

# **CITY OF HAYWARD**

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)



CITY OF  
**HAYWARD**  
HEART OF THE BAY

## **Agenda**

**Thursday, September 19, 2019**

**5:30 PM**

**Airport Administration Building Meeting Room**

**Council Airport Committee**

**CALL TO ORDER****Pledge of Allegiance: Council Member Zermeño****ROLL CALL****PUBLIC COMMENTS:**

(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda as well as items on the agenda. The Committee 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 Committee is prohibited by State law from discussing items not listed on the agenda, any comments on items not on the agenda will be taken under consideration without Committee discussion and may be referred to staff.)

**APPROVAL OF MINUTES**

1. [MIN 19-104](#) Approval of Minutes of the Council Airport Committee Meeting on April 25, 2019

**Attachments:** [Attachment I 04-25-19 CAC Minutes](#)

**REPORTS/ACTION ITEMS**

2. [ACT 19-162](#) Second Amendment to the Existing Ground Lease with Mahabal Hospitality, LLC.

**Attachments:** [Attachment I Staff Report](#)  
[Attachment II Mahabal Parcel Map](#)  
[Attachment III Ramesta Parcel Map](#)

3. [ACT 19-161](#) 22005 Skywest Drive: Assignment/Assumption of Lease with William Field

**Attachments:** [Attachment I Staff Report](#)  
[Attachment II Parcel Map](#)

4.      [RPT 19-331](#)      Hangar Condition Assessment - Project Update

**Attachments:**    [Attachment I Staff Report](#)  
                         [Attachment II Hangar Condition Assessment Report](#)  
                         [Attachment III Airport CIP for FY2020-FY2029](#)

**FUTURE AGENDA ITEMS**

5.      [RPT 19-332](#)      Updated 2020 Agenda Planning Calendar

**Attachments:**    [Attachment I Staff Report](#)

**COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**

**ADJOURNMENT**

**NEXT REGULAR MEETING - 5:30PM, THURSDAY, JANUARY 23, 2020**



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**File #:** MIN 19-104

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**DATE:** September 19, 2019

**TO:** Council Airport Committee

**FROM:** Director of Public Works

**SUBJECT**

Approval of Minutes of the Council Airport Committee Meeting on April 25, 2019

**RECOMMENDATION**

That the Committee reviews and approves the April 25, 2019 Council Airport Committee (CAC) meeting minutes.

**SUMMARY**

The April 25, 2019 Council Airport Committee (CAC) meeting minutes are presented for Committee review and approval.

**ATTACHMENTS**

Attachment I: April 25, 2019 Council Airport Committee (CAC) Meeting Minutes



DATE: September 19, 2019

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT: Approval of Minutes of the Council Airport Committee (CAC) Meeting held on April 25, 2019

#### CALL MEETING TO ORDER

Council Member (CM) Zermeño called the meeting to order at 5:30 p.m. with CM Salinas and CM Wahab present.

City Staff: Alex Ameri, Director of Public Works  
Doug McNeeley, Airport Manager  
Pamela Svrclin, Airport Operations Supervisor  
Todd Strojny, Airport Business Supervisor  
Ara Balian, Airport Operations Specialist  
Amy Toste, Senior Secretary

#### Members of the Public Present:

Scott Briggs	Bruce King	Carlos Rodrigues
Ken Forester	Steven King	Barry Stockli
David Gregerson	Ann Maris	

#### PUBLIC COMMENTS

Bruce King, Ann Maris, and Steven King, representatives from Friends of San Lorenzo Creek, spoke about the Sulphur Creek Mitigation Project. Bruce King provided suggestions for 18 potential mitigation sites in an email dated April 11, 2019. Staff was directed to respond to the questions/comments contained in the email from Mr. King.

Howard Beckman did not attend the CAC meeting but requested that Bruce King read a statement. Mr. Beckman requested a new noise report format.

Council Member Wahab asked how staff responds to the public comments. Director Ameri responded that staff will send a written response to the CAC.

**1. Approval of Minutes for January 10, 2019**

Minutes approved as submitted.

**2. New Lease with the Federal Aviation Administration for Control Tower Space at Hayward Executive Airport**

Airport Manager Doug McNeeley presented the report. A new lease with a 5-year term will generate additional revenue.

Council Member Salinas asked if the lease would be re-negotiated if the Airport builds a new tower within the 5-year period. Mr. McNeeley responded affirmatively.

Council Member Zermeño asked why the new lease was not a 10-year term. Mr. McNeeley answered that five years is the FAA standard for leases.

**Public Comments**

None.

A motion was made by Council Member Salinas and seconded by CM Wahab to recommend approval to City Council. The motion passed unanimously.

**3. Installation of Solar Technologies at Hayward Executive Airport**

Airport Manager Doug McNeeley presented the report. The Airport is a potential site for the installation of solar technology, subject to FAA approval.

Discussion between Airport Manager McNeeley, Director Ameri, and the Council Members ensued on the role of East Bay Community Energy (EBCE), tariffs for the purchase of excess energy produced by the solar panels, the costs for solar installations, and the goal of the airport increasing its sustainability.

Council Member Wahab expressed her preference for the Airport to add enough solar panels to generate 2 megawatts of energy to cover both current and future needs.

Council Member Zermeño asked if airport businesses interested in solar could be included in the two-year FAA study. Mr. McNeeley answered that the Airport can only apply for its own buildings and that other businesses would have to submit their own applications for FAA review.

**Public Comments**

Mr. Stockli, a long-time hangar tenant, spoke in support of solar technology installation at the Airport.

A motion was made by Council Member Salinas and seconded by CM Wahab to recommend that staff apply for the FAA review process. The motion passed unanimously.

#### **4. Summary of Air Traffic at Hayward Executive Airport**

Mr. McNeeley presented the report outlining recent trends in air traffic at the airport.

Council Member Zermeno was impressed by the number of international flights and asked if the information contained in the staff report could be shared on the City's website.

#### **Public Comments**

None.

#### **5. Annual Evaluation of 2018 Airport Noise Program**

Airport Operations Specialist Ara Balian presented the report. He provided charts that illustrated: 1) Total Operations vs. Total Complaints, 2) Total Operations vs. Exceedances, 3) Total Complaints by Household, and 4) Total Complaints vs Exceedances.

The committee discussed the frequency of reports for the Noise Program.

A motion was made by CM Wahab and seconded by CM Salinas to commence with an annual report of the Noise Program. The motion passed unanimously.

The evaluation of the 2019 Airport Noise Program will be on the CAC agenda for January 2020.

#### **Public Comments**

None.

#### **6. 2019 Agenda Planning Calendar**

Airport Manager McNeeley asked for suggestions on the proposed calendar.

#### **Public Comments**

None.

#### **Committee Member/Staff Announcements and Referrals**

Council Member Zermeno expressed concerns about the next big earthquake and requested a report on the airport's emergency plan.

## ADJOURNMENT

The meeting adjourned at 6:29 p.m.

## MEETING ATTENDANCE

	Present at 04/25/2019 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Mark Salinas	✓	4	0	0
Aisha Wahab	✓	2	0	0
Francisco Zermeño	✓	4	0	0





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**File #:** ACT 19-162

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**DATE:** September 19, 2019

**TO:** Council Airport Committee

**FROM:** Director of Public Works

**SUBJECT**

Second Amendment to the Existing Ground Lease with Mahabal Hospitality, LLC.

**RECOMMENDATION**

That the Council Airport Committee (CAC) reviews this report and recommends approval by Council.

**SUMMARY**

In November 2017, the City entered into a lease agreement with a developer to build two new hotels on vacant airport parcels. Plans and specifications for each site are currently under final review and construction on the Home2Suites hotel on Hesperian Boulevard is expected to commence shortly.

Prior to construction of the first hotel, the FAA requested additional information related to its siting and proximity to protected airspace. A seven-month delay in approval of the revised Airport Layout Plan (ALP) and property release documents by the FAA caused construction of the Hyatt Place development to be pushed back to 2020, which is outside the lease-mandated two-year construction timeline of no later than November 2019. Accordingly, an amendment is required that would extend the Hyatt Place construction period from November 2019 to November 2020.

If this action is approved by the Committee, the item will be tentatively placed on the Council agenda for October 1, 2019.

