62,951.00
11	10-1.18	1	EA	REMOVE AND REPLACE DETECTOR LOOP	2,000.00	2,000.00	1,500.00	1,500.00	1,000.00	1,000.00
12	10-1.18	19,326	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.50	28,989.00	2.00	38,652.00	2.50	48,315.00
13	10-1.18	39	EA	REMOVE AND SALVAGE ROADWAY SIGN	150.00	5,850.00	50.00	1,950.00	60.00	2,340.00
14	10-1.18	7	EA	REMOVE STREETLIGHT AND APPURTENANCES	1,000.00	7,000.00	250.00	1,750.00	800.00	5,600.00
15	10-1.18	4	EA	REMOVE AREA DRAIN PIPE	100.00	400.00	300.00	1,200.00	800.00	3,200.00
16	10-1.18	14	EA	REMOVE TREE	500.00	7,000.00	400.00	5,600.00	480.00	6,720.00
17	10-1.38	21	EA	REPLACE WATER METER BOX/COVER AND ADJUST TO GRADE	100.00	2,100.00	500.00	10,500.00	330.00	6,930.00
18	10-1.38	2	EA	ADJUST WATER VALVE BOX AND COVER TO	400.00	800.00	450.00	900.00	210.00	420.00
19	10-1.24	550	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	66,000.00	85.00	46,750.00	120.00	66,000.00
20	10-1.24	5,336	SF	HOT MIX ASPHALT (TRENCH SECTION, 12" THICK)	10.00	53,360.00	15.00	80,040.00	11.00	58,696.00
21	10-1.24	600	SF	HOT MIX ASPHALT (RESIDENTIAL CONFORM, 6" THICK)	7.00	4,200.00	7.50	4,500.00	8.00	4,800.00
22	10-1.25	9,525	SY	PAVEMENT CRACK SEALING	0.60	5,715.00	0.65	6,191.25	0.60	5,715.00
23	10-1.27	9,525	SY	POLYMER MODIFIED SLURRY SEAL	3.00	28,575.00	2.50	23,812.50	2.65	25,241.25
24	10-1.29	2,525	SF	MINOR CONCRETE (CURB RAMPS CASE A, B, CM)	10.00	25,250.00	18.00	45,450.00	13.50	34,087.50
25	10-1.29	2,125	SF	MINOR CONCRETE (DRIVEWAY)	7.00	14,875.00	14.50	30,812.50	9.00	19,125.00
26	10-1.29	15,120	SF	MINOR CONCRETE (SIDEWALK)	5.75	86,940.00	8.40	127,008.00	6.40	96,768.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
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BID SUMMARY					ENGINEER'S ESTIMATE		Ghilotti Construction Company, Inc.		McGuire & Hester	
							246 Ghilotti Avenue Santa Rosa, CA 95407 (707) 585-1221 (707) 585-1601 Fax		9009 Railroad Avenue Oakland, CA 94603 (510) 632-7676 (510) 562-5209 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
27	10-1.29	1,915	LF	MINOR CONCRETE (CURB AND GUTTER)	25.00	47,875.00	37.00	70,855.00	33.00	63,195.00
28	10-1.29	115	LF	MINOR CONCRETE (ISLAND CURB)	18.00	2,070.00	28.00	3,220.00	37.00	4,255.00
29	10-1.29	70	LF	MINOR CONCRETE (VALLEY GUTTER)	30.00	2,100.00	62.00	4,340.00	40.00	2,800.00
30	10-1.29	600	SF	MINOR CONCRETE (RESIDENTIAL CONFORM, 4" THICK)	5.00	3,000.00	16.00	9,600.00	9.00	5,400.00
31	10-1.30	360	SF	DETECTABLE WARNING SURFACE	30.00	10,800.00	19.00	6,840.00	47.00	16,920.00
32	10-1.32	3	EA	STORM WATER INLET, TYPE A	3,000.00	9,000.00	3,500.00	10,500.00	3,300.00	9,900.00
33	10-1.32	1	EA	STORM WATER INLET, TYPE E	3,000.00	3,000.00	2,900.00	2,900.00	3,300.00	3,300.00
34	10-1.18	2	EA	CAP EXISTING CATCH BASIN	1,500.00	3,000.00	1,300.00	2,600.00	1,100.00	2,200.00
35	10-1.18	1	EA	CONVERT EXISTING SWI TO TYPE E SWI	1,500.00	1,500.00	2,200.00	2,200.00	2,000.00	2,000.00
36	10-1.32	1	EA	STORM DRAIN MANHOLE AND MANHOLE FRAME COVER WITH PAN	4,000.00	4,000.00	4,500.00	4,500.00	6,200.00	6,200.00
37	10-1.32	5	EA	STANDARD AREA DRAIN	750.00	3,750.00	1,000.00	5,000.00	1,250.00	6,250.00
38	10-1.31	35	LF	REINFORCED CONCRETE PIPE (12")	90.00	3,150.00	180.00	6,300.00	380.00	13,300.00
39	10-1.20	580	LF	SEWER PIPE (8" PVC SDR-26)	95.00	55,100.00	122.00	70,760.00	190.00	110,200.00
40	10-1.20	2	EA	PLUG AND MARK END OF SEWER LATERAL	2,500.00	5,000.00	250.00	500.00	500.00	1,000.00
41	10-1.32	4	EA	SANITARY SEWER MANHOLE WITH FRAME COVER AND PAN	4,000.00	16,000.00	5,500.00	22,000.00	5,700.00	22,800.00
42	10-1.21	2	EA	12" WATER STUB	2,500.00	5,000.00	4,300.00	8,600.00	3,000.00	6,000.00
43	10-1.34	1	LS	SIGNAGE AND STRIPING	40,000.00	40,000.00	40,000.00	40,000.00	50,000.00	50,000.00
44	10-2.04	5,535	SF	INTERLOCKING PAVER	15.00	83,025.00	26.00	143,910.00	23.75	131,456.25
45	10-2.02	40	EA	GINGKO BILOBA - 24" BOX	200.00	8,000.00	275.00	11,000.00	550.00	22,000.00
46	10-2.02	365	EA	RED CARPET ROSE - 2 GAL	10.00	3,650.00	18.00	6,570.00	20.00	7,300.00
47	10-2.02	675	SF	DECOMPOSED GRANITE	2.00	1,350.00	1.50	1,012.50	4.00	2,700.00
48	10-2.02	125	CY	PLANTING SOIL	40.00	5,000.00	50.00	6,250.00	90.00	11,250.00
49	10-2.02	2,015	SF	SOIL PREPARATION AND FINE GRADING	0.50	1,007.50	3.00	6,045.00	1.90	3,828.50
50	10-2.02	2,685	SF	WEED FABRIC	0.25	671.25	0.50	1,342.50	0.60	1,611.00
51	10-2.02	19	CY	ORGANIC MULCH	50.00	950.00	60.00	1,140.00	120.00	2,280.00
52	10-2.02	600	LF	ROOT BARRIER	8.00	4,800.00	10.00	6,000.00	9.75	5,850.00
53	10-2.03	1	LS	IRRIGATION SYSTEM	50,000.00	50,000.00	61,000.00	61,000.00	90,000.00	90,000.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Ghilotti Construction Company, Inc. 246 Ghilotti Avenue Santa Rosa, CA 95407 (707) 585-1221 (707) 585-1601 Fax		McGuire & Hester 9009 Railroad Avenue Oakland, CA 94603 (510) 632-7676 (510) 562-5209 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
54	10-2.01	1	LS	LANDSCAPE MAINTENANCE (90 DAYS)	6,000.00	6,000.00	500.00	500.00	4,000.00	4,000.00
55	10-3	1	LS	MODIFY TRAFFIC SIGNALS (DIXON AND TENNYSON)	150,000.00	150,000.00	70,000.00	70,000.00	70,000.00	70,000.00
56	10-3	1	LS	INSTALL TRAFFIC SIGNALS (DIXON/BART DRIVEWAY)	200,000.00	200,000.00	160,000.00	160,000.00	150,000.00	150,000.00
57	10-3.26	22	EA	STREET LIGHT - LUMEC S55	4,245.00	93,390.00	5,500.00	121,000.00	5,000.00	110,000.00
58	10-3.26	5	EA	STREET LIGHT - LUMEC GPLS AND LUMEC S55	7,040.00	35,200.00	11,000.00	55,000.00	10,000.00	50,000.00
59	10-3.26	30	EA	STREET LIGHTING SPLICE BOX	350.00	10,500.00	300.00	9,000.00	320.00	9,600.00
60	10-3.26	2,500	LF	STREET LIGHTING- CONDUIT- CONDUCTORS - WIRING	37.00	92,500.00	10.00	25,000.00	10.00	25,000.00
61	10-4	1,941	LF	12" X 27" JOINT TRENCH EXCAVATION AND BACKFILL	33.00	64,053.00	7.00	13,587.00	7.45	14,460.45
62	10-4	271	LF	12" X 29" JOINT TRENCH EXCAVATION AND BACKFILL	35.00	9,485.00	46.00	12,466.00	48.75	13,211.25
63	10-4	80	LF	12" X 37" JOINT TRENCH EXCAVATION AND BACKFILL	40.00	3,200.00	50.00	4,000.00	53.00	4,240.00
64	10-4	22	LF	12" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	45.50	1,001.00	60.00	1,320.00	63.60	1,399.20
65	10-4	355	LF	18" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	60.00	21,300.00	60.00	21,300.00	63.60	22,578.00
66	10-4	524	LF	24" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	63.00	33,012.00	114.00	59,736.00	65.00	34,060.00
67	10-4	921	LF	24" X 48" JOINT TRENCH EXCAVATION AND BACKFILL	66.00	60,786.00	115.00	105,915.00	69.00	63,549.00
68	10-4	36	LF	24" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	75.00	2,700.00	119.00	4,284.00	125.00	4,500.00
69	10-4	45	LF	30" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	100.00	4,500.00	122.00	5,490.00	129.00	5,805.00
70	10-4	5,740	LF	2" CONDUIT (SCH 40 PVC)	2.70	15,498.00	2.00	11,480.00	2.10	12,054.00
71	10-4	2,789	LF	4" CONDUIT (SCH 40 PVC)	4.00	11,156.00	3.50	9,761.50	3.70	10,319.30

