

Documents Received After Published Agenda  
for the CAC Meeting on 02/01/2018

Public Comments from Andrew Detsch regarding Item# 2  
(Selection of Consultant for Airport Infrastructure Study).  
*1-page document*

Hayward Executive Airport  
Council Airport Committee Meeting, February 1, 2018

To: Council Member Salinas  
Council Member Zermeno  
Council Member Mendall

**RE: Request for Proposal (RFP) Airport Infrastructure Plan, Airport Consulting Services**

As a long-term tenant of Hayward Airport (34 years) and as a developer of airport facilities (Marin County Airport, Gness Field) I read the Request for Proposal (RFP) Airport Infrastructure Plan, Airport Consulting Services and found the following issues to bring to your attention:

- **As an Airport Infrastructure Plan it is incomplete.** It fails to address major and costly airport infrastructure such paving and drainage.
- There is **no Budget Analysis to evaluate the cost/benefit** of the existing facilities versus the cost/benefit of any proposed improvements or replacements. The lack of financial analysis renders the Report useless for long-range financial planning.
- **Maintenance and repairs of the existing buildings were not included** in the RFP. There is no requirement to address simple maintenance and repairs of the existing buildings; only their improvement or replacement is addressed. One needs to understand the maintenance and repair costs of the existing facilities to be able to evaluate possible improvement or replacement. There was no survey of the airport tenants who have direct knowledge of the actual current condition and suitability of the hangars.
- Further, any **projections of future use beyond the current uses are largely guesses.** No consultant can predict the future of the US economy. Tax law the past decade and a half has greatly favored corporate jet ownership and operations. This can change. We have all just seen that tax laws can be radically changed in just a month or two's time.
- There was **only one bid**. The awarding of a contract when there is only one bid (for a significant amount of money) is not a sound use of limited resources. The RFP should be rewritten and reissued at a minimum. A broader outreach to qualified engineering firms is appropriate.
- The \$110,000 proposed to be spent on this survey could go a long way to repairing and maintaining the existing buildings. Spend the money where it is actually needed.

In reviewing the language of this RFP, seeing what has been included and what is missing, it appears to be for a facilities redevelopment plan, not an infrastructure plan. Even as such, it is inadequate.

These issues should be enough to deny the approval of the Kimley-Horn Infrastructure Report. Presented, as a long-term planning document there's no rush to issue this contract.

Thank you for your careful consideration of this matter,  
Andrew Detsch, 34 year Hayward Airport Tenant

Public Comments from Jerry Turney regarding Item# 2  
(Selection of Consultant for Airport Infrastructure Study).  
*2-page document*

# PUBLIC COMMENTS

February 1, 2018

By Jerry Turney, HHG-principal

pg 1

## Council Airport Committee

**Hayward Hangar Group asks the CAC to vote no the Kimley-Horn \$110,000 contract.**

Why? The Kimley-Horn \$110,000 contract is a plan searching for a need.

\* \* \*

The staff report says, Kimley-Horn "...will make a **Facility Condition Assessment** because "given the age of the structures....."

### **AGE** of the structures-

1. Steel structures have a 100-year+ life-span.

2. Seventy-five percent of our buildings (159 hangars) are about 30 yrs old.

3. All 19 buildings structural integrity was severely tested when they withstood the Loma Prieta earthquake. There was no electrical, roofing, steel, or concrete failure.

(NOTE: The earthquake happened before our airport manager was a California resident?)

### **CONDITION** of buildings

The staff report says, "Given the...nature of the *already known* issues..."

Staff's issues include doors are *hard to open*.

We lubricate our doors seasonally making them *easy to open*.

The staff said, some roofing leaks.

Steel beams sweat (seasonal condensation) leaving water drops on wings creating what appears to be a leaky roof? Knowing the difference between steel beam's condensation and a leaky roof is important.

The 2007 and 2017 \$10K hangar rent report stated, "...hangars are in good condition."

### **USAGE** of hangars electrical system

Hangar circuits include a 20 amp circuit breaker.

So, a 30 amp compressor plugged into a 20amp circuit measures of the user's intelligence, **not** the condition of the wiring system.

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# PUBLIC COMMENTS

pg 2

February 1, 2018

By Jerry Turney, HHG-principal

The staff report says the Kimley-Horn will make an **Air Traffic Forecast**.

## **FORECASTING usage-**

1. The FAA requires our tower to report the number of takeoffs and landings (aka operations) annually.
2. The contractor will use the Hayward tower's report and the FAA's forecast to write it's estimate. Our competent staff can draft a report from given data thus saving \$110,000 of the airport's precious revenue.

## **CONCLUSION**

Given the age, condition