**ATTACHMENTS**

Attachment I	Staff Report
Attachment II	Mahabal (Hyatt) Parcel Map
Attachment III	Ramesta (Home2Suites) Parcel Map



DATE: September 19, 2019

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT: Second Amendment to the Existing Ground Lease with Mahabal Hospitality, LLC

#### RECOMMENDATION

That the Council Airport Committee (CAC) reviews this report and recommends approval by Council.

#### SUMMARY

In November 2017, the City entered into a lease agreement with a developer to build two new hotels on vacant airport parcels. Plans and specifications for each site are currently under final review and construction on the Home2Suites hotel on Hesperian Boulevard is expected to commence shortly.

Prior to construction of the first hotel, the FAA requested additional information related to its siting and proximity to protected airspace. A seven-month delay in approval of the revised Airport Layout Plan (ALP) and property release documents by the FAA caused construction of the Hyatt Place development to be pushed back to 2020, which is outside the lease-mandated two-year construction timeline of no later than November 2019. Accordingly, an amendment is required that would extend the Hyatt Place construction period from November 2019 to November 2020.

If this action is approved by the Committee, the item will be tentatively placed on the Council agenda for October 1, 2019.

#### BACKGROUND

Over the past several years, staff developed a plan to market non-aeronautical parcels on Airport property. The City was approached by a developer who expressed interest in three parcels for the potential development of two hotels. This interest culminated in an agreement between the two parties, and on November 14, 2017, Council approved ground lease

agreements between the City and both Ramesta Hospitality, LLC (for the Home2Suites hotel on Hesperian Boulevard), and Mahabal Hospitality, LLC (for the Hyatt Place hotel at the corner of West A Street and Skywest Drive). In October 2018, a First Amendment was approved by Council in order to finalize financing requirements with the developer's lender for each lease.

## DISCUSSION

The developer is in the process of preparing plans and specifications for the first hotel, which will be a Home2Suites on Hesperian Boulevard near the corner of Skywest Drive. Construction is expected to commence soon, with the hotel fully operational by the summer of 2020. The other hotel, which will be a Hyatt Place on the corner of Skywest Drive and West A Street, is expected to break ground by January 2020. As noted in prior reports, both leaseholds are approximately 160,000 square feet and will contain the following features and amenities:

- A minimum of 110 rooms;
- A banquet facility that seats approximately 150 persons, and can be subdivided into smaller rooms;
- A swimming pool;
- A nationally branded, stand-alone restaurant at the Hyatt that is approximately 6,000 square feet in size; and
- A small, ancillary retail store at Home2Suites

## FAA Approval

All proposed airport capital improvement projects are subject to review and advance approval by the Federal Aviation Administration (FAA). In this case, the required documents for approval included a revised Airport Layout Plan (ALP), an approved airspace study, and completion of an FAA property release for non-aeronautical purposes. All the documents were submitted to the FAA in a timely manner in mid-2018. However, the FAA did not respond expeditiously because the local FAA Airports District Office (ADO) is significantly understaffed, and because the FAA requested additional information including the preparation of a site plan and a drawing depicting the hotels in relation to the Federal Regulation, Title 14 Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, (Part 77) protected airspace. These and additional tasks required the assistance of an aviation consultant. This process and the coordination necessary with FAA staff were unanticipated and delayed approval.

## Status of Hotel Construction

The FAA delay in approval has affected construction milestones. The ground lease with the hotel developers requires that construction for each hotel commence no later than November 30, 2019, or two years from the effective date. Construction of the Home2Suites project

should commence by this deadline, but the Hyatt Place hotel will not break ground until 2020. As a result, the lease with Mahabal Hospitality, LLC must be amended to permit a revised construction date.

## ECONOMIC IMPACT

The hotel developments will generate work for skilled and unskilled tradespeople during the construction phase, and retail/service sector jobs after the hotels are built.

## FISCAL IMPACT

Once a Certificate of Occupancy is issued, the Airport Operating Fund will realize a revenue increase of approximately \$210,000 per year from each hotel, or an annual total of \$420,000. Additional economic impact from transient occupancy tax, sales tax, and property user's tax will be approximately \$500,000 per site, which will benefit the City's General Fund. Furthermore, the City's General Fund will benefit from additional business license fees and sales/transient occupancy tax.

## STRATEGIC INITIATIVES

The projects associated with this agenda item support the Complete Communities Strategic Initiative. The purpose of the Complete Communities strategy is to create and support structures, services, and amenities to provide inclusive and equitable access with the goal of becoming a thriving and promising place to live, work, and play for all. These projects support the following goal and objectives:

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

Objective 1: Increase neighborhood safety and cohesion.

Objective 2: Foster a sense of place and support neighborhood pride.

## SUSTAINABILITY FEATURES

The Airport is strongly committed to developing projects that are environmentally responsible. Therefore, staff is ensuring that all plans proposed by the developer incorporate features that are in line with the City's sustainability guidelines.

## PUBLIC CONTACT

This topic was discussed at the Council Airport Committee meeting of October 12, 2017, with unanimous support expressed for the project. Furthermore, the projects were approved by

Council on November 14, 2017. The First Amendment for both developments was reviewed and approved by Council on October 16, 2018.

#### NEXT STEPS

If recommended by the Committee and approved by Council on October 1, 2019, Airport staff will prepare and execute the Second Amendment.

Prepared by: Doug McNeeley, Airport Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', is written over a horizontal line.

---

Kelly McAdoo, City Manager













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**File #:** ACT 19-161

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**DATE:** September 19, 2019

**TO:** Council Airport Committee

**FROM:** Director of Public Works

**SUBJECT**

22005 Skywest Drive: Assignment/Assumption of Lease with William Field

**RECOMMENDATION**

That the Council Airport Committee (CAC) reviews this report and recommends approval by Council.

**SUMMARY**

William "Bud" Field entered into a lease with the City of Hayward in 1999 for the leasehold located at 22005 Skywest Drive. Upon his passing in 2010, the company was transferred to a trust that bears his name and operates as Bud Field Aviation, Incorporated. The Trustee has requested that lease rights be conveyed from William Field (as an individual) to Bud Field Aviation, Inc.

If this action is approved by the Committee, the item will be tentatively placed on the Council agenda for October 1, 2019.

**ATTACHMENTS**

Attachment I	Staff Report
Attachment II	Parcel Map





DATE: September 19, 2019

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT: 22005 Skywest Drive: Assignment/Assumption of Lease with William Field

#### RECOMMENDATION

That the Council Airport Committee (CAC) reviews this report and recommends approval by Council.

#### SUMMARY

William “Bud” Field entered into a lease with the City of Hayward in 1999 for the leasehold located at 22005 Skywest Drive. Upon his passing in 2010, the company was transferred to a trust that bears his name and operates as Bud Field Aviation, Incorporated. The Trustee has requested that lease rights be conveyed from William Field (as an individual) to Bud Field Aviation, Inc.

If this action is approved by the Committee, the item will be tentatively placed on the Council agenda for October 1, 2019.

#### BACKGROUND

Mr. William “Bud” Field became an individual tenant at Hayward Executive Airport in 1983. Mr. Field entered into a 48-year commercial lease agreement with the airport in December 1999 for the parcel located at 22005 Skywest Drive, which had been vacant since 1990. His company, Bud Field Aviation, Inc., primarily provides aircraft storage service in a hangar building constructed at this address.

#### DISCUSSION

Mr. Field passed away in February 2010, but the operation of his company continues to the present day as Bud Field Aviation, Inc. Jim Bowers is the Trustee of the William Field 2009 Living Trust and oversees the daily operation of the business. To perfect the record, he has requested that the commercial ground lease be assigned from Bud Field, an individual, to Bud

Field Aviation, Inc. The Trustee and the heirs to the Bud Field estate are contemplating a sale of the existing hangar, and the Trustee states that this action will simplify and facilitate such a sale. All other terms of the lease will remain unchanged. In addition, the City Attorney has reviewed the transfer documents as to form.

#### STRATEGIC INITIATIVES

This agenda item pertains to development at the Airport and does not directly relate to one of the Council's Strategic Initiatives.

#### ECONOMIC IMPACT

No economic impact is associated with this administrative change to the lease.

#### FISCAL IMPACT

No fiscal impact is associated with this action above and beyond the existing rent amount, which is approximately \$28,000 per year.

#### SUSTAINABILITY FEATURES

No sustainability features are associated with this report.