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12
 (NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Ghilotti Construction Company, Inc. 246 Ghilotti Avenue Santa Rosa, CA 95407 (707) 585-1221 (707) 585-1601 Fax		McGuire & Hester 9009 Railroad Avenue Oakland, CA 94603 (510) 632-7676 (510) 562-5209 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
72	10-4	815	LF	3" DB 120 PVC CONDUIT	3.00	2,445.00	3.00	2,445.00	3.20	2,608.00
73	10-4	3,418	LF	4" DB 120 PVC CONDUIT	3.50	11,963.00	3.25	11,108.50	3.45	11,792.10
74	10-4	5	EA	24" X 36" X 18" BOX (PG&E)	2,000.00	10,000.00	700.00	3,500.00	740.00	3,700.00
75	10-4	3	EA	24" X 36" X 26" BOX (PG&E)	3,000.00	9,000.00	800.00	2,400.00	850.00	2,550.00
76	10-4	1	EA	3' X 5' X 4'6" VAULT (PG&E)	5,000.00	5,000.00	6,000.00	6,000.00	6,400.00	6,400.00
77	10-4	3	EA	3' X 5' J-BOX (PG&E)	4,000.00	12,000.00	5,500.00	16,500.00	5,830.00	17,490.00
78	10-4	1	EA	4' X 6.5' VAULT (AT&T)	3,000.00	3,000.00	7,000.00	7,000.00	7,420.00	7,420.00
79	10-4	5	EA	2' X 3' VAULT (AT&T)	1,000.00	5,000.00	800.00	4,000.00	850.00	4,250.00
80	10-4	4	EA	3' X 5' VAULT (AT&T)	2,000.00	8,000.00	5,500.00	22,000.00	5,800.00	23,200.00
81	10-4	14	EA	EXCAVATION AND BACKFILL - 17" X 30" X 12" BOX (COMCAST)	150.00	2,100.00	100.00	1,400.00	106.00	1,484.00
82	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29018 & 29020 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
83	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29061 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
84	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29125 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	11,000.00	11,000.00
85	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 308 COPPERFIELD AVE.	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
86	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29163 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	1,500.00	1,500.00
87	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29170 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
88	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29175 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
89	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29182 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
90	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29183 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12
 (NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Ghilotti Construction Company, Inc. 246 Ghilotti Avenue Santa Rosa, CA 95407 (707) 585-1221 (707) 585-1601 Fax		McGuire & Hester 9009 Railroad Avenue Oakland, CA 94603 (510) 632-7676 (510) 562-5209 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
91	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29185 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
92	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29187 DIXON ST	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
93	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 294 VALLE VISTA AVE.	2,500.00	2,500.00	1,500.00	1,500.00	5,500.00	5,500.00
94	10-6.04	1	LS	ADMINISTRATIVE CHANGE ORDER	160,000.00	160,000.00	160,000.00	160,000.00	160,000.00	160,000.00
BID LIST TOTAL					1,895,009.25		2,162,665.25		2,173,315.00	
ADDITIVE BID ALTERNATE										
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
95	10-5	1,215	LF	REMOVE & REPLACE CONCRETE CURB & GUTTER	35.00	42,525.00	45.00	54,675.00	63.00	76,545.00
96	10-5	2,430	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.75	4,252.50	3.80	9,234.00	8.00	19,440.00
97	10-5	150	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	18,000.00	135.00	20,250.00	280.00	42,000.00
98	10-5	1,072	TN	HOT MIX ASPHALT (2" OVERLAY)	100.00	107,200.00	100.00	107,200.00	160.00	171,520.00
99	10-5	9,525	SY	COLD PLANE ASPHALT CONCRETE (2" MIN)	3.00	28,575.00	3.40	32,385.00	6.60	62,865.00
ADDITIVE BID ALTERNATE TOTAL					200,552.50		223,744.00		372,370.00	
TOTAL BID					2,095,561.75		2,386,409.25		2,545,685.00	

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Golden Bay Construction, Inc. 3826 Depot Road Hayward, CA 94545 (510) 783-2960 (510) 783-2971 Fax		Robert A. Bothman 650 Quinn Avenue San Jose, CA 95112 (408) 279-2277 (408) 279-2286 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	10-1.11	1	LS	MOBILIZATION	20,000.00	20,000.00	111,000.00	111,000.00	256,800.00	256,800.00
2	10-1.12	1	LS	TRAFFIC CONTROL	30,000.00	30,000.00	40,000.00	40,000.00	45,800.00	45,800.00
3	10-1.05	2	EA	PROJECT SIGN	1,000.00	2,000.00	800.00	1,600.00	1,000.00	2,000.00
4	10-1.03	1	LS	RECYCLING IMPLEMENTATION	1,000.00	1,000.00	1,000.00	1,000.00	500.00	500.00
5	10-1.07	1	LS	POTHOLING	5,000.00	5,000.00	40,000.00	40,000.00	18,900.00	18,900.00
6	10-1.18	40	LF	REMOVE CONCRETE CURB	10.00	400.00	7.00	280.00	8.00	320.00
7	10-1.18	1,930	LF	REMOVE CONCRETE CURB & GUTTER	8.00	15,440.00	12.00	23,160.00	4.00	7,720.00
8	10-1.18	105	LF	REMOVE CONCRETE VALLEY GUTTER	11.00	1,155.00	16.00	1,680.00	14.00	1,470.00
9	10-1.18	190	LF	RELOCATE STEEL FENCE & GATE OF VARIOUS	40.00	7,600.00	39.00	7,410.00	52.00	9,880.00
10	10-1.18	18,515	SF	REMOVE CONCRETE SW, RAMPS, AND DWYS	1.50	27,772.50	2.60	48,139.00	1.50	27,772.50
11	10-1.18	1	EA	REMOVE AND REPLACE DETECTOR LOOP	2,000.00	2,000.00	1,650.00	1,650.00	1,100.00	1,100.00
12	10-1.18	19,326	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.50	28,989.00	2.00	38,652.00	1.00	19,326.00
13	10-1.18	39	EA	REMOVE AND SALVAGE ROADWAY SIGN	150.00	5,850.00	75.00	2,925.00	165.00	6,435.00
14	10-1.18	7	EA	REMOVE STREETLIGHT AND APPURTENANCES	1,000.00	7,000.00	472.00	3,304.00	1,200.00	8,400.00
15	10-1.18	4	EA	REMOVE AREA DRAIN PIPE	100.00	400.00	82.00	328.00	260.00	1,040.00
16	10-1.18	14	EA	REMOVE TREE	500.00	7,000.00	275.00	3,850.00	600.00	8,400.00
17	10-1.38	21	EA	REPLACE WATER METER BOX/COVER AND ADJUST TO GRADE	100.00	2,100.00	225.00	4,725.00	415.00	8,715.00
18	10-1.38	2	EA	ADJUST WATER VALVE BOX AND COVER TO	400.00	800.00	125.00	250.00	50.00	100.00
19	10-1.24	550	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	66,000.00	185.00	101,750.00	86.00	47,300.00
20	10-1.24	5,336	SF	HOT MIX ASPHALT (TRENCH SECTION, 12" THICK)	10.00	53,360.00	11.00	58,696.00	14.00	74,704.00
21	10-1.24	600	SF	HOT MIX ASPHALT (RESIDENTIAL CONFORM, 6" THICK)	7.00	4,200.00	7.25	4,350.00	20.00	12,000.00
22	10-1.25	9,525	SY	PAVEMENT CRACK SEALING	0.60	5,715.00	0.65	6,191.25	0.70	6,667.50
23	10-1.27	9,525	SY	POLYMER MODIFIED SLURRY SEAL	3.00	28,575.00	2.50	23,812.50	2.70	25,717.50
24	10-1.29	2,525	SF	MINOR CONCRETE (CURB RAMPS CASE A, B, CM)	10.00	25,250.00	9.00	22,725.00	11.00	27,775.00
25	10-1.29	2,125	SF	MINOR CONCRETE (DRIVEWAY)	7.00	14,875.00	9.00	19,125.00	14.00	29,750.00
26	10-1.29	15,120	SF	MINOR CONCRETE (SIDEWALK)	5.75	86,940.00	6.00	90,720.00	6.00	90,720.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Golden Bay Construction, Inc. 3826 Depot Road Hayward, CA 94545 (510) 783-2960 (510) 783-2971 Fax		Robert A. Bothman 650 Quinn Avenue San Jose, CA 95112 (408) 279-2277 (408) 279-2286 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
27	10-1.29	1,915	LF	MINOR CONCRETE (CURB AND GUTTER)	25.00	47,875.00	30.00	57,450.00	30.00	57,450.00
28	10-1.29	115	LF	MINOR CONCRETE (ISLAND CURB)	18.00	2,070.00	23.00	2,645.00	27.00	3,105.00
29	10-1.29	70	LF	MINOR CONCRETE (VALLEY GUTTER)	30.00	2,100.00	44.00	3,080.00	39.00	2,730.00
30	10-1.29	600	SF	MINOR CONCRETE (RESIDENTIAL CONFORM, 4" THICK)	5.00	3,000.00	6.00	3,600.00	8.00	4,800.00
31	10-1.30	360	SF	DETECTABLE WARNING SURFACE	30.00	10,800.00	19.00	6,840.00	36.00	12,960.00
32	10-1.32	3	EA	STORM WATER INLET, TYPE A	3,000.00	9,000.00	5,400.00	16,200.00	4,425.00	13,275.00
33	10-1.32	1	EA	STORM WATER INLET, TYPE E	3,000.00	3,000.00	5,000.00	5,000.00	4,500.00	4,500.00
34	10-1.18	2	EA	CAP EXISTING CATCH BASIN	1,500.00	3,000.00	748.00	1,496.00	1,250.00	2,500.00
35	10-1.18	1	EA	CONVERT EXISTING SWI TO TYPE E SWI	1,500.00	1,500.00	1,426.00	1,426.00	1,130.00	1,130.00
36	10-1.32	1	EA	STORM DRAIN MANHOLE AND MANHOLE FRAME COVER WITH PAN	4,000.00	4,000.00	8,250.00	8,250.00	8,000.00	8,000.00
37	10-1.32	5	EA	STANDARD AREA DRAIN	750.00	3,750.00	1,362.00	6,810.00	615.00	3,075.00
38	10-1.31	35	LF	REINFORCED CONCRETE PIPE (12")	90.00	3,150.00	308.00	10,780.00	250.00	8,750.00
39	10-1.20	580	LF	SEWER PIPE (8" PVC SDR-26)	95.00	55,100.00	204.00	118,320.00	110.00	63,800.00
40	10-1.20	2	EA	PLUG AND MARK END OF SEWER LATERAL	2,500.00	5,000.00	440.00	880.00	130.00	260.00
41	10-1.32	4	EA	SANITARY SEWER MANHOLE WITH FRAME COVER AND PAN	4,000.00	16,000.00	7,920.00	31,680.00	9,800.00	39,200.00
42	10-1.21	2	EA	12" WATER STUB	2,500.00	5,000.00	10,450.00	20,900.00	2,800.00	5,600.00
43	10-1.34	1	LS	SIGNAGE AND STRIPING	40,000.00	40,000.00	36,817.00	36,817.00	42,000.00	42,000.00
44	10-2.04	5,535	SF	INTERLOCKING PAVER	15.00	83,025.00	24.00	132,840.00	18.00	99,630.00
45	10-2.02	40	EA	GINGKO BILOBA - 24" BOX	200.00	8,000.00	341.00	13,640.00	325.00	13,000.00
46	10-2.02	365	EA	RED CARPET ROSE - 2 GAL	10.00	3,650.00	24.00	8,760.00	25.00	9,125.00
47	10-2.02	675	SF	DECOMPOSED GRANITE	2.00	1,350.00	4.50	3,037.50	3.00	2,025.00
48	10-2.02	125	CY	PLANTING SOIL	40.00	5,000.00	68.50	8,562.50	82.00	10,250.00
49	10-2.02	2,015	SF	SOIL PREPARATION AND FINE GRADING	0.50	1,007.50	0.50	1,007.50	1.20	2,418.00
50	10-2.02	2,685	SF	WEED FABRIC	0.25	671.25	0.50	1,342.50	1.10	2,953.50
51	10-2.02	19	CY	ORGANIC MULCH	50.00	950.00	66.00	1,254.00	128.00	2,432.00
52	10-2.02	600	LF	ROOT BARRIER	8.00	4,800.00	10.50	6,300.00	7.00	4,200.00
53	10-2.03	1	LS	IRRIGATION SYSTEM	50,000.00	50,000.00	87,912.00	87,912.00	85,000.00	85,000.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Golden Bay Construction, Inc.		Robert A. Bothman	
							3826 Depot Road Hayward, CA 94545 (510) 783-2960 (510) 783-2971 Fax		650 Quinn Avenue San Jose, CA 95112 (408) 279-2277 (408) 279-2286 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
54	10-2.01	1	LS	LANDSCAPE MAINTENANCE (90 DAYS)	6,000.00	6,000.00	2,475.00	2,475.00	3,000.00	3,000.00
55	10-3	1	LS	MODIFY TRAFFIC SIGNALS (DIXON AND TENNYSON)	150,000.00	150,000.00	77,000.00	77,000.00	86,000.00	86,000.00
56	10-3	1	LS	INSTALL TRAFFIC SIGNALS (DIXON/BART DRIVEWAY)	200,000.00	200,000.00	176,000.00	176,000.00	170,000.00	170,000.00
57	10-3.26	22	EA	STREET LIGHT - LUMEC S55	4,245.00	93,390.00	6,683.00	147,026.00	6,000.00	132,000.00
58	10-3.26	5	EA	STREET LIGHT - LUMEC GPLS AND LUMEC S55	7,040.00	35,200.00	6,683.00	33,415.00	9,800.00	49,000.00
59	10-3.26	30	EA	STREET LIGHTING SPLICE BOX	350.00	10,500.00	146.00	4,380.00	270.00	8,100.00
60	10-3.26	2,500	LF	STREET LIGHTING- CONDUIT- CONDUCTORS - WIRING	37.00	92,500.00	5.50	13,750.00	11.00	27,500.00
61	10-4	1,941	LF	12" X 27" JOINT TRENCH EXCAVATION AND BACKFILL	33.00	64,053.00	33.00	64,053.00	28.00	54,348.00
62	10-4	271	LF	12" X 29" JOINT TRENCH EXCAVATION AND BACKFILL	35.00	9,485.00	33.00	8,943.00	37.00	10,027.00
63	10-4	80	LF	12" X 37" JOINT TRENCH EXCAVATION AND BACKFILL	40.00	3,200.00	33.00	2,640.00	37.00	2,960.00
64	10-4	22	LF	12" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	45.50	1,001.00	49.50	1,089.00	53.00	1,166.00
65	10-4	355	LF	18" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	60.00	21,300.00	46.50	16,507.50	50.00	17,750.00
66	10-4	524	LF	24" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	63.00	33,012.00	48.50	25,414.00	52.00	27,248.00
67	10-4	921	LF	24" X 48" JOINT TRENCH EXCAVATION AND BACKFILL	66.00	60,786.00	48.50	44,668.50	52.00	47,892.00
68	10-4	36	LF	24" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	75.00	2,700.00	50.50	1,818.00	54.00	1,944.00
69	10-4	45	LF	30" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	100.00	4,500.00	60.50	2,722.50	64.00	2,880.00
70	10-4	5,740	LF	2" CONDUIT (SCH 40 PVC)	2.70	15,498.00	4.00	22,960.00	4.00	22,960.00
71	10-4	2,789	LF	4" CONDUIT (SCH 40 PVC)	4.00	11,156.00	5.00	13,945.00	5.00	13,945.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12
 (NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Golden Bay Construction, Inc. 3826 Depot Road Hayward, CA 94545 (510) 783-2960 (510) 783-2971 Fax		Robert A. Bothman 650 Quinn Avenue San Jose, CA 95112 (408) 279-2277 (408) 279-2286 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
72	10-4	815	LF	3" DB 120 PVC CONDUIT	3.00	2,445.00	4.50	3,667.50	4.00	3,260.00
73	10-4	3,418	LF	4" DB 120 PVC CONDUIT	3.50	11,963.00	5.00	17,090.00	5.00	17,090.00
74	10-4	5	EA	24" X 36" X 18" BOX (PG&E)	2,000.00	10,000.00	814.00	4,070.00	800.00	4,000.00
75	10-4	3	EA	24" X 36" X 26" BOX (PG&E)	3,000.00	9,000.00	1,005.00	3,015.00	1,000.00	3,000.00
76	10-4	1	EA	3' X 5' X 4'6" VAULT (PG&E)	5,000.00	5,000.00	4,739.00	4,739.00	4,700.00	4,700.00
77	10-4	3	EA	3' X 5' J-BOX (PG&E)	4,000.00	12,000.00	3,736.00	11,208.00	3,700.00	11,100.00
78	10-4	1	EA	4' X 6.5' VAULT (AT&T)	3,000.00	3,000.00	4,700.00	4,700.00	4,650.00	4,650.00
79	10-4	5	EA	2' X 3' VAULT (AT&T)	1,000.00	5,000.00	1,045.00	5,225.00	1,000.00	5,000.00
80	10-4	4	EA	3' X 5' VAULT (AT&T)	2,000.00	8,000.00	3,505.00	14,020.00	3,500.00	14,000.00
81	10-4	14	EA	EXCAVATION AND BACKFILL - 17" X 30" X 12" BOX (COMCAST)	150.00	2,100.00	86.00	1,204.00	85.00	1,190.00
82	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29018 & 29020 DIXON ST	2,500.00	2,500.00	4,290.00	4,290.00	4,300.00	4,300.00
83	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29061 DIXON ST	2,500.00	2,500.00	4,290.00	4,290.00	4,300.00	4,300.00
84	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29125 DIXON ST	2,500.00	2,500.00	6,476.00	6,476.00	6,400.00	6,400.00
85	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 308 COPPERFIELD AVE.	2,500.00	2,500.00	4,290.00	4,290.00	4,200.00	4,200.00
86	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29163 DIXON ST	2,500.00	2,500.00	6,216.00	6,216.00	6,200.00	6,200.00
87	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29170 DIXON ST	2,500.00	2,500.00	4,290.00	4,290.00	4,200.00	4,200.00
88	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29175 DIXON ST	2,500.00	2,500.00	4,290.00	4,290.00	4,200.00	4,200.00
89	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29182 DIXON ST	2,500.00	2,500.00	4,290.00	4,290.00	4,200.00	4,200.00
90	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29183 DIXON ST	2,500.00	2,500.00	4,290.00	4,290.00	4,200.00	4,200.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12
 (NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Golden Bay Construction, Inc.		Robert A. Bothman	
							3826 Depot Road Hayward, CA 94545 (510) 783-2960 (510) 783-2971 Fax		650 Quinn Avenue San Jose, CA 95112 (408) 279-2277 (408) 279-2286 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
91	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29185 DIXON ST	2,500.00	2,500.00	4,290.00	4,290.00	4,200.00	4,200.00
92	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29187 DIXON ST	2,500.00	2,500.00	4,290.00	4,290.00	4,200.00	4,200.00
93	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 294 VALLE VISTA AVE.	2,500.00	2,500.00	4,290.00	4,290.00	4,200.00	4,200.00
94	10-6.04	1	LS	ADMINISTRATIVE CHANGE ORDER	160,000.00	160,000.00	160,000.00	160,000.00	160,000.00	160,000.00
BID LIST TOTAL					1,895,009.25		2,197,489.75		2,204,991.00	
ADDITIVE BID ALTERNATE										
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
95	10-5	1,215	LF	REMOVE & REPLACE CONCRETE CURB & GUTTER	35.00	42,525.00	42.00	51,030.00	50.00	60,750.00
96	10-5	2,430	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.75	4,252.50	2.00	4,860.00	4.00	9,720.00
97	10-5	150	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	18,000.00	185.00	27,750.00	230.00	34,500.00
98	10-5	1,072	TN	HOT MIX ASPHALT (2" OVERLAY)	100.00	107,200.00	118.00	126,496.00	166.00	177,952.00
99	10-5	9,525	SY	COLD PLANE ASPHALT CONCRETE (2" MIN)	3.00	28,575.00	4.25	40,481.25	3.00	28,575.00
ADDITIVE BID ALTERNATE TOTAL					200,552.50		250,617.25		311,497.00	
TOTAL BID					2,095,561.75		2,448,107.00		2,516,488.00	