#### PUBLIC CONTACT

The agenda and staff report for this item have been posted on the City's website and distributed to interested parties.

#### NEXT STEPS

If recommended by the Committee, this item will be forwarded to Council for consideration.

Prepared by: Doug McNeeley, Airport Manager

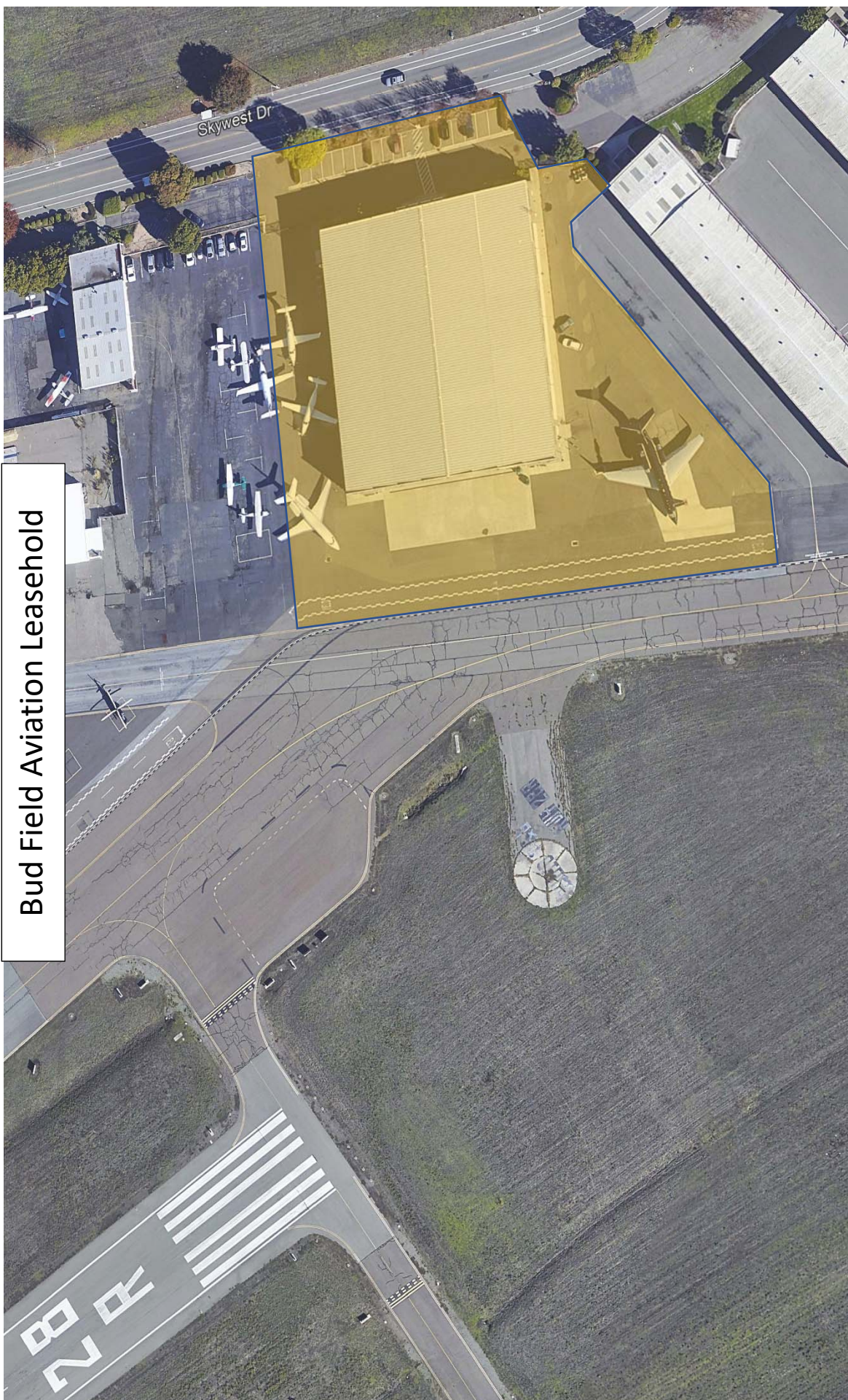
Recommended by: Alex Ameri, Director of Public Works

Approved by:



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Kelly McAdoo, City Manager



Bud Field Aviation Leasehold





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**File #:** RPT 19-331

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**DATE:** September 19, 2019

**TO:** Council Airport Committee

**FROM:** Director of Public Works

**SUBJECT**

Hangar Condition Assessment - Project Update

**RECOMMENDATION**

That the Council Airport Committee (CAC) reviews and comments on the information provided in the staff report.

**SUMMARY**

The FY 2019 Capital Improvement Program for Hayward Executive Airport (HWD) includes a Hangar Condition Assessment (HCA) project to physically evaluate Airport-owned hangars. To accomplish this project, airport staff issued a Request for Proposals (RFP) and selected Kimley-Horn as the primary consultant. In turn, they selected subcontractor Faithful+Gould to perform the on-site work based in part on their building evaluation experience at airports. The HCA was conducted in August 2018. The hangars were originally constructed in phases over a period of years, and the report concluded that they are all in serviceable condition with ratings of "fair" to "poor." A capital budget of \$16.6 million is recommended to address current needs.

**ATTACHMENTS**

Attachment I	Staff Report
Attachment II	Hangar Condition Assessment Report
Attachment III	Airport CIP for FY2020-FY2029



DATE: September 19, 2019

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT: Hangar Condition Assessment – Project Update

#### RECOMMENDATION

That the Council Airport Committee (CAC) reviews and comments on the information provided in the staff report.

#### SUMMARY

The FY 2019 Capital Improvement Program for Hayward Executive Airport (HWD) includes a Hangar Condition Assessment (HCA) project to physically evaluate Airport-owned hangars. To accomplish this project, airport staff issued a Request for Proposals (RFP) and selected Kimley-Horn as the primary consultant. In turn, they selected subcontractor Faithful+Gould to perform the on-site work based in part on their building evaluation experience at airports. The HCA was conducted in August 2018. The hangars were originally constructed in phases over a period of years, and the report concluded that they are all in serviceable condition with ratings of “fair” to “poor.” A capital budget of \$16.6 million is recommended to address current needs.

#### BACKGROUND

The Hayward Executive Airport (HWD) operates as a financially independent enterprise fund. Through the administration of user fees and charges, as well as federal and state grants, the Airport finances all its operations, including a Capital Improvement Program (CIP). The Airport’s ten-year CIP budget is estimated at \$26.2 million and includes projects primarily intended to enhance safety and capacity at the Airport.

The Airport owns and maintains twenty-one structures, including a control tower building, a maintenance shelter, and nineteen hangar buildings. These structures vary in age and condition, and all are in current use. Although the hangar buildings are in serviceable condition, known issues include roof leaks and difficulties in the operation of sliding doors. The airport maintenance staff provides routine repairs and responds to tenant requests. However, given the age of the structures and the nature of the issues, further study was deemed necessary before extensive repairs or rehabilitation work was undertaken.

## DISCUSSION

After soliciting consultants through a Request for Proposals (RFP), Kimley-Horn, along with their subconsultant Faithful+Gould, were selected to perform the Hangar Condition Assessment (HCA). The assessment, which included all City-owned hangars, was conducted over the course of one week in late August 2018. A detailed assessment of the condition of each hangar was produced and submitted for review in November 2018. Later, an executive summary was drafted, reviewed, and finalized (Attachment II).

### Report Findings

#### Hangar Conditions

A Facility Condition Index (FCI) is utilized by Faithful+Gould to determine the condition of a structure. By definition, the FCI is the current maintenance, repair, and replacement deficiencies divided by the current replacement value. Facilities noted as “good” have a score from 0% to 5%, “fair” structures score between 5% and 10%, “poor” includes values from 10% to 60%, and “very poor” is over 60%. Of the twenty structures analyzed, one scored as “good,” eight scored as “fair,” and the balance (eleven) scored as “poor.” The aggregate FCI score was 9.9%, between “fair” and “poor.” Of the eleven structures highlighted in the “poor” category, the scores were in the very upper end of the category. The estimated useful life remaining varies for each building due to the date of construction. The evaluation process is somewhat subjective and is utilized to highlight current needs, as well as the amount of expenditure required to extend the useful life of each structure. If the hangars are not improved over time, the total FCI score will decline.

#### Capital Expenditure Needs

The HCA notes two classes of expenditures: 1) immediate capital needs; and 2) total capital needs over the next ten years. Approximately \$7.9 million of the total of \$16.6 million is considered an immediate capital need, which is defined as projects that will elevate hangar conditions to a “fair” level. The total need is as follows:

	PROJECT TYPE	NUMBER OF BUILDINGS	AMOUNT
1	Hangar Door Replacement	19	7,309,250
2	Roof Replacement	20	7,019,061
3	Electrical Refurbishment	20	1,181,085
4	Slab Repair	19	887,800
5	Exterior Repainting	9	97,610
6	Flooring Finish Replacement	5	24,316
7	Plumbing Assessment	7	20,625
8	Ceiling Tile Replacement	2	15,300
9	Window Replacement	1	9,553
10	Water Heater Replacement	5	5,238
11	Interior Plumbing Replacement	1	1,531
12	Millwork Replacement	2	1,497

As highlighted above, the majority of expenditures are classified as either hangar door replacements, roof replacements, electrical refurbishments, or slab repairs. On average, each of the 19 hangar buildings will require an investment of approximately \$350,000, or an average of \$32,200 per hangar, to achieve a “fair” FCI. The larger projects, such as roofing and hangar doors, will be completed in phases over the next 10 years based on condition. Those hangars with clear deficiencies will be addressed first and are discussed in greater detail below.

### Priority Level

The HCA further classified the expenditures into one of three categories of priority:

- Priority 1 – Currently Critical
- Priority 2 – Potentially Critical
- Priority 3 – Necessary/Not Critical

Most of the expenditure above can be classified as Priority 3.

### Level of Need Related to Allocation in Capital Improvement Program

Attachment III includes a copy of the Airport’s Capital Improvement Program for FY 2020 through FY 2029. Hangar improvement expenditures for the next ten years are noted in yellow highlight. About \$3.1 million is scheduled to be spent during that time, which represents approximately 40% of the total immediate need of \$7.9 million. While most of the funding is derived from Airport Operating funds, the rent increases of \$50,000 per year through FY 2022 support these improvements.

Airport staff worked with the consultant to identify and prioritize specific projects that matched the annual funding amounts in the CIP. This draft schedule of prioritized projects/expenditures was then presented to interested tenants at a meeting in July.

### Cost-Benefit Analysis

The chart below notes the year each hangar building was built, the useful life of both the hangar doors and roof, as well the cost to replace each building.

Hangar Building	Year Built	Useful Life (Roof)	Useful Life (Door)	Total Cost to Replace Building
EX 1	1978	30 (2008)	30 (2008)	5,568,000
EX 2	1988	30 (2018)	30 (2018)	8,832,000
A	1950	20 (1970)	30 (1980)	2,611,200
B	1968	30 (1998)	30 (1998)	3,673,600
C	1968	30 (1998)	30 (1998)	3,673,600
D	1968	30 (1998)	30 (1998)	3,673,600
E	1968	30 (1998)	30 (1998)	3,712,000
F	1983	30 (2013)	30 (2013)	3,315,200

Hangar Building	Year Built	Useful Life (Roof)	Useful Life (Door)	Total Cost to Replace Building
G	1983	30 (2013)	30 (2013)	3,315,200
H	1978	30 (2008)	30 (2008)	3,315,200
I	1978	30 (2008)	30 (2008)	3,315,200
J	1983	30 (2013)	30 (2013)	3,315,200
K	1983	30 (2013)	30 (2013)	3,315,200
L	1983	30 (2013)	30 (2013)	3,315,200
M	1983	30 (2013)	30 (2013)	2,649,600
N	1988	30 (2018)	30 (2018)	4,736,000
O	1988	30 (2018)	30 (2018)	5,542,400
P	1988	30 (2018)	30 (2018)	5,542,400
Q	1988	30 (2018)	30 (2018)	5,260,800
Maintenance Bay	1988	30 (2018)	30 (2018)	1,037,500

Most of the hangars were built over ten years between 1978 and 1988. For each building, both the roof and door systems have exceeded their useful lives. Please note that the term “useful life” is primarily used for accounting purposes to establish a depreciation schedule and does not suggest an absolute life limit for a structure. Although the total cost to replace each building reflects other variables, such as slab and electrical systems, the two most costly are associated with the roof and door and comprise a significant amount of the replacement cost.

The total replacement value (i.e., reconstructing each building) is almost \$80 million. However, the preferred option, which is to improve key hangar systems over time, will cost considerably less at \$16.6 million and extend the useful life of each without the cost of replacement.

#### Hangar Repair Plan for FY 2020

As noted in the chart below, staff is proposing to spend approximately \$1.5 million on certain projects during FY 2020. Many of the less complex projects, such as exterior repainting, flooring finish replacements, plumbing assessments, and ceiling tile replacements, will be funded through an existing project in the CIP. The more costly projects, such as hangar door repairs to the A hangar building, as well as roof repairs to the H and I hangar buildings and Executive hangar 1, may be funded through a loan or the issuance of bonds.



	PROJECT TYPE	NUMBER OF BUILDINGS	AMOUNT
1	Hangar Door Replacement	19	7,309,250
2	Roof Replacement	20	7,019,061
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11	Interior Plumbing Replacement	1	1,531
12	Millwork Replacement	2	1,497

#### POTENTIAL USE OF FUNDS IN FY 2020

PROJECT	FUNDING SOURCE	AMOUNT
Items 5-12 from list	CIP	175,670
Hangar doors - A row	TBD	234,000
Roof repair - Executive 1	TBD	549,188
Roof repair - H row	TBD	284,253
Roof repair - I row	TBD	284,253

#### Meeting with Tenants on July 17, 2019

City staff and representatives from Kimley-Horn and Faithful+Gould met with tenants and provided an overview of the results from hangar condition assessment on July 17, 2019. The full HCA report is posted on the Airport's website for public access via the following weblink:

<https://www.hayward-ca.gov/sites/default/files/airport/Full%20Hangar%20Condition%20Assessment%20Report.pdf>

#### ECONOMIC IMPACT

Infrastructure recommendations from the study that are to be incorporated into the Airport's Capital Improvement Program will foster employment opportunities for firms associated with the building trades. Furthermore, these projects will enhance the airport's desirability to the flying community and attract new customers that may purchase fuel, use local limousine and car rental companies, and patronize local restaurants and hotels.

#### FISCAL IMPACT

The Airport CIP has \$3.1 million scheduled for hangar improvements over the next ten years. In order to accommodate the full need of \$16.6 million, another source of funding will be required. One potential option includes pursuing either a loan or a bond in the amount of \$13.5 million, with payments distributed over a fifteen to twenty-year timeframe. Staff will continue to search and apply for Federal, State, or regional grants related to infrastructure improvements; however, grants are not typically available for revenue-producing projects.

As Airport Capital Improvement Program projects rely solely on revenues derived from Airport operations and monetary grants from the Federal Aviation Administration (FAA) and Caltrans, this project will not impact the General Fund.

#### STRATEGIC INITIATIVES

This agenda item pertains to the infrastructure and/or maintenance of various buildings located at the airport and does not directly relate to one of the Council's Strategic Initiatives.

#### SUSTAINABILITY FEATURES

Staff ensures all projects and developments proposed at Hayward Executive Airport meet or exceed the City's sustainability requirements.

#### PUBLIC CONTACT

Airport staff discussed the HCA as part of the April 13, 2017 and July 6, 2017 CAC meetings. In addition, the HCA has been informally discussed with tenants. This topic was discussed in a report at the CAC meeting of October 12, 2017 and approved by the CAC on February 1, 2018. Furthermore, the consultants briefed the tenants on the assessment process on August 27, 2018. As mentioned earlier, a follow-up meeting discussing assessment results and the FY 2020 expenditure plan was presented to tenants on July 17, 2019. As noted earlier, the Hangar Condition Assessment report is posted within the airport's section of the City's website.