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Redgwick Construction Company		Interstate Grading & Paving, Inc.	
							8150 Enterprise Drive Newark, CA 94560 (510) 792-1727 (510) 792-1728 Fax		128 S Maple Avenue S. San Francisco, CA 94080 (650) 952-7333 (650) 952-6851 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	10-1.11	1	LS	MOBILIZATION	20,000.00	20,000.00	191,000.00	191,000.00	130,000.00	130,000.00
2	10-1.12	1	LS	TRAFFIC CONTROL	30,000.00	30,000.00	149,000.00	149,000.00	65,000.00	65,000.00
3	10-1.05	2	EA	PROJECT SIGN	1,000.00	2,000.00	1,000.00	2,000.00	1,500.00	3,000.00
4	10-1.03	1	LS	RECYCLING IMPLEMENTATION	1,000.00	1,000.00	500.00	500.00	100.00	100.00
5	10-1.07	1	LS	POTHOLING	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
6	10-1.18	40	LF	REMOVE CONCRETE CURB	10.00	400.00	10.00	400.00	30.00	1,200.00
7	10-1.18	1,930	LF	REMOVE CONCRETE CURB & GUTTER	8.00	15,440.00	10.00	19,300.00	20.00	38,600.00
8	10-1.18	105	LF	REMOVE CONCRETE VALLEY GUTTER	11.00	1,155.00	12.00	1,260.00	18.00	1,890.00
9	10-1.18	190	LF	RELOCATE STEEL FENCE & GATE OF VARIOUS	40.00	7,600.00	40.00	7,600.00	60.00	11,400.00
10	10-1.18	18,515	SF	REMOVE CONCRETE SW, RAMPS, AND DWYS	1.50	27,772.50	2.70	49,990.50	4.50	83,317.50
11	10-1.18	1	EA	REMOVE AND REPLACE DETECTOR LOOP	2,000.00	2,000.00	1,500.00	1,500.00	2,000.00	2,000.00
12	10-1.18	19,326	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.50	28,989.00	2.10	40,584.60	3.00	57,978.00
13	10-1.18	39	EA	REMOVE AND SALVAGE ROADWAY SIGN	150.00	5,850.00	50.00	1,950.00	70.00	2,730.00
14	10-1.18	7	EA	REMOVE STREETLIGHT AND APPURTENANCES	1,000.00	7,000.00	1,000.00	7,000.00	500.00	3,500.00
15	10-1.18	4	EA	REMOVE AREA DRAIN PIPE	100.00	400.00	100.00	400.00	2,000.00	8,000.00
16	10-1.18	14	EA	REMOVE TREE	500.00	7,000.00	250.00	3,500.00	300.00	4,200.00
17	10-1.38	21	EA	REPLACE WATER METER BOX/COVER AND ADJUST TO GRADE	100.00	2,100.00	300.00	6,300.00	500.00	10,500.00
18	10-1.38	2	EA	ADJUST WATER VALVE BOX AND COVER TO	400.00	800.00	380.00	760.00	800.00	1,600.00
19	10-1.24	550	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	66,000.00	132.00	72,600.00	175.00	96,250.00
20	10-1.24	5,336	SF	HOT MIX ASPHALT (TRENCH SECTION, 12" THICK)	10.00	53,360.00	12.50	66,700.00	9.50	50,692.00
21	10-1.24	600	SF	HOT MIX ASPHALT (RESIDENTIAL CONFORM, 6" THICK)	7.00	4,200.00	22.00	13,200.00	8.00	4,800.00
22	10-1.25	9,525	SY	PAVEMENT CRACK SEALING	0.60	5,715.00	0.75	7,143.75	0.60	5,715.00
23	10-1.27	9,525	SY	POLYMER MODIFIED SLURRY SEAL	3.00	28,575.00	2.85	27,146.25	5.50	52,387.50
24	10-1.29	2,525	SF	MINOR CONCRETE (CURB RAMPS CASE A, B, CM)	10.00	25,250.00	27.00	68,175.00	20.00	50,500.00
25	10-1.29	2,125	SF	MINOR CONCRETE (DRIVEWAY)	7.00	14,875.00	17.50	37,187.50	11.00	23,375.00
26	10-1.29	15,120	SF	MINOR CONCRETE (SIDEWALK)	5.75	86,940.00	11.00	166,320.00	6.15	92,988.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Redgwick Construction Company		Interstate Grading & Paving, Inc.	
							8150 Enterprise Drive Newark, CA 94560 (510) 792-1727 (510) 792-1728 Fax		128 S Maple Avenue S. San Francisco, CA 94080 (650) 952-7333 (650) 952-6851 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
27	10-1.29	1,915	LF	MINOR CONCRETE (CURB AND GUTTER)	25.00	47,875.00	50.00	95,750.00	40.00	76,600.00
28	10-1.29	115	LF	MINOR CONCRETE (ISLAND CURB)	18.00	2,070.00	54.00	6,210.00	375.00	43,125.00
29	10-1.29	70	LF	MINOR CONCRETE (VALLEY GUTTER)	30.00	2,100.00	150.00	10,500.00	58.00	4,060.00
30	10-1.29	600	SF	MINOR CONCRETE (RESIDENTIAL CONFORM, 4" THICK)	5.00	3,000.00	21.00	12,600.00	8.30	4,980.00
31	10-1.30	360	SF	DETECTABLE WARNING SURFACE	30.00	10,800.00	30.00	10,800.00	29.00	10,440.00
32	10-1.32	3	EA	STORM WATER INLET, TYPE A	3,000.00	9,000.00	2,500.00	7,500.00	2,500.00	7,500.00
33	10-1.32	1	EA	STORM WATER INLET, TYPE E	3,000.00	3,000.00	2,500.00	2,500.00	3,000.00	3,000.00
34	10-1.18	2	EA	CAP EXISTING CATCH BASIN	1,500.00	3,000.00	500.00	1,000.00	850.00	1,700.00
35	10-1.18	1	EA	CONVERT EXISTING SWI TO TYPE E SWI	1,500.00	1,500.00	1,500.00	1,500.00	1,800.00	1,800.00
36	10-1.32	1	EA	STORM DRAIN MANHOLE AND MANHOLE FRAME COVER WITH PAN	4,000.00	4,000.00	5,000.00	5,000.00	5,800.00	5,800.00
37	10-1.32	5	EA	STANDARD AREA DRAIN	750.00	3,750.00	800.00	4,000.00	1,400.00	7,000.00
38	10-1.31	35	LF	REINFORCED CONCRETE PIPE (12")	90.00	3,150.00	300.00	10,500.00	320.00	11,200.00
39	10-1.20	580	LF	SEWER PIPE (8" PVC SDR-26)	95.00	55,100.00	135.00	78,300.00	240.00	139,200.00
40	10-1.20	2	EA	PLUG AND MARK END OF SEWER LATERAL	2,500.00	5,000.00	80.00	160.00	800.00	1,600.00
41	10-1.32	4	EA	SANITARY SEWER MANHOLE WITH FRAME COVER AND PAN	4,000.00	16,000.00	5,000.00	20,000.00	5,200.00	20,800.00
42	10-1.21	2	EA	12" WATER STUB	2,500.00	5,000.00	7,000.00	14,000.00	11,000.00	22,000.00
43	10-1.34	1	LS	SIGNAGE AND STRIPING	40,000.00	40,000.00	32,000.00	32,000.00	30,000.00	30,000.00
44	10-2.04	5,535	SF	INTERLOCKING PAVER	15.00	83,025.00	20.00	110,700.00	20.00	110,700.00
45	10-2.02	40	EA	GINGKO BILOBA - 24" BOX	200.00	8,000.00	310.00	12,400.00	300.00	12,000.00
46	10-2.02	365	EA	RED CARPET ROSE - 2 GAL	10.00	3,650.00	20.00	7,300.00	20.00	7,300.00
47	10-2.02	675	SF	DECOMPOSED GRANITE	2.00	1,350.00	1.50	1,012.50	1.50	1,012.50
48	10-2.02	125	CY	PLANTING SOIL	40.00	5,000.00	50.00	6,250.00	150.00	18,750.00
49	10-2.02	2,015	SF	SOIL PREPARATION AND FINE GRADING	0.50	1,007.50	3.00	6,045.00	3.00	6,045.00
50	10-2.02	2,685	SF	WEED FABRIC	0.25	671.25	0.50	1,342.50	1.00	2,685.00
51	10-2.02	19	CY	ORGANIC MULCH	50.00	950.00	60.00	1,140.00	65.00	1,235.00
52	10-2.02	600	LF	ROOT BARRIER	8.00	4,800.00	10.00	6,000.00	10.00	6,000.00
53	10-2.03	1	LS	IRRIGATION SYSTEM	50,000.00	50,000.00	45,000.00	45,000.00	65,000.00	65,000.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Redgwick Construction Company		Interstate Grading & Paving, Inc.	
							8150 Enterprise Drive Newark, CA 94560 (510) 792-1727 (510) 792-1728 Fax		128 S Maple Avenue S. San Francisco, CA 94080 (650) 952-7333 (650) 952-6851 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
54	10-2.01	1	LS	LANDSCAPE MAINTENANCE (90 DAYS)	6,000.00	6,000.00	400.00	400.00	500.00	500.00
55	10-3	1	LS	MODIFY TRAFFIC SIGNALS (DIXON AND TENNYSON)	150,000.00	150,000.00	65,000.00	65,000.00	75,000.00	75,000.00
56	10-3	1	LS	INSTALL TRAFFIC SIGNALS (DIXON/BART DRIVEWAY)	200,000.00	200,000.00	118,000.00	118,000.00	170,000.00	170,000.00
57	10-3.26	22	EA	STREET LIGHT - LUMEC S55	4,245.00	93,390.00	6,000.00	132,000.00	6,000.00	132,000.00
58	10-3.26	5	EA	STREET LIGHT - LUMEC GPLS AND LUMEC S55	7,040.00	35,200.00	10,000.00	50,000.00	12,000.00	60,000.00
59	10-3.26	30	EA	STREET LIGHTING SPLICE BOX	350.00	10,500.00	150.00	4,500.00	300.00	9,000.00
60	10-3.26	2,500	LF	STREET LIGHTING- CONDUIT- CONDUCTORS - WIRING	37.00	92,500.00	5.00	12,500.00	10.00	25,000.00
61	10-4	1,941	LF	12" X 27" JOINT TRENCH EXCAVATION AND BACKFILL	33.00	64,053.00	30.00	58,230.00	8.00	15,528.00
62	10-4	271	LF	12" X 29" JOINT TRENCH EXCAVATION AND BACKFILL	35.00	9,485.00	30.00	8,130.00	45.00	12,195.00
63	10-4	80	LF	12" X 37" JOINT TRENCH EXCAVATION AND BACKFILL	40.00	3,200.00	30.00	2,400.00	45.00	3,600.00
64	10-4	22	LF	12" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	45.50	1,001.00	45.00	990.00	45.00	990.00
65	10-4	355	LF	18" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	60.00	21,300.00	42.00	14,910.00	50.00	17,750.00
66	10-4	524	LF	24" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	63.00	33,012.00	44.00	23,056.00	65.00	34,060.00
67	10-4	921	LF	24" X 48" JOINT TRENCH EXCAVATION AND BACKFILL	66.00	60,786.00	44.00	40,524.00	70.00	64,470.00
68	10-4	36	LF	24" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	75.00	2,700.00	46.00	1,656.00	70.00	2,520.00
69	10-4	45	LF	30" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	100.00	4,500.00	55.00	2,475.00	85.00	3,825.00
70	10-4	5,740	LF	2" CONDUIT (SCH 40 PVC)	2.70	15,498.00	3.70	21,238.00	1.50	8,610.00
71	10-4	2,789	LF	4" CONDUIT (SCH 40 PVC)	4.00	11,156.00	4.50	12,550.50	3.50	9,761.50