#### NEXT STEPS

CAC Approval of FY 2020 Improvements	September 19, 2019
RFP/Selection of Contractors	November/December 2019
Award of Contracts	January 2020

Prepared by: Doug McNeeley, Airport Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



---

Kelly McAdoo, City Manager

## Executive Summary Report for Facility Condition Assessment Services

For  
Hayward Executive Airport  
20301 Skywest Drive  
Hayward, CA 94541



Date of Report: April 25, 2019

Provided By:

**Kimley-Horn/Faithful+Gould, Inc.**

Provided For:

**City of Hayward**

**Kimley»Horn**

Expect More. Experience Better.

**FAITHFUL+GOULD**

Member of the SNC-Lavalin Group



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# EXECUTIVE SUMMARY

## Introduction

In accordance with the agreement held between The City of Hayward and Kimley Horn/Kimley-Horn/Faithful+Gould Inc., this completed report provides a combined executive summary of the individual building Facility Condition Assessments for the Hayward Executive Airport.

This report provides an overview summary containing: a summary of the scope of the work provided, a summary of the buildings, a building expenditure summary, a distribution of immediate (year 1) needs by building system, prioritization of work and an identification of work type over the study period. A Facility Condition Index (FCI) is calculated for the facilities, which is used in Facilities Management to provide a benchmark to compare the relative condition of a group of facilities. The FCI is primarily used to support asset management initiatives of federal, state, and local government facilities organizations.

The report provides a summary of the anticipated primary expenditures over the 10-year study period. Further details of these expenditures are included within each respective report section and within the 10-year expenditure forecast, in Appendix A. We have included categorization for Priority 1 expenditures, which include Fire/Life Safety Equipment that must be replaced to maintain normal and necessary operation to the building's needs. Priority 1 items such as these may be considered for replacement due to industry standard useful life even if the asset is deemed operational during the time of assessment.

We note that the Current Replacement Values (CRVs) as outlined in this report are direct like-for-like replacements using construction methods and materials readily available at the time of a building's construction. As time progresses, upward pressures of inflation as well as evolution of building standards and codes will increase the overall construction costs of a given building. Our current replacement values only factor the current size, style, and construction type of the building. Any expansion, upgrade, or enhancement of the building type, architecture, or construction is not considered as part of The Current Replacement Value nor is accounted for in this report.

Our cost rates to produce life cycle and replacement cost estimates are based on our knowledge of the local regional market rates.



## Limiting Conditions

This report has been prepared for the exclusive and sole use of the City of Hayward. The report may not be relied upon by any other person or entity without the express written consent of Kimley-Horn/Faithful+Gould.

Any reliance on this report by a third party, any decisions that a third party makes based on this report, or any use at all of this report by a third party is the responsibility of such third parties. Any reuse without written verification or adaptation by Kimley-Horn/Faithful+Gould for the specific purpose intended will be at user's sole risk and without liability or legal exposure to Kimley-Horn/Faithful+Gould.

The assessment of the building/site components was performed using methods and procedures that are consistent with standard commercial and customary practice as outlined in ASTM Standard E 2018-15 for PCA assessments. As per this ASTM Standard, the assessment of the building/site components was based on a visual walk-through site visit, which captured the overall condition of the site at that specific point in time only.

No legal surveys, soil tests, environmental assessments, geotechnical assessments, detailed barrier-free compliance assessments, seismic assessments, detailed engineering calculations, or quantity surveying compilations have been made. No responsibility, therefore, is assumed concerning these matters. Kimley-Horn/Faithful+Gould did not design or construct the building(s) or related structures and therefore will not be held responsible for the impact of any design or construction defects whether or not described in this report. No guarantee or warranty expressed or implied, with respect to the property, building components, building systems, property systems, or any other physical aspect of The property is made.

The recommendations and our opinion of probable costs associated with these recommendations, as presented in this report, are based on walk-through non-invasive observations of the parts of the building which were readily accessible during our visual review. Conditions may exist that are not as per the general condition of the system being observed and reported in this report. Opinions of probable costs presented in this report are also based on information received during interviews with operations and maintenance staff. In certain instances, Kimley-Horn/Faithful+Gould has been required to assume that the information provided is accurate and cannot be held responsible for incorrect information received during the interview process. Should additional information become available with respect to the condition of the building and/or site elements, Kimley-Horn/Faithful+Gould requests that this information be brought to our attention so that we may reassess the conclusions presented herein.

The opinions of probable costs are intended for global budgeting purposes only. Kimley-Horn/Faithful+Gould has no control over the cost of labor and materials, general contractor's or any subcontractor's method of determining prices, or competitive bidding and market conditions. The data in this report represent an opinion of probable cost of construction and is made on the basis of the experience, qualifications, and best judgment of the professional consultant familiar with the construction industry. Kimley-Horn/Faithful+Gould cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from this or subsequent cost estimates. The scope of work and the actual costs of the work recommended can only be determined after a detailed examination of the site element in question, understanding of the site restrictions, understanding of the effects on the ongoing operations of the site/building, definition of the construction schedule, and preparation of tender documents.



## Scope of Work Provided

Kimley-Horn/Faithful+Gould visited the Hayward Executive Airport to undertake Facility Condition Assessments (FCA) for multiple building and facilities.

The Facility Condition Assessments (FCAs) include an assessment of the architecture, mechanical, electrical, and plumbing elements. The assessments determine the current condition of the facilities, identifying physical or operational deficiencies, and provide cost estimates and prioritized schedules of repair work over a ten-year period. Our cost rates to produce life cycle and replacement cost estimates are based on our knowledge of the local and regional market rates. The data in this report represents an opinion of probable cost of construction and is made on the basis of the experience, qualifications, and best judgment of the professional consultant familiar with the construction industry.

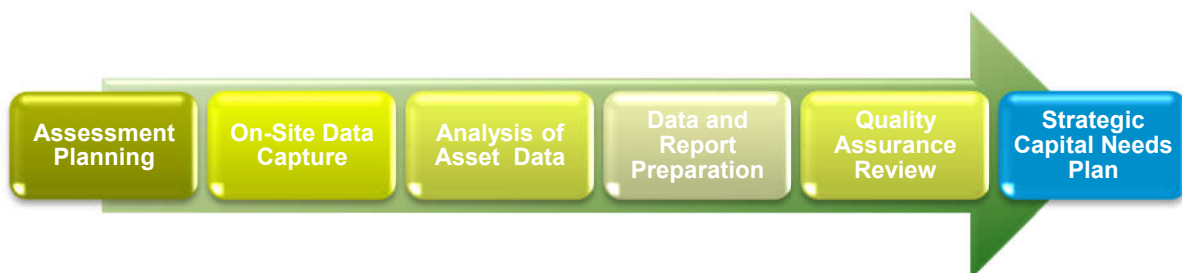
The assessments were conducted using facility information, equipment inventories and a visual only (non-invasive) inspection of the facilities. The assessment of the building/site components was performed using methods and procedures that are consistent with standard commercial and customary practice as outlined in ASTM Standard E 2018-15 for property condition assessments. As per this ASTM Standard, the assessment of the building/site components was based on a visual walk-through site visit, which captured the overall condition of the site at that specific point in time only.

We followed the five key steps listed below to effectively manage facility and infrastructure assets:

1. Establish baseline asset inventory of city facilities.
2. Establish meaningful baseline data about asset conditions through a detailed, structured assessment process.
3. Estimate short- and long-range asset renewal needs using the data obtained from actual field analysis.
4. Utilize decision-support models to determine priorities and reinvestment rates to obtain desired asset conditions.
5. Communicate the asset condition and impact on mission support to governing boards, senior management and line management responsible for maintaining the portfolio.

## Six-Phase Methodology

Our approach to FCA has been key to our success in delivering strategic advice to clients for more than 60 years. Our deliverable is best described through the six phases of our project methodology and plan, shown below, which outlines the key high-level tasks and milestones. Each of our proposed services will follow the same six-phase methodology and execution plan.





## Facility Condition Needs Index (FCI)

The table below lists information regarding each building with their, gross rate/SF, current replacement value, total capital needs, immediate capital needs, FCI rating, and building condition rating.

Key	Condition	Definition	Percentage Value
	GOOD	In a new or well -maintained condition, with no visual evidence of wear, soiling or other deficiencies	0% to 5%
	FAIR	Subject to wear, and soiling but is still in a serviceable and functioning condition	5% to 10%
	POOR	Subjected to hard or long -term wear. Nearing the end of its useful or serviceable life.	Greater than 10%
	V-POOR	Subjected to hard or long -term wear. Has reached the end of its useful or serviceable life. Renewal now necessary	Greater than 60%

## Individual Building FCI Summary

Facility	Gross Square Footage	Current Replacement Value (\$)	Immediate Capital Needs (\$)	Total Capital Needs Over 10 Year Study Period (\$)	Current Year FCI Rating %	Year 10 FCI Rating %
Executive Hangar 1	21,750	\$5,568,000	\$399,750	\$589,548	7.2%	10.6%
Executive Hangar 2	34,500	\$8,832,000	\$641,750	\$645,408	7.3%	7.3%
Hangar A	10,200	\$2,611,200	\$234,197	\$369,003	9.0%	14.1%
Hangar B	14,350	\$3,673,600	\$291,000	\$422,894	7.9%	11.5%
Hangar C	14,350	\$3,673,600	\$333,355	\$468,763	9.1%	12.8%
Hangar D	14,350	\$3,673,600	\$333,355	\$461,167	9.1%	12.6%
Hangar E	14,500	\$3,712,000	\$340,350	\$464,314	9.2%	12.5%
Hangar F	12,950	\$3,315,200	\$415,800	\$468,236	12.5%	14.1%
Hangar G	12,950	\$3,315,200	\$415,800	\$422,953	12.5%	12.8%
Hangar H	12,950	\$3,315,200	\$364,000	\$537,789	11.0%	16.2%
Hangar I	12,950	\$3,315,200	\$364,000	\$543,637	11.0%	16.4%
Hangar J	12,950	\$3,315,200	\$415,800	\$465,688	12.5%	14.0%
Hangar K	12,950	\$3,315,200	\$415,800	\$465,688	12.5%	14.0%
Hangar L	12,950	\$3,315,200	\$364,000	\$373,217	11.0%	11.3%
Hangar M	10,350	\$2,649,600	\$277,905	\$303,099	10.5%	11.4%
Hangar N	18,500	\$4,736,000	\$516,750	\$525,373	10.9%	11.1%
Hangar O	21,650	\$5,542,400	\$633,750	\$644,758	11.4%	11.6%
Hangar P	21,650	\$5,542,400	\$633,750	\$644,758	11.4%	11.6%
Hangar Q	20,550	\$5,260,800	\$450,250	\$466,788	8.6%	8.9%
Maintenance Bay	4,850	\$1,037,500	\$24,250	\$74,264	2.3%	7.2%
<b>Totals</b>	<b>312,200</b>	<b>\$79,719,100</b>	<b>\$7,865,612</b>	<b>\$9,357,343</b>	<b>9.9%</b>	<b>11.7%</b>





## Summary of Expenditure Findings

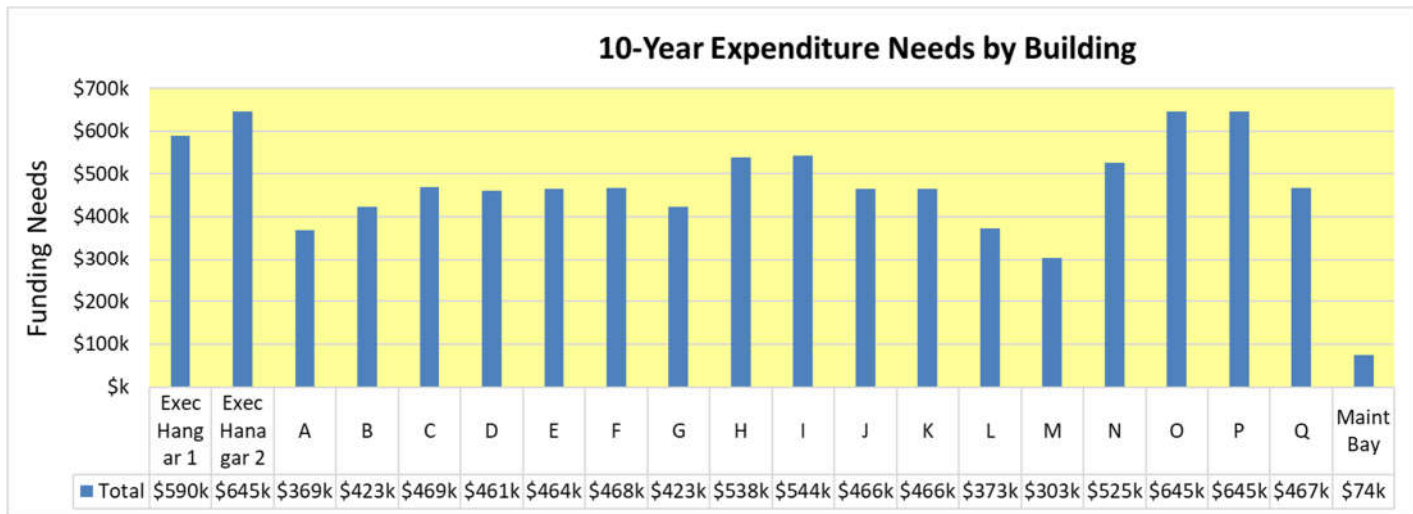
Hayward Executive Airport has immediate capital needs of \$7,865,612 with a total of \$9,357,343 in capital needs over the 10-year study period.

Key Findings	Metric
Immediate Capital Needs (included in FCI)	<b>\$7,865,612</b>
Year 10 Capital Needs	<b>\$9,357,343</b>

The chart below provides a summary of yearly anticipated expenditures over the ten-year study period for Hayward Executive Airport. Further details of these expenditures are included within each respective report section. The results illustrate a total anticipated expenditure over the study period of \$9,357,343.



The chart below shows a 10-year cost expenditure by building. As can be seen, Executive Hangar 2 has the largest anticipated expenditure identified, at \$589,548. The next largest expenditures required per building are both Hangars O and P which both have a required need of \$644,758 each.