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12
 (NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Redgwick Construction Company 8150 Enterprise Drive Newark, CA 94560 (510) 792-1727 (510) 792-1728 Fax		Interstate Grading & Paving, Inc. 128 S Maple Avenue S. San Francisco, CA 94080 (650) 952-7333 (650) 952-6851 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
72	10-4	815	LF	3" DB 120 PVC CONDUIT	3.00	2,445.00	4.00	3,260.00	3.00	2,445.00
73	10-4	3,418	LF	4" DB 120 PVC CONDUIT	3.50	11,963.00	4.50	15,381.00	3.50	11,963.00
74	10-4	5	EA	24" X 36" X 18" BOX (PG&E)	2,000.00	10,000.00	750.00	3,750.00	750.00	3,750.00
75	10-4	3	EA	24" X 36" X 26" BOX (PG&E)	3,000.00	9,000.00	920.00	2,760.00	850.00	2,550.00
76	10-4	1	EA	3' X 5' X 4'6" VAULT (PG&E)	5,000.00	5,000.00	4,300.00	4,300.00	5,200.00	5,200.00
77	10-4	3	EA	3' X 5' J-BOX (PG&E)	4,000.00	12,000.00	3,400.00	10,200.00	4,500.00	13,500.00
78	10-4	1	EA	4' X 6.5' VAULT (AT&T)	3,000.00	3,000.00	4,300.00	4,300.00	6,300.00	6,300.00
79	10-4	5	EA	2' X 3' VAULT (AT&T)	1,000.00	5,000.00	960.00	4,800.00	850.00	4,250.00
80	10-4	4	EA	3' X 5' VAULT (AT&T)	2,000.00	8,000.00	3,220.00	12,880.00	5,200.00	20,800.00
81	10-4	14	EA	EXCAVATION AND BACKFILL - 17" X 30" X 12" BOX (COMCAST)	150.00	2,100.00	80.00	1,120.00	105.00	1,470.00
82	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29018 & 29020 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
83	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29061 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
84	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29125 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
85	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 308 COPPERFIELD AVE.	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
86	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29163 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
87	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29170 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
88	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29175 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
89	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29182 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
90	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29183 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Redgwick Construction Company		Interstate Grading & Paving, Inc.	
							8150 Enterprise Drive Newark, CA 94560 (510) 792-1727 (510) 792-1728 Fax		128 S Maple Avenue S. San Francisco, CA 94080 (650) 952-7333 (650) 952-6851 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
91	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29185 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
92	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29187 DIXON ST	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
93	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 294 VALLE VISTA AVE.	2,500.00	2,500.00	3,000.00	3,000.00	1,600.00	1,600.00
94	10-6.04	1	LS	ADMINISTRATIVE CHANGE ORDER	160,000.00	160,000.00	160,000.00	160,000.00	160,000.00	160,000.00
BID LIST TOTAL					1,895,009.25		2,283,338.10		2,324,493.00	
ADDITIVE BID ALTERNATE										
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
95	10-5	1,215	LF	REMOVE & REPLACE CONCRETE CURB & GUTTER	35.00	42,525.00	101.00	122,715.00	64.00	77,760.00
96	10-5	2,430	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.75	4,252.50	4.50	10,935.00	4.10	9,963.00
97	10-5	150	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	18,000.00	180.00	27,000.00	200.00	30,000.00
98	10-5	1,072	TN	HOT MIX ASPHALT (2" OVERLAY)	100.00	107,200.00	130.00	139,360.00	83.00	88,976.00
99	10-5	9,525	SY	COLD PLANE ASPHALT CONCRETE (2" MIN)	3.00	28,575.00	5.50	52,387.50	2.10	20,002.50
ADDITIVE BID ALTERNATE TOTAL					200,552.50		352,397.50		226,701.50	
TOTAL BID					2,095,561.75		2,635,735.60		2,551,194.50	