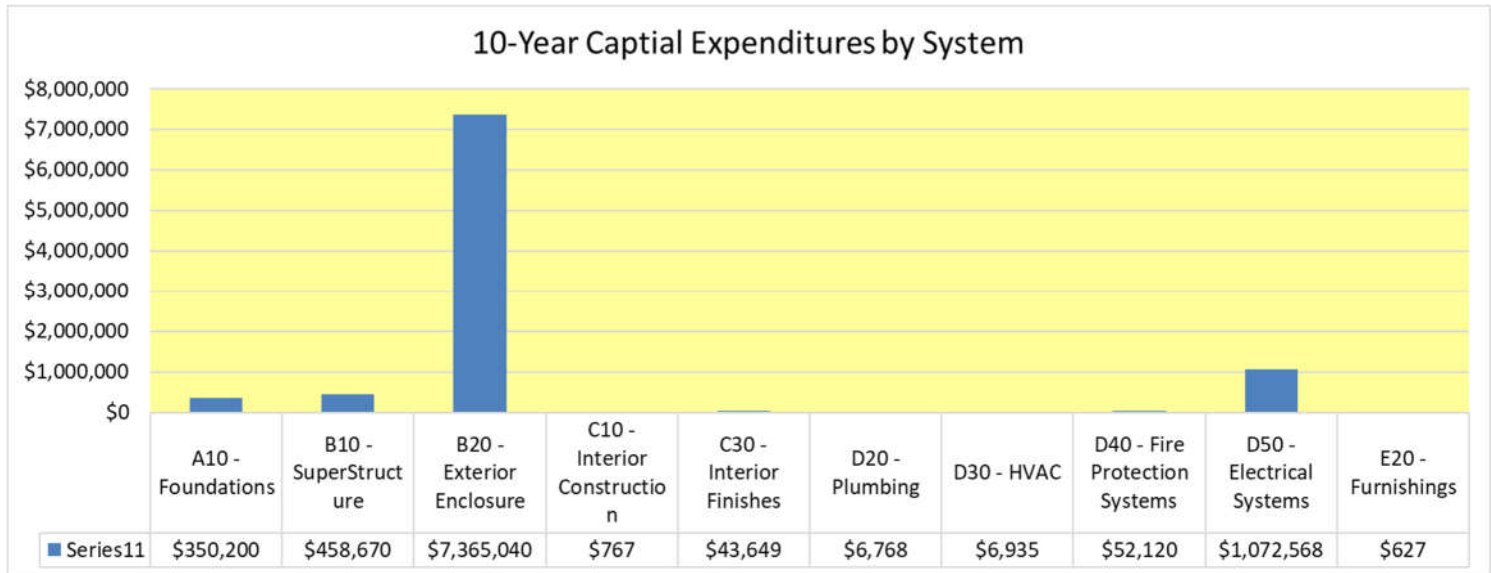


Property	CRV	GSF	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Exec Hangar 1	\$5,568,000	\$21,750	\$399,750	\$0	\$11,250	\$0	\$3,658	\$0	\$3,500	\$171,390	\$0	\$0	\$590k
Exec Hangar 2	\$8,832,000	\$34,500	\$641,750	\$0	\$0	\$0	\$3,658	\$0	\$0	\$0	\$0	\$0	\$645k
A	\$2,611,200	\$10,200	\$234,197	\$2,010	\$0	\$767	\$120,865	\$0	\$3,500	\$7,665	\$0	\$0	\$369k
B	\$3,673,600	\$14,350	\$291,000	\$0	\$1,808	\$0	\$8,695	\$0	\$116,391	\$0	\$5,000	\$0	\$423k
C	\$3,673,600	\$14,350	\$333,355	\$11,500	\$1,575	\$0	\$114,907	\$3,614	\$3,813	\$0	\$0	\$0	\$469k
D	\$3,673,600	\$14,350	\$333,355	\$3,136	\$0	\$3,500	\$118,219	\$0	\$2,957	\$0	\$0	\$0	\$461k
E	\$3,712,000	\$14,500	\$340,350	\$4,375	\$0	\$3,500	\$116,089	\$0	\$0	\$0	\$0	\$0	\$464k
F	\$3,315,200	\$12,950	\$415,800	\$4,804	\$0	\$0	\$45,021	\$0	\$2,612	\$0	\$0	\$0	\$468k
G	\$3,315,200	\$12,950	\$415,800	\$4,410	\$0	\$0	\$2,743	\$0	\$0	\$0	\$0	\$0	\$423k
H	\$3,315,200	\$12,950	\$364,000	\$64,750	\$4,250	\$0	\$104,789	\$0	\$0	\$0	\$0	\$0	\$538k
I	\$3,315,200	\$12,950	\$364,000	\$65,144	\$4,250	\$0	\$106,744	\$0	\$3,500	\$0	\$0	\$0	\$544k
J	\$3,315,200	\$12,950	\$415,800	\$4,410	\$42,735	\$0	\$2,743	\$0	\$0	\$0	\$0	\$0	\$466k
K	\$3,315,200	\$12,950	\$415,800	\$47,145	\$0	\$0	\$2,743	\$0	\$0	\$0	\$0	\$0	\$466k
L	\$3,315,200	\$12,950	\$364,000	\$5,817	\$0	\$0	\$2,743	\$0	\$657	\$0	\$0	\$0	\$373k
M	\$2,649,600	\$10,350	\$277,905	\$1,470	\$0	\$704	\$17,989	\$0	\$5,031	\$0	\$0	\$0	\$303k
N	\$4,736,000	\$18,500	\$516,750	\$5,880	\$0	\$0	\$2,743	\$0	\$0	\$0	\$0	\$0	\$525k
O	\$5,542,400	\$21,650	\$633,750	\$7,350	\$0	\$0	\$3,658	\$0	\$0	\$0	\$0	\$0	\$645k
P	\$5,542,400	\$21,650	\$633,750	\$7,350	\$0	\$0	\$3,658	\$0	\$0	\$0	\$0	\$0	\$645k
Q	\$5,260,800	\$20,550	\$450,250	\$5,880	\$0	\$0	\$3,658	\$0	\$7,000	\$0	\$0	\$0	\$467k
Maint Bay	\$1,037,500	\$4,850	\$24,250	\$13,140	\$0	\$0	\$36,874	\$0	\$0	\$0	\$0	\$0	\$74k
<b>Total</b>	<b>\$79,719,100</b>	<b>\$312,200</b>	<b>\$7,865,612</b>	<b>\$258,571</b>	<b>\$65,868</b>	<b>\$8,470</b>	<b>\$822,194</b>	<b>\$3,614</b>	<b>\$148,959</b>	<b>\$179,055</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$9,357,343</b>



## Distribution of Capital Needs by Building System Over 10 Year Study Period

The below chart shows the distribution of expenditure by building system with the highest expenditures being allocated to Electrical Systems, HVAC, and Interior Finishes over the study period.



Uniformat	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
A10 - Foundations	\$350,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,200
B10 - SuperStructure	\$200,965.00	\$172,235.00	\$42,735.00	\$0.00	\$42,735.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$458,670
B20 - Exterior Enclosure	\$7,314,250.00	\$18,375.00	\$19,750.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,665.00	\$5,000.00	\$0.00	\$7,365,040
C10 - Interior Construction	\$0.00	\$0.00	\$0.00	\$766.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$767
C30 - Interior Finishes	\$0.00	\$13,140.00	\$0.00	\$0.00	\$22,077.80	\$3,613.50	\$4,818.00	\$0.00	\$0.00	\$0.00	\$43,649
D20 - Plumbing	\$196.88	\$787.52	\$2,756.25	\$0.00	\$1,496.25	\$0.00	\$1,531.25	\$0.00	\$0.00	\$0.00	\$6,768
D30 - HVAC	\$0.00	\$3,417.00	\$0.00	\$703.50	\$1,407.00	\$0.00	\$1,407.00	\$0.00	\$0.00	\$0.00	\$6,935
D40 - Fire Protection Systems	\$0.00	\$0.00	\$0.00	\$0.00	\$52,119.66	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$52,120
D50 - Electrical Systems	\$0.00	\$50,616.00	\$0.00	\$7,000.00	\$702,358.50	\$0.00	\$141,203.00	\$171,390.00	\$0.00	\$0.00	\$1,072,568
E20 - Furnishings	\$0.00	\$0.00	\$627.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$627
	\$7,865,611.88	\$258,570.52	\$65,868.29	\$8,470.00	\$822,194.21	\$3,613.50	\$148,959.25	\$179,055.00	\$5,000.00	\$0.00	\$9,357,343



## Prioritization of Work

Kimley-Horn/Faithful+Gould has prioritized the identified work in order to assist with analyzing the deficiencies found during the assessment. The baseline prioritization model is not just based on replacement year or criticality but uses four key data attributes to build an overall importance metric for every recommendation: system type, the cause or nature of the issue, timing and building mission incorporated into the model with relative weighting to provide an overall priority score. Priority categories are shown below:

### Priority 1 Currently Critical

- Systems requiring immediate action that have failed, compromises staff or public safety or requires to be upgraded to comply with current codes and accessibility

### Priority 2 Potentially Critical:

- A system or component is nearing end of useful life, if not addressed will cause additional deterioration and added repair costs

### Priority 3 Necessary / Not Critical:

- Lifecycle replacements necessary but not critical or mid-term future replacements to maintain the integrity of the facility or component



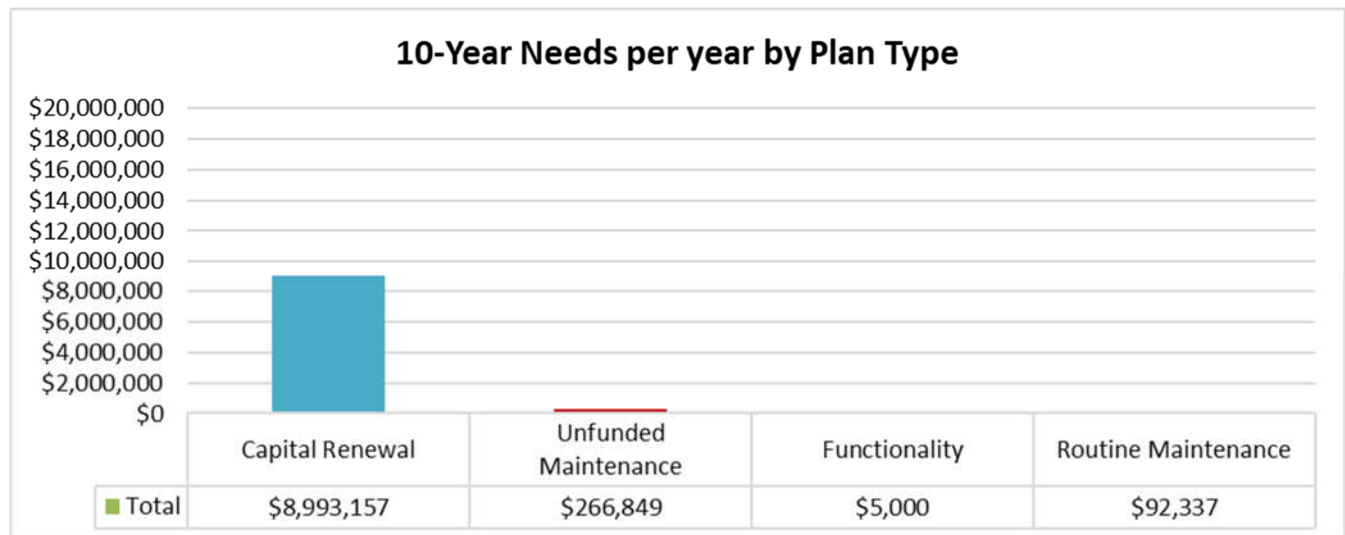


## Needs Sorted by Plan Type

Kimley-Horn/Faithful+Gould has prioritized the identified work according to the Plan Type or deficiency categories in order to assist with analyzing the deficiencies found during the assessment.