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Gordon N. Ball, Inc. 333 Camille Avenue Alamo, CA 94507 (925) 838-5675 (925) 838-5915 Fax		Prism Engineering, Inc. 23953 Saklan Road Hayward, CA 94545 (510) 782-4100 (510) 782-4102 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	10-1.11	1	LS	MOBILIZATION	20,000.00	20,000.00	230,000.00	230,000.00	120,000.00	120,000.00
2	10-1.12	1	LS	TRAFFIC CONTROL	30,000.00	30,000.00	150,000.00	150,000.00	75,000.00	75,000.00
3	10-1.05	2	EA	PROJECT SIGN	1,000.00	2,000.00	2,000.00	4,000.00	3,500.00	7,000.00
4	10-1.03	1	LS	RECYCLING IMPLEMENTATION	1,000.00	1,000.00	1,000.00	1,000.00	4,500.00	4,500.00
5	10-1.07	1	LS	POTHOLING	5,000.00	5,000.00	25,000.00	25,000.00	50,000.00	50,000.00
6	10-1.18	40	LF	REMOVE CONCRETE CURB	10.00	400.00	40.00	1,600.00	7.00	280.00
7	10-1.18	1,930	LF	REMOVE CONCRETE CURB & GUTTER	8.00	15,440.00	15.00	28,950.00	3.00	5,790.00
8	10-1.18	105	LF	REMOVE CONCRETE VALLEY GUTTER	11.00	1,155.00	22.00	2,310.00	3.00	315.00
9	10-1.18	190	LF	RELOCATE STEEL FENCE & GATE OF VARIOUS	40.00	7,600.00	100.00	19,000.00	45.00	8,550.00
10	10-1.18	18,515	SF	REMOVE CONCRETE SW, RAMPS, AND DWYS	1.50	27,772.50	2.00	37,030.00	2.00	37,030.00
11	10-1.18	1	EA	REMOVE AND REPLACE DETECTOR LOOP	2,000.00	2,000.00	2,000.00	2,000.00	1,200.00	1,200.00
12	10-1.18	19,326	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.50	28,989.00	2.00	38,652.00	1.50	28,989.00
13	10-1.18	39	EA	REMOVE AND SALVAGE ROADWAY SIGN	150.00	5,850.00	200.00	7,800.00	120.00	4,680.00
14	10-1.18	7	EA	REMOVE STREETLIGHT AND APPURTENANCES	1,000.00	7,000.00	1,000.00	7,000.00	750.00	5,250.00
15	10-1.18	4	EA	REMOVE AREA DRAIN PIPE	100.00	400.00	1,000.00	4,000.00	500.00	2,000.00
16	10-1.18	14	EA	REMOVE TREE	500.00	7,000.00	1,000.00	14,000.00	500.00	7,000.00
17	10-1.38	21	EA	REPLACE WATER METER BOX/COVER AND ADJUST TO GRADE	100.00	2,100.00	500.00	10,500.00	550.00	11,550.00
18	10-1.38	2	EA	ADJUST WATER VALVE BOX AND COVER TO	400.00	800.00	500.00	1,000.00	450.00	900.00
19	10-1.24	550	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	66,000.00	150.00	82,500.00	150.00	82,500.00
20	10-1.24	5,336	SF	HOT MIX ASPHALT (TRENCH SECTION, 12" THICK)	10.00	53,360.00	10.00	53,360.00	11.20	59,763.20
21	10-1.24	600	SF	HOT MIX ASPHALT (RESIDENTIAL CONFORM, 6" THICK)	7.00	4,200.00	10.00	6,000.00	8.00	4,800.00
22	10-1.25	9,525	SY	PAVEMENT CRACK SEALING	0.60	5,715.00	0.70	6,667.50	0.70	6,667.50
23	10-1.27	9,525	SY	POLYMER MODIFIED SLURRY SEAL	3.00	28,575.00	3.00	28,575.00	2.75	26,193.75
24	10-1.29	2,525	SF	MINOR CONCRETE (CURB RAMPS CASE A, B, CM)	10.00	25,250.00	13.00	32,825.00	12.00	30,300.00
25	10-1.29	2,125	SF	MINOR CONCRETE (DRIVEWAY)	7.00	14,875.00	22.00	46,750.00	12.50	26,562.50
26	10-1.29	15,120	SF	MINOR CONCRETE (SIDEWALK)	5.75	86,940.00	8.00	120,960.00	8.00	120,960.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Gordon N. Ball, Inc. 333 Camille Avenue Alamo, CA 94507 (925) 838-5675 (925) 838-5915 Fax		Prism Engineering, Inc. 23953 Saklan Road Hayward, CA 94545 (510) 782-4100 (510) 782-4102 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
27	10-1.29	1,915	LF	MINOR CONCRETE (CURB AND GUTTER)	25.00	47,875.00	32.00	61,280.00	25.00	47,875.00
28	10-1.29	115	LF	MINOR CONCRETE (ISLAND CURB)	18.00	2,070.00	35.00	4,025.00	40.00	4,600.00
29	10-1.29	70	LF	MINOR CONCRETE (VALLEY GUTTER)	30.00	2,100.00	65.00	4,550.00	100.00	7,000.00
30	10-1.29	600	SF	MINOR CONCRETE (RESIDENTIAL CONFORM, 4" THICK)	5.00	3,000.00	15.00	9,000.00	8.00	4,800.00
31	10-1.30	360	SF	DETECTABLE WARNING SURFACE	30.00	10,800.00	30.00	10,800.00	25.00	9,000.00
32	10-1.32	3	EA	STORM WATER INLET, TYPE A	3,000.00	9,000.00	2,000.00	6,000.00	3,000.00	9,000.00
33	10-1.32	1	EA	STORM WATER INLET, TYPE E	3,000.00	3,000.00	2,000.00	2,000.00	3,500.00	3,500.00
34	10-1.18	2	EA	CAP EXISTING CATCH BASIN	1,500.00	3,000.00	1,000.00	2,000.00	1,000.00	2,000.00
35	10-1.18	1	EA	CONVERT EXISTING SWI TO TYPE E SWI	1,500.00	1,500.00	2,000.00	2,000.00	3,500.00	3,500.00
36	10-1.32	1	EA	STORM DRAIN MANHOLE AND MANHOLE FRAME COVER WITH PAN	4,000.00	4,000.00	5,000.00	5,000.00	7,500.00	7,500.00
37	10-1.32	5	EA	STANDARD AREA DRAIN	750.00	3,750.00	2,000.00	10,000.00	2,500.00	12,500.00
38	10-1.31	35	LF	REINFORCED CONCRETE PIPE (12")	90.00	3,150.00	125.00	4,375.00	100.00	3,500.00
39	10-1.20	580	LF	SEWER PIPE (8" PVC SDR-26)	95.00	55,100.00	280.00	162,400.00	150.00	87,000.00
40	10-1.20	2	EA	PLUG AND MARK END OF SEWER LATERAL	2,500.00	5,000.00	1,000.00	2,000.00	500.00	1,000.00
41	10-1.32	4	EA	SANITARY SEWER MANHOLE WITH FRAME COVER AND PAN	4,000.00	16,000.00	5,000.00	20,000.00	8,500.00	34,000.00
42	10-1.21	2	EA	12" WATER STUB	2,500.00	5,000.00	1,000.00	2,000.00	1,000.00	2,000.00
43	10-1.34	1	LS	SIGNAGE AND STRIPING	40,000.00	40,000.00	35,000.00	35,000.00	33,000.00	33,000.00
44	10-2.04	5,535	SF	INTERLOCKING PAVER	15.00	83,025.00	12.00	66,420.00	18.00	99,630.00
45	10-2.02	40	EA	GINGKO BILOBA - 24" BOX	200.00	8,000.00	600.00	24,000.00	500.00	20,000.00
46	10-2.02	365	EA	RED CARPET ROSE - 2 GAL	10.00	3,650.00	32.00	11,680.00	30.00	10,950.00
47	10-2.02	675	SF	DECOMPOSED GRANITE	2.00	1,350.00	5.00	3,375.00	5.00	3,375.00
48	10-2.02	125	CY	PLANTING SOIL	40.00	5,000.00	50.00	6,250.00	80.00	10,000.00
49	10-2.02	2,015	SF	SOIL PREPARATION AND FINE GRADING	0.50	1,007.50	1.00	2,015.00	1.00	2,015.00
50	10-2.02	2,685	SF	WEED FABRIC	0.25	671.25	1.00	2,685.00	0.50	1,342.50
51	10-2.02	19	CY	ORGANIC MULCH	50.00	950.00	80.00	1,520.00	75.00	1,425.00
52	10-2.02	600	LF	ROOT BARRIER	8.00	4,800.00	7.00	4,200.00	6.00	3,600.00
53	10-2.03	1	LS	IRRIGATION SYSTEM	50,000.00	50,000.00	70,000.00	70,000.00	110,000.00	110,000.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Gordon N. Ball, Inc. 333 Camille Avenue Alamo, CA 94507 (925) 838-5675 (925) 838-5915 Fax		Prism Engineering, Inc. 23953 Saklan Road Hayward, CA 94545 (510) 782-4100 (510) 782-4102 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
54	10-2.01	1	LS	LANDSCAPE MAINTENANCE (90 DAYS)	6,000.00	6,000.00	3,000.00	3,000.00	1,000.00	1,000.00
55	10-3	1	LS	MODIFY TRAFFIC SIGNALS (DIXON AND TENNYSON)	150,000.00	150,000.00	40,000.00	40,000.00	92,548.00	92,548.00
56	10-3	1	LS	INSTALL TRAFFIC SIGNALS (DIXON/BART DRIVEWAY)	200,000.00	200,000.00	120,000.00	120,000.00	258,408.00	258,408.00
57	10-3.26	22	EA	STREET LIGHT - LUMEC S55	4,245.00	93,390.00	6,000.00	132,000.00	5,200.00	114,400.00
58	10-3.26	5	EA	STREET LIGHT - LUMEC GPLS AND LUMEC S55	7,040.00	35,200.00	11,000.00	55,000.00	11,000.00	55,000.00
59	10-3.26	30	EA	STREET LIGHTING SPLICE BOX	350.00	10,500.00	125.00	3,750.00	450.00	13,500.00
60	10-3.26	2,500	LF	STREET LIGHTING- CONDUIT- CONDUCTORS - WIRING	37.00	92,500.00	5.00	12,500.00	6.50	16,250.00
61	10-4	1,941	LF	12" X 27" JOINT TRENCH EXCAVATION AND BACKFILL	33.00	64,053.00	30.00	58,230.00	25.00	48,525.00
62	10-4	271	LF	12" X 29" JOINT TRENCH EXCAVATION AND BACKFILL	35.00	9,485.00	30.00	8,130.00	60.00	16,260.00
63	10-4	80	LF	12" X 37" JOINT TRENCH EXCAVATION AND BACKFILL	40.00	3,200.00	30.00	2,400.00	60.00	4,800.00
64	10-4	22	LF	12" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	45.50	1,001.00	50.00	1,100.00	70.00	1,540.00
65	10-4	355	LF	18" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	60.00	21,300.00	40.00	14,200.00	72.00	25,560.00
66	10-4	524	LF	24" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	63.00	33,012.00	60.00	31,440.00	85.00	44,540.00
67	10-4	921	LF	24" X 48" JOINT TRENCH EXCAVATION AND BACKFILL	66.00	60,786.00	65.00	59,865.00	85.00	78,285.00
68	10-4	36	LF	24" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	75.00	2,700.00	45.00	1,620.00	90.00	3,240.00
69	10-4	45	LF	30" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	100.00	4,500.00	55.00	2,475.00	105.00	4,725.00
70	10-4	5,740	LF	2" CONDUIT (SCH 40 PVC)	2.70	15,498.00	3.00	17,220.00	4.00	22,960.00
71	10-4	2,789	LF	4" CONDUIT (SCH 40 PVC)	4.00	11,156.00	5.00	13,945.00	6.50	18,128.50

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12
 (NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Gordon N. Ball, Inc. 333 Camille Avenue Alamo, CA 94507 (925) 838-5675 (925) 838-5915 Fax		Prism Engineering, Inc. 23953 Saklan Road Hayward, CA 94545 (510) 782-4100 (510) 782-4102 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
72	10-4	815	LF	3" DB 120 PVC CONDUIT	3.00	2,445.00	4.00	3,260.00	6.00	4,890.00
73	10-4	3,418	LF	4" DB 120 PVC CONDUIT	3.50	11,963.00	5.00	17,090.00	6.50	22,217.00
74	10-4	5	EA	24" X 36" X 18" BOX (PG&E)	2,000.00	10,000.00	800.00	4,000.00	900.00	4,500.00
75	10-4	3	EA	24" X 36" X 26" BOX (PG&E)	3,000.00	9,000.00	1,000.00	3,000.00	1,200.00	3,600.00
76	10-4	1	EA	3' X 5' X 4'6" VAULT (PG&E)	5,000.00	5,000.00	5,000.00	5,000.00	4,900.00	4,900.00
77	10-4	3	EA	3' X 5' J-BOX (PG&E)	4,000.00	12,000.00	5,000.00	15,000.00	4,450.00	13,350.00
78	10-4	1	EA	4' X 6.5' VAULT (AT&T)	3,000.00	3,000.00	6,000.00	6,000.00	5,800.00	5,800.00
79	10-4	5	EA	2' X 3' VAULT (AT&T)	1,000.00	5,000.00	2,000.00	10,000.00	1,650.00	8,250.00
80	10-4	4	EA	3' X 5' VAULT (AT&T)	2,000.00	8,000.00	5,000.00	20,000.00	4,200.00	16,800.00
81	10-4	14	EA	EXCAVATION AND BACKFILL - 17" X 30" X 12" BOX (COMCAST)	150.00	2,100.00	125.00	1,750.00	150.00	2,100.00
82	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29018 & 29020 DIXON ST	2,500.00	2,500.00	5,000.00	5,000.00	5,500.00	5,500.00
83	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29061 DIXON ST	2,500.00	2,500.00	5,000.00	5,000.00	4,800.00	4,800.00
84	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29125 DIXON ST	2,500.00	2,500.00	10,000.00	10,000.00	12,350.00	12,350.00
85	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 308 COPPERFIELD AVE.	2,500.00	2,500.00	5,000.00	5,000.00	5,600.00	5,600.00
86	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29163 DIXON ST	2,500.00	2,500.00	1,000.00	1,000.00	2,200.00	2,200.00
87	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29170 DIXON ST	2,500.00	2,500.00	5,000.00	5,000.00	7,500.00	7,500.00
88	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29175 DIXON ST	2,500.00	2,500.00	5,000.00	5,000.00	4,500.00	4,500.00
89	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29182 DIXON ST	2,500.00	2,500.00	5,000.00	5,000.00	5,700.00	5,700.00
90	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29183 DIXON ST	2,500.00	2,500.00	5,000.00	5,000.00	6,500.00	6,500.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12
 (NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		Gordon N. Ball, Inc. 333 Camille Avenue Alamo, CA 94507 (925) 838-5675 (925) 838-5915 Fax		Prism Engineering, Inc. 23953 Saklan Road Hayward, CA 94545 (510) 782-4100 (510) 782-4102 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
91	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29185 DIXON ST	2,500.00	2,500.00	5,000.00	5,000.00	5,200.00	5,200.00
92	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29187 DIXON ST	2,500.00	2,500.00	5,000.00	5,000.00	5,000.00	5,000.00
93	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 294 VALLE VISTA AVE.	2,500.00	2,500.00	5,000.00	5,000.00	4,800.00	4,800.00
94	10-6.04	1	LS	ADMINISTRATIVE CHANGE ORDER	160,000.00	160,000.00	160,000.00	160,000.00	160,000.00	160,000.00
BID LIST TOTAL					1,895,009.25		2,379,029.50		2,397,619.95	
ADDITIVE BID ALTERNATE										
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
95	10-5	1,215	LF	REMOVE & REPLACE CONCRETE CURB & GUTTER	35.00	42,525.00	54.00	65,610.00	45.00	54,675.00
96	10-5	2,430	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.75	4,252.50	4.00	9,720.00	5.00	12,150.00
97	10-5	150	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	18,000.00	135.00	20,250.00	200.00	30,000.00
98	10-5	1,072	TN	HOT MIX ASPHALT (2" OVERLAY)	100.00	107,200.00	115.00	123,280.00	185.00	198,320.00
99	10-5	9,525	SY	COLD PLANE ASPHALT CONCRETE (2" MIN)	3.00	28,575.00	5.00	47,625.00	6.00	57,150.00
ADDITIVE BID ALTERNATE TOTAL					200,552.50		266,485.00		352,295.00	
TOTAL BID					2,095,561.75		2,645,514.50		2,749,914.95	

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		RGW Construction, Inc. 550 Greenville Road Livermore, CA 94550 (925) 606-2400 (925) 961-1925 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	10-1.11	1	LS	MOBILIZATION	20,000.00	20,000.00	241,400.00	241,400.00
2	10-1.12	1	LS	TRAFFIC CONTROL	30,000.00	30,000.00	80,000.00	80,000.00
3	10-1.05	2	EA	PROJECT SIGN	1,000.00	2,000.00	1,200.00	2,400.00
4	10-1.03	1	LS	RECYCLING IMPLEMENTATION	1,000.00	1,000.00	5,000.00	5,000.00
5	10-1.07	1	LS	POTHOLING	5,000.00	5,000.00	30,000.00	30,000.00
6	10-1.18	40	LF	REMOVE CONCRETE CURB	10.00	400.00	60.00	2,400.00
7	10-1.18	1,930	LF	REMOVE CONCRETE CURB & GUTTER	8.00	15,440.00	20.00	38,600.00
8	10-1.18	105	LF	REMOVE CONCRETE VALLEY GUTTER	11.00	1,155.00	25.00	2,625.00
9	10-1.18	190	LF	RELOCATE STEEL FENCE & GATE OF VARIOUS	40.00	7,600.00	120.00	22,800.00
10	10-1.18	18,515	SF	REMOVE CONCRETE SW, RAMPS, AND DWYS	1.50	27,772.50	3.00	55,545.00
11	10-1.18	1	EA	REMOVE AND REPLACE DETECTOR LOOP	2,000.00	2,000.00	1,500.00	1,500.00
12	10-1.18	19,326	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.50	28,989.00	1.50	28,989.00
13	10-1.18	39	EA	REMOVE AND SALVAGE ROADWAY SIGN	150.00	5,850.00	150.00	5,850.00
14	10-1.18	7	EA	REMOVE STREETLIGHT AND APPURTENANCES	1,000.00	7,000.00	1,000.00	7,000.00
15	10-1.18	4	EA	REMOVE AREA DRAIN PIPE	100.00	400.00	300.00	1,200.00
16	10-1.18	14	EA	REMOVE TREE	500.00	7,000.00	1,200.00	16,800.00
17	10-1.38	21	EA	REPLACE WATER METER BOX/COVER AND ADJUST TO GRADE	100.00	2,100.00	300.00	6,300.00
18	10-1.38	2	EA	ADJUST WATER VALVE BOX AND COVER TO	400.00	800.00	500.00	1,000.00
19	10-1.24	550	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	66,000.00	150.00	82,500.00
20	10-1.24	5,336	SF	HOT MIX ASPHALT (TRENCH SECTION, 12" THICK)	10.00	53,360.00	18.00	96,048.00
21	10-1.24	600	SF	HOT MIX ASPHALT (RESIDENTIAL CONFORM, 6" THICK)	7.00	4,200.00	15.00	9,000.00
22	10-1.25	9,525	SY	PAVEMENT CRACK SEALING	0.60	5,715.00	1.00	9,525.00
23	10-1.27	9,525	SY	POLYMER MODIFIED SLURRY SEAL	3.00	28,575.00	2.60	24,765.00
24	10-1.29	2,525	SF	MINOR CONCRETE (CURB RAMPS CASE A, B, CM)	10.00	25,250.00	17.00	42,925.00
25	10-1.29	2,125	SF	MINOR CONCRETE (DRIVEWAY)	7.00	14,875.00	15.00	31,875.00
26	10-1.29	15,120	SF	MINOR CONCRETE (SIDEWALK)	5.75	86,940.00	6.50	98,280.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		RGW Construction, Inc. 550 Greenville Road Livermore, CA 94550 (925) 606-2400 (925) 961-1925 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
27	10-1.29	1,915	LF	MINOR CONCRETE (CURB AND GUTTER)	25.00	47,875.00	30.00	57,450.00
28	10-1.29	115	LF	MINOR CONCRETE (ISLAND CURB)	18.00	2,070.00	35.00	4,025.00
29	10-1.29	70	LF	MINOR CONCRETE (VALLEY GUTTER)	30.00	2,100.00	55.00	3,850.00
30	10-1.29	600	SF	MINOR CONCRETE (RESIDENTIAL CONFORM, 4" THICK)	5.00	3,000.00	12.00	7,200.00
31	10-1.30	360	SF	DETECTABLE WARNING SURFACE	30.00	10,800.00	27.00	9,720.00
32	10-1.32	3	EA	STORM WATER INLET, TYPE A	3,000.00	9,000.00	3,300.00	9,900.00
33	10-1.32	1	EA	STORM WATER INLET, TYPE E	3,000.00	3,000.00	3,700.00	3,700.00
34	10-1.18	2	EA	CAP EXISTING CATCH BASIN	1,500.00	3,000.00	600.00	1,200.00
35	10-1.18	1	EA	CONVERT EXISTING SWI TO TYPE E SWI	1,500.00	1,500.00	1,600.00	1,600.00
36	10-1.32	1	EA	STORM DRAIN MANHOLE AND MANHOLE FRAME COVER WITH PAN	4,000.00	4,000.00	6,000.00	6,000.00
37	10-1.32	5	EA	STANDARD AREA DRAIN	750.00	3,750.00	1,400.00	7,000.00
38	10-1.31	35	LF	REINFORCED CONCRETE PIPE (12")	90.00	3,150.00	180.00	6,300.00
39	10-1.20	580	LF	SEWER PIPE (8" PVC SDR-26)	95.00	55,100.00	90.00	52,200.00
40	10-1.20	2	EA	PLUG AND MARK END OF SEWER LATERAL	2,500.00	5,000.00	200.00	400.00
41	10-1.32	4	EA	SANITARY SEWER MANHOLE WITH FRAME COVER AND PAN	4,000.00	16,000.00	6,200.00	24,800.00
42	10-1.21	2	EA	12" WATER STUB	2,500.00	5,000.00	3,000.00	6,000.00
43	10-1.34	1	LS	SIGNAGE AND STRIPING	40,000.00	40,000.00	50,000.00	50,000.00
44	10-2.04	5,535	SF	INTERLOCKING PAVER	15.00	83,025.00	25.00	138,375.00
45	10-2.02	40	EA	GINGKO BILOBA - 24" BOX	200.00	8,000.00	275.00	11,000.00
46	10-2.02	365	EA	RED CARPET ROSE - 2 GAL	10.00	3,650.00	18.00	6,570.00
47	10-2.02	675	SF	DECOMPOSED GRANITE	2.00	1,350.00	3.00	2,025.00
48	10-2.02	125	CY	PLANTING SOIL	40.00	5,000.00	50.00	6,250.00
49	10-2.02	2,015	SF	SOIL PREPARATION AND FINE GRADING	0.50	1,007.50	5.00	10,075.00
50	10-2.02	2,685	SF	WEED FABRIC	0.25	671.25	1.00	2,685.00
51	10-2.02	19	CY	ORGANIC MULCH	50.00	950.00	60.00	1,140.00
52	10-2.02	600	LF	ROOT BARRIER	8.00	4,800.00	10.00	6,000.00
53	10-2.03	1	LS	IRRIGATION SYSTEM	50,000.00	50,000.00	68,000.00	68,000.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		RGW Construction, Inc. 550 Greenville Road Livermore, CA 94550 (925) 606-2400 (925) 961-1925 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
54	10-2.01	1	LS	LANDSCAPE MAINTENANCE (90 DAYS)	6,000.00	6,000.00	1,000.00	1,000.00
55	10-3	1	LS	MODIFY TRAFFIC SIGNALS (DIXON AND TENNYSON)	150,000.00	150,000.00	60,000.00	60,000.00
56	10-3	1	LS	INSTALL TRAFFIC SIGNALS (DIXON/BART DRIVEWAY)	200,000.00	200,000.00	200,000.00	200,000.00
57	10-3.26	22	EA	STREET LIGHT - LUMEC S55	4,245.00	93,390.00	5,800.00	127,600.00
58	10-3.26	5	EA	STREET LIGHT - LUMEC GPLS AND LUMEC S55	7,040.00	35,200.00	6,000.00	30,000.00
59	10-3.26	30	EA	STREET LIGHTING SPLICE BOX	350.00	10,500.00	600.00	18,000.00
60	10-3.26	2,500	LF	STREET LIGHTING- CONDUIT- CONDUCTORS - WIRING	37.00	92,500.00	9.00	22,500.00
61	10-4	1,941	LF	12" X 27" JOINT TRENCH EXCAVATION AND BACKFILL	33.00	64,053.00	25.00	48,525.00
62	10-4	271	LF	12" X 29" JOINT TRENCH EXCAVATION AND BACKFILL	35.00	9,485.00	38.00	10,298.00
63	10-4	80	LF	12" X 37" JOINT TRENCH EXCAVATION AND BACKFILL	40.00	3,200.00	40.00	3,200.00
64	10-4	22	LF	12" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	45.50	1,001.00	54.00	1,188.00
65	10-4	355	LF	18" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	60.00	21,300.00	57.00	20,235.00
66	10-4	524	LF	24" X 46" JOINT TRENCH EXCAVATION AND BACKFILL	63.00	33,012.00	50.00	26,200.00
67	10-4	921	LF	24" X 48" JOINT TRENCH EXCAVATION AND BACKFILL	66.00	60,786.00	55.00	50,655.00
68	10-4	36	LF	24" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	75.00	2,700.00	64.00	2,304.00
69	10-4	45	LF	30" X 53" JOINT TRENCH EXCAVATION AND BACKFILL	100.00	4,500.00	75.00	3,375.00
70	10-4	5,740	LF	2" CONDUIT (SCH 40 PVC)	2.70	15,498.00	5.00	28,700.00
71	10-4	2,789	LF	4" CONDUIT (SCH 40 PVC)	4.00	11,156.00	9.00	25,101.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
 CITY PROJECT NO. 5167, FEDERAL PROGRAM NO. CML-5050(038)
 BIDS OPENED: 11/6/12