The chart below illustrates the breakdown of expenditure according to the Plan Type or deficiency category to provide an opportunity to strategically plan and effectively direct funding. As can be observed from the chart below, Capital Renewal of \$8,993,157 is the highest expenditure during the study period.

<b>Plan Type 1</b> Unfunded Maintenance	<ul style="list-style-type: none"> <li>Maintenance that could not be performed due to budgetary constraints</li> </ul>
<b>Plan Type 2</b> Routine Maintenance	<ul style="list-style-type: none"> <li>Maintenance that is planned and performed on a routine basis to maintain and preserve the condition</li> </ul>
<b>Plan Type 3</b> Capital Renewal	<ul style="list-style-type: none"> <li>Planned replacement of building systems that have or will reach the end of their useful life</li> </ul>
<b>Plan Type 4</b> Functionality	<ul style="list-style-type: none"> <li>Projects identified to improve the functionality of the facility</li> </ul>





## Conclusion

The Hayward Executive Airport Assessment project portfolio consists of twenty primary structures located across the Hayward Executive Airport. One of the buildings was observed to be in good condition, eight in fair condition, and eleven in poor. The Hayward Executive Airport portfolio has a current FCI of 9.9% which is considered fair condition. Should no expenditures be made, the FCI is expected to increase to 11.7% which would correlate to overall poor condition. The Facility Assessments determined that there is a total of \$9,357,343 in recommended expenditures required over the ten-year study period. There is an immediate need of \$7,865,612.

The most pertinent area of expenditures is Capital Renewal with \$8,993,157 allocated to it over the course of the study period. The study found that \$266,849 should be allocated to Deferred Maintenance, \$92,337 in Routine Maintenance and \$5,000 to Functionality.

There is \$52,120 rated as a Priority 1 - Currently Critical expenditure, which is for systems that have currently failed, present a hazard to staff or public safety, or require upgrade to comply with current code. As part of this assessment, there are some Priority 1 and Deferred Maintenance expenditures that have been categorized for replacement despite their observed condition due to the end of the asset's remaining useful life. Though the asset may be functional, failure is anticipated imminently. The resulting asset failure may result in equipment downtime, possible life/safety concerns, or remediation costs higher than the asset replacement expenditure.

There is \$14,410 rated as a Priority 2 - Potential Critical expenditure, which is a system or component that is nearing end of useful life, and if not addressed will cause additional deterioration and added repair costs.

Finally, there is \$9,290,812.99 categorized as Priority 3 – Not Critical expenditures, which is an asset that should be planned for replacement or building systems that will reach the end of their useful life during the study period.



# APPENDIX A

## 10-Year Expenditure Forecast







## AIRPORT CAPITAL - FUND 621

PROJ. NO.	PROJECT DESCRIPTION	PROJ. TOTAL	PRIOR YEARS	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
06827	LED Lighting Retrofit	50		24	26									
06829	Hangar Condition Assessment	75		75										
06828	Tower Renovations	100	57		43									
06819	<i>FAA Reimbursement for HVAC</i>	7	7											
06819	Taxiway Foxtrot and Zulu Pavement Rehabilitation	1,066	114	1	951									
06814	Sulphur Creek Mitigation - Design + Construction	4,200	97	444	3,659									
	<i>(AIP 20) FAA</i>	3,693		180	3,513									
	<i>(State Matching Grant of 5%)</i>	176		176										
06816	Sulphur Creek 10-Year Monitoring	164	141	23										
06826	T-Hangar Improvements	3,151	1		450	100	150	200	250	300	350	400	450	500
06823	Perimeter Fence Replacement	132	82	20	10	10	10							
06805	Project Pre-design Services	385	55	30	30	30	30	30	30	30	30	30	30	30
06806	Consultant Pre-design Services	125	14	11	10	10	10	10	10	10	10	10	10	10
06891	Miscellaneous Pavement/Building/Grounds Repairs	1,569	124	175	145	125	125	125	125	125	125	125	125	125
06898	Noise Monitoring	1,198	703	45	45	45	45	45	45	45	45	45	45	45
06818	Airport Pavement Management Program Update	277	67	35		35		35		35		35		35
TBD	CCTV Upgrade	60		60										
TBD	Realignment of Taxiway Zulu Design/Construction	4,924		489		489	4,435							
	<i>(AIP 21) FAA</i>	4,432		440		440	3,992							
	<i>State Matching Grant of 5%</i>	222		22	90		200							
TBD	View Park	90												
TBD	Golf Course Modifications/Road Relocation Design/Construction	5,514						241	5,273					
	<i>(AIP 23) FAA</i>	4,962						217	4,745					
	<i>State Matching Grant of 5%</i>	248						11	237					
TBD	EMAS Runway Safety Area Improvements Design/Construction	8,994						392	8,602					
	<i>(AIP 22) FAA</i>	8,096						353	7,743					
	<i>State Matching Grant of 5%</i>	404						17	387					
TBD	Pavement Rehab of TWY Alpha & TWY Delta Intersections Design/Construction	603								64	539			
	<i>(AIP 24) FAA</i>	543								58	485			
	<i>State Matching Grant of 5%</i>	24									24			
TBD	Airport Pavement Management Program	3,975							300	725	750	700	750	750
NEW	Pavement Improvements	2,800		50	425	950	600	475	50	50	50	50	50	50
	TOTAL PROJECT COSTS			993	5,884	1,794	5,405	1,553	14,685	1,384	1,899	1,395	1,460	1,545
	TOTAL EXPENDITURES			993	5,884	1,794	5,405	1,553	14,685	1,384	1,899	1,395	1,460	1,545





# CITY OF HAYWARD

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**File #:** RPT 19-332

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**DATE:** September 19, 2019

**TO:** Council Airport Committee

**FROM:** Director of Public Works

**SUBJECT**

Updated 2020 Agenda Planning Calendar

**RECOMMENDATION**

That the Council Airport Committee reviews and comments on this report.

**SUMMARY**

The attached report presents the 2020 Agenda Planning Calendar for the Committee's review and comment.

**ATTACHMENTS**

Attachment I      Staff Report



DATE: September 19, 2019

TO: Council Airport Committee

FROM: Airport Manager

SUBJECT: Updated 2020 Agenda Planning Calendar

#### RECOMMENDATION

That the Council Airport Committee reviews and comments on this report.

#### SUMMARY

The attached report presents the 2020 Agenda Planning Calendar for the Committee's review and comment.

#### DISCUSSION

For the Council Airport Committee's (CAC) consideration, staff has prepared this updated 2020 Agenda Planning Calendar with topics and anticipated discussion dates listed below.

JANUARY 23, 2020
1. Online Driver Training Class
2. Review of 2019 Airport Open House
APRIL 23, 2020
1. Taxiways Zulu and Foxtrot – Project Update
2. Hotel Construction Update
JULY 23, 2020
1. Hangar Condition Assessment – Project Update
2. Sulphur Creek Mitigation – Project Update

#### NEXT STEPS

Upon consideration and approval from the Committee, staff will schedule items accordingly for future CAC meetings.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', written in a cursive style.

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Kelly McAdoo, City Manager