(NUMBER OF BIDS RECEIVED - 9)

BID SUMMARY					ENGINEER'S ESTIMATE		RGW Construction, Inc. 550 Greenville Road Livermore, CA 94550 (925) 606-2400 (925) 961-1925 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
72	10-4	815	LF	3" DB 120 PVC CONDUIT	3.00	2,445.00	11.00	8,965.00
73	10-4	3,418	LF	4" DB 120 PVC CONDUIT	3.50	11,963.00	8.00	27,344.00
74	10-4	5	EA	24" X 36" X 18" BOX (PG&E)	2,000.00	10,000.00	1,100.00	5,500.00
75	10-4	3	EA	24" X 36" X 26" BOX (PG&E)	3,000.00	9,000.00	1,500.00	4,500.00
76	10-4	1	EA	3' X 5' X 4'6" VAULT (PG&E)	5,000.00	5,000.00	6,000.00	6,000.00
77	10-4	3	EA	3' X 5' J-BOX (PG&E)	4,000.00	12,000.00	5,000.00	15,000.00
78	10-4	1	EA	4' X 6.5' VAULT (AT&T)	3,000.00	3,000.00	6,800.00	6,800.00
79	10-4	5	EA	2' X 3' VAULT (AT&T)	1,000.00	5,000.00	1,700.00	8,500.00
80	10-4	4	EA	3' X 5' VAULT (AT&T)	2,000.00	8,000.00	5,000.00	20,000.00
81	10-4	14	EA	EXCAVATION AND BACKFILL - 17" X 30" X 12" BOX (COMCAST)	150.00	2,100.00	200.00	2,800.00
82	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29018 & 29020 DIXON ST	2,500.00	2,500.00	1,100.00	1,100.00
83	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29061 DIXON ST	2,500.00	2,500.00	2,300.00	2,300.00
84	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29125 DIXON ST	2,500.00	2,500.00	2,200.00	2,200.00
85	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 308 COPPERFIELD AVE.	2,500.00	2,500.00	2,000.00	2,000.00
86	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29163 DIXON ST	2,500.00	2,500.00	550.00	550.00
87	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29170 DIXON ST	2,500.00	2,500.00	2,100.00	2,100.00
88	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29175 DIXON ST	2,500.00	2,500.00	2,200.00	2,200.00
89	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29182 DIXON ST	2,500.00	2,500.00	2,000.00	2,000.00
90	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29183 DIXON ST	2,500.00	2,500.00	1,800.00	1,800.00

CITY OF HAYWARD
 CONSTRUCTION OF DIXON STREET IMPROVEMENTS - TENNYSON ROAD TO VALLE VISTA AVENUE
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BID SUMMARY					ENGINEER'S ESTIMATE		RGW Construction, Inc. 550 Greenville Road Livermore, CA 94550 (925) 606-2400 (925) 961-1925 Fax	
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
91	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29185 DIXON ST	2,500.00	2,500.00	2,100.00	2,100.00
92	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 29187 DIXON ST	2,500.00	2,500.00	1,600.00	1,600.00
93	10-4.02	1	EA	RESIDENTIAL UNIT UTILITY SERVICE CONVERSION - 294 VALLE VISTA AVE.	2,500.00	2,500.00	2,000.00	2,000.00
94	10-6.04	1	LS	ADMINISTRATIVE CHANGE ORDER	160,000.00	160,000.00	160,000.00	160,000.00
BID LIST TOTAL					1,895,009.25		2,414,032.00	
ADDITIVE BID ALTERNATE								
ITEM	ITEM CODE	QTY.	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
95	10-5	1,215	LF	REMOVE & REPLACE CONCRETE CURB & GUTTER	35.00	42,525.00	67.00	81,405.00
96	10-5	2,430	SF	REMOVE ASPHALT CONCRETE PAVEMENT	1.75	4,252.50	7.00	17,010.00
97	10-5	150	TN	HOT MIX ASPHALT (PAVEMENT PLUGS)	120.00	18,000.00	220.00	33,000.00
98	10-5	1,072	TN	HOT MIX ASPHALT (2" OVERLAY)	100.00	107,200.00	135.00	144,720.00
99	10-5	9,525	SY	COLD PLANE ASPHALT CONCRETE (2" MIN)	3.00	28,575.00	6.00	57,150.00
ADDITIVE BID ALTERNATE TOTAL					200,552.50		333,285.00	
TOTAL BID					2,095,561.75		2,747,317.00	

DATE: December 18, 2012

TO: Mayor and City Council

FROM: City Clerk

SUBJECT: Resignation of Pedro Mendoza from the Hayward Youth Commission and Appointment of Nubia Pina to Fulfill Pedro Mendoza's Term

RECOMMENDATION

That the City Council accepts the resignation of Mr. Pedro Mendoza from the Hayward Youth Commission and appoints Ms. Nubia Pina to fulfill Mr. Mendoza's term.

BACKGROUND

Mr. Pedro Mendoza was selected as a Hayward Youth Commission alternate on June 28, 2011. Due to his demonstrated commitment to the Hayward Youth Commission, Mr. Mendoza was appointed as a regular member of Hayward Youth Commission on June 26, 2012. His resignation became effective December 11, 2012. Ms. Nubia Pina will be selected from the Alternate List to fill Mr. Mendoza's term, which will expire June 30, 2014.

Prepared and Recommended by: Miriam Lens, City Clerk

Approved by:



Fran David, City Manager

Attachments:

Attachment I	Resolution
Attachment II	Resignation Letter

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-

Introduced by Council Member _____

RESOLUTION ACCEPTING THE RESIGNATION OF PEDRO MENDOZA FROM THE HAYWARD YOUTH COMMISSION AND APPOINTING NUBIA PINA TO FULFILL PEDRO MENDOZA’S TERM

WHEREAS, Mr. Pedro Mendoza was selected as a Hayward Youth Commission alternate on June 28, 2011, and he was appointed as a regular member of the Hayward Youth Commission on June 26, 2012.

WHEREAS, the Council hereby accepts the resignation of Pedro Mendoza from the Hayward Youth Commission; and commends him for his civic service to the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that Ms. Nubia Pina will be selected from the Hayward Youth Commission Alternate List to fill Mr. Mendoza’s term, which will expire June 30, 2014.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012.

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 Clerk Miriam Lens

This is to inform you that Pedro Mendoza has notified me that, due to his job, he will not be able to commit fully to the Hayward Youth Commission and therefore he would like to resign. I understand he has also called your office to inform your office that he wishes to resign. We recommend moving Nubia Pina from an alternate to a voting member.

Thank you,

Mike Maine

Recreation Coordinator II

Hayward Area Recreation and Park District

(510) 888-0211 PHONE

(510) 670-7282 FAX

maim@haywardrec.org

Continuing to Create Community through People, Parks and Programs.....

DATE: December 18, 2012

TO: Mayor and City Council

FROM: Assistant City Manager

SUBJECT: Introduction of a Second Amendment to the Ordinance Providing Interim Relief from Certain Inclusionary Housing Provisions to Extend the Relief Ordinance for a Twelve-Month Period and to Authorize the City Council to Adopt Further Extensions by Resolution

RECOMMENDATION

That the City Council:

- 1) Adopts the attached resolution (Attachment I) finding that the attached Second Amendment to the Ordinance Providing Interim Relief from Certain Inclusionary Housing Provisions is exempt from environmental review pursuant to CEQA Guidelines Section 15061(b)(3); and
- 2) Introduces the attached Second Amendment to the Ordinance Providing Interim Relief from Certain Inclusionary Housing Provisions (Attachment II), extending the Relief Ordinance for an additional twelve months and authorizing the City Council to adopt further extensions by resolution.

BACKGROUND

On December 14, 2010, the City Council introduced an ordinance that provided interim relief from certain inclusionary housing provisions (the Relief Ordinance) and subsequently adopted the ordinance on January 18, 2011. The Relief Ordinance enacted the following temporary measures to the City's Inclusionary Housing Ordinance (IHO) effective until December 31, 2012:

- Reduced the inclusionary housing percentage from 15% to 10% for single-family housing and to 7.5% for condominiums, townhomes, and other attached housing;
- Allowed developers to pay inclusionary housing in-lieu fees "by right" rather than providing units on site, at the developers' option;
- Allowed developers to defer payment of inclusionary in-lieu fees until close of escrow or up to one year after issuance of a certificate of occupancy; and
- In compliance with recent case law, it exempted rental housing developments approved without a subdivision or condominium map from any inclusionary requirements – unless they received City assistance of some type.

In response to recommendations from staff and members of the development community, on November 15, 2011, the City Council introduced an ordinance that clarified certain provisions of the Relief Ordinance (the First Amendment to the Relief Ordinance). In addition to some minor language clarifications, the following are the three major areas that the First Amendment to the Relief Ordinance clarified:

- 1) Timing of Payment of In-lieu fees. To set a clear timeline, it stipulated that discretionary approvals must be received by December 31, 2012, that building permits must be received by December 31, 2014, and that the in-lieu fees must be paid upon receipt of a certificate of occupancy or at the time of final inspection if no occupancy permit is required for a dwelling unit.
- 2) Provisions Applicable to Residential Ownership Projects Section. This section was reworded to further clarify that detached single-family home projects are subject to a 10% affordability requirement and attached single-family projects are subject to a 7.5% affordability requirement under the interim relief provisions.
- 3) Amendments to Existing Inclusionary Housing Agreements. A section was added to allow the City Manager to execute amendments to Inclusionary Housing Agreements (IHAs) to allow provisions of the Relief Ordinance to apply to projects subject to those IHAs or other regulatory agreements under the original ordinance provisions but that have not yet been built.

Neither the Relief Ordinance nor the First Amendment to the Relief Ordinance modified the City's existing inclusionary housing in-lieu fee of \$80,000 per inclusionary unit, as staff recommended that the City not modify any existing fees until the impacts of Proposition 26 are further clarified.

DISCUSSION

The Housing Element is a mandatory component of a jurisdiction's General Plan. The long-term goal of the Housing Element is to ensure that jurisdictions provide for housing that fulfills the diverse needs of all economic segments of their communities. Among other things, State Housing Element law requires jurisdictions to address and, where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. In compliance with these regulations, the City's 2007-2014 Housing Element (HE) listed a set of policies and programs aimed at removing governmental constraints to housing development, including Policy 4.1, which establishes that the City shall review and adjust development standards, regulations, ordinances, and residential fees that are determined to be a constraint on the development of housing.

Consequently, the City identified several programs to implement this policy. One of them was the evaluation of the IHO to determine its impact on housing development, particularly in light of the recession that had already begun when the HE was being prepared. In order to achieve this, the City hired Keyser Marston Associates (Keyser Marston) to conduct a nexus study. The main goal of a nexus study is to determine the effects of market-rate housing construction on the need for affordable housing. Keyser Marston's study also attempted to calculate the affordable housing cost

differential (the subsidy or differential needed to provide market-rate housing at affordable rents or prices) and to review best practices for calculating in-lieu fees. In light of the study's conclusions and recommendations, the City adopted the Relief Ordinance.

Since the introduction of the Relief Ordinance, particularly during the second part of 2012, the U.S. housing market has started to show signs of recovery, with California and the Bay Area leading the way according to most statistics. In fact, according to Data Quick¹ “[t]he number of homes sold in the Bay Area increased on a year-over-year basis for the sixteenth month in a row in October while the median price paid rose for the sixth month...” Additionally, sales of new and resale homes in the nine-county Bay Area were up 13.8% in October compared to the previous month and up 21% from October 2011.

According to the report, the median price of a home in the Bay Area was \$416,000 in October, up 18.9% from \$350,000 in October a year ago. More importantly, according to DataQuick, sales of distressed properties (the combination of foreclosure resales and short sales) made up about 33% of the resale market in October, down from about 38% in September and about 63% in October 2011. In sum, “The housing market, for a large number of factors, is perceived as having turned a corner.”²

However, according to the DataQuick, it is unclear how much of today's apparent price increase reflects actual growth, and how much reflects a change in market characteristics. According to other studies, a number of factors are affecting housing markets across the state, but the major ones are foreclosure levels and employment.³ To others, the housing market's recovery is still uneven and has a long way to go. They also warn that a global slowdown, looming spending cuts, and tax increases may slow down the recovery.⁴

On the other hand, according to the California Association of Realtors (CAR), rising homes prices are once again having an impact on housing affordability. CAR's newly released Housing Affordability Index (HAI), which is considered to be the most fundamental measure of housing well-being for homebuyers in the state, fell to 49% in the third quarter of 2012 from 51% in the third quarter last year.⁵

The residential market in Hayward has, for the most part, behaved like the state's market⁶, except that the housing recovery has not yet translated into an increase in new residential construction or an increase in the issuance of building permits resulting from new development applications. During 2012, no residential developer benefitted from the provisions of the Relief Ordinance and, as of the date of this report, there are no new applications for residential developments that may receive

¹ <http://www.dqnews.com>. *Bay Area Home Sales and Prices Up*. November 14, 2012.

² <http://www.latimes.com/business>. *October home sales hit 3-year high; prices up 17% year over year*. November 14, 2012

³ <http://www.bizjournals.com/sanfrancisco>. *California's housing market sees mixed recovery*. November 19, 2012.

⁴ <http://www.mercurynews.com>. *Housing market continued to improve in October*. November 19, 2012

⁵ <http://www.car.org>. *3rd Quarter California Housing Affordability*. November 12, 2012.

⁶ According to a report released by the Bay East Association of Realtors in October, the median sales price of attached and detached homes in Hayward increased by 14.48% and 25.85% respectively; the average listing prices increased 10.28% and 9.64% ; and the average number of days on the market increased by 52.56% and 16.01%.

discretionary approvals during 2013. Thus, it is uncertain whether residential construction activity will significantly increase in 2013.

In consideration of this, staff is recommending that Council extend the inclusionary housing relief provisions for twelve months. If, during this time, there is a permanent change in housing fundamentals that also translates into an increase in local construction activity, staff will conduct a nexus study similar to the one conducted by Keyser Marston to either reinstate or permanently modify the IHO, or to further amend the Relief Ordinance.

Staff is also requesting that Council authorizes further extensions of the Relief Ordinance by resolution in case there is not a significant and permanent change in the housing market and/or a noticeable increase in residential construction activity over the next year. These resolutions would still need to return to Council for consideration and adoption.

CEQA Review: This Second Amendment to the Relief Ordinance is exempt from CEQA because it will not have any significant effect on the environment. It only affects the affordability of residences constructed in the City and contains no provisions affecting the physical design or development of residences. (CEQA Guidelines Section 15061(b)(3)).

ECONOMIC IMPACT

As with the initial Relief Ordinance, the Second Amendment is designed to mitigate the effects of a recessionary housing market and stimulate new residential construction and new jobs, encouraging projects that have received discretionary approvals to move forward to construction. By extending the Relief Ordinance, the City hopes to continue to improve the viability of marginally feasible residential projects.

FISCAL IMPACT

Fiscal impacts to the City of Hayward could be moderately positive, to the extent that residential developments are encouraged to proceed, in which case the City would gain additional building permit fee revenue, transfer taxes, and property taxes from new housing development of all types.

PUBLIC CONTACT

Staff has alerted market-rate and affordable housing developers, and other interested parties of this Second Amendment to the Relief Ordinance via phone calls and emails.

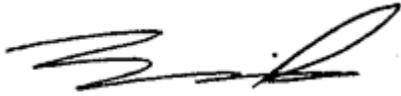
NEXT STEPS

If the City Council introduces the proposed Second Amendment to the Relief Ordinance, staff will return to the City Council on January 22, 2013 for its adoption. No additional Council action will be required beyond that date unless the IHO is later reinstated or permanently modified, or the Relief Ordinance is further amended.

Prepared by: Omar Cortez, Housing Development Specialist

Recommended by: Kelly McAdoo, Assistant City Manager

Approved by:



Fran David, City Manager

Attachment I CEQA Resolution

Attachment II Interim Relief Ordinance

HAYWARD CITY COUNCIL

RESOLUTION NO. 12-__

RESOLUTION FINDING THAT THE ENACTMENT OF AN ORDINANCE PROVIDING INTERIM RELIEF FROM CERTAIN INCLUSIONARY HOUSING PROVISIONS IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

WHEREAS, the City Council of the City of Hayward has reviewed the provisions of Hayward Municipal Code Chapter 10, Article 17, the Inclusionary Housing Ordinance, in order to consider economic relief measures and to stimulate appropriate housing development in the City of Hayward; and

WHEREAS, the City Council has reviewed the information contained in the proposed "Ordinance Providing Interim Relief from Certain Inclusionary Housing Provisions" (the "Relief Ordinance") and the accompanying staff report and attachments thereto at a duly noticed meeting on December 18, 2012.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF HAYWARD hereby finds that the proposed Ordinance Providing Interim Relief from Certain Inclusionary Housing Provisions is exempt from CEQA because it can be seen with certainty that there is no possibility that the adoption of the proposed Relief Ordinance may have a significant effect on the environment, in that the Relief Ordinance affects only the affordability of residences constructed in the City of Hayward and contains no provisions modifying the physical design, development, or construction of residences (CEQA Guidelines Section 15061(b)(3)).

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2012.

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

ORDINANCE NO. _____

AN ORDINANCE PROVIDING INTERIM RELIEF FROM CERTAIN INCLUSIONARY HOUSING PROVISIONS

THE CITY COUNCIL OF THE CITY OF HAYWARD DOES ORDAIN AS FOLLOWS:

Section 1. Purpose. The purpose of this Ordinance is to provide incentives for the construction of residential dwelling units in the City of Hayward during a period in which residential construction has declined in the State of California and in the United States as a whole.

Section 2. Interim Relief Provisions. Notwithstanding the provisions of Chapter 10, Article 17, "Inclusionary Housing Ordinance," of the Hayward Municipal Code, the provisions of this Ordinance shall be applicable to Dwelling Units in Residential Development Projects which have: (a) received all discretionary planning approvals by December 31, 2013; and (b) obtained building permits by December 31, 2015. However, the provisions of this Ordinance do not apply to any Residential Development Projects or Dwelling Units that provided Affordable Units or paid In-Lieu Fees prior to the effective date of this Ordinance.

DEFINITIONS

The capitalized terms set forth in this Ordinance shall have the same meaning as in Chapter 10, Article 17, "Inclusionary Housing Ordinance," of the Hayward Municipal Code, except that the following terms are additionally defined for the purposes of this Ordinance:

(a) "Residential Ownership Project" is defined as a Residential Development Project that includes the creation of twenty (20) or more Dwelling Units that may be sold individually, including but not limited to condominiums, townhomes, stock cooperatives, community apartments, and attached or detached single-family homes. A Residential Ownership Project also includes a condominium conversion.

(b) "Residential Rental Project" is defined as a Residential Development Project that includes the creation of twenty (20) or more Dwelling Units that cannot be sold individually.

PROVISIONS APPLICABLE TO RESIDENTIAL OWNERSHIP PROJECTS

(a) Percentage of Affordable Units. In a Residential Ownership Project, ten percent (10%) of all Dwelling Units consisting of detached single-family homes, and seven and one-half percent (7.5%) of those Dwelling Units that consist of attached homes, including but not limited to townhomes and condominiums, shall be Affordable Units that are sold to moderate income households at Affordable Ownership Housing Cost as specified in Section 10-17.210 of the Hayward Municipal Code for "Owner-Occupied Residential Development Projects."

(b) Payment of In-Lieu Fees. As an alternative to the provision of Affordable Units as required by subsection (a), an applicant for a Residential Ownership Project may choose to pay In-Lieu Fees as established by resolution of the City Council from time to time at its sole discretion.

(c) Selection of Alternative. An application for the first approval of a Residential Ownership Project subject to subsection (a) shall describe whether the applicant elects to comply with subsection (a) or (b), or a combination of those subsections. If an applicant elects to comply with subsection (a), then all other requirements of Chapter 10, Article 17 apply, including but not limited to the provision of an Inclusionary Housing Plan and Inclusionary Housing Agreement.

PROVISIONS APPLICABLE TO RESIDENTIAL RENTAL PROJECTS

(a) No Requirement for Affordable Units. No Affordable Units are required to be included in a Residential Rental Project which does not receive City assistance as described in subsection (b).

(b) Provision of City Assistance. For Residential Rental Projects for which the applicant requests and receives a direct City financial contribution or any form of assistance specified in Chapter 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code, Affordable Units may be required by the City pursuant to the terms of that assistance. As a condition of the City's assistance, the City shall require that the applicant agree by contract with the City to the limitation on rents in consideration for the city's assistance, to ensure compliance with the Costa-Hawkins Act (Chapter 2.7 of Title 5 of Part 4 of Division 3 of the Civil Code).

TIME OF PAYMENT OF IN-LIEU FEES

For a Dwelling Unit that obtains a building permit by December 31, 2015, any required In-Lieu Fees for that Dwelling Unit shall be due and payable at the time a certificate of occupancy is issued for that Dwelling Unit or at the time of final inspection should no occupancy permit be required for the Dwelling Unit.

AMENDMENTS TO EXISTING INCLUSIONARY HOUSING AGREEMENTS

The City Manager is authorized to execute amendments to existing agreements implementing the City's Inclusionary Housing Ordinance consistent with the provisions of this Ordinance.

EXTENSION OF INTERIM RELIEF PROVISIONS

The City Council may by resolution extend the period in which the provisions of this Ordinance are applicable, provided that the City Council finds that an extension of the Ordinance will mitigate the effects of a recessionary housing market and stimulate new residential construction by enhancing the feasibility of Residential Development Projects.

INCLUSIONARY HOUSING ORDINANCE

All provisions of Chapter 10, Article 17, "Inclusionary Housing Ordinance," Hayward Municipal Code, which do not conflict with this Ordinance shall remain in full force and effect.

Section 3. Severance. Should any part of this ordinance be declared by a final decision of a court or tribunal of competent jurisdiction to be unconstitutional, invalid, or beyond the authority of the City, such decision shall not affect the validity of the remainder of this ordinance, which shall continue in full force and effect, provided that the remainder of the ordinance, absent the unexcised portion, can be reasonably interpreted to give effect to the intentions of the City Council.

Section 4. Effective Date. In accordance with the provisions of Section 620 of the City Charter, this ordinance shall become effective 30 days from and after the date of its adoption.

INTRODUCED at a regular meeting of the City Council of the City of Hayward, held the _____ day of _____, 2012, by Council Member _____.

ADOPTED at a regular meeting of the City Council of the City of Hayward, held the _____ day of _____, 2012, by the following votes of members of said City Council.

AYES: COUNCIL MEMBERS:

MAYOR:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED: _____
Mayor of the City of Hayward

DATE: _____

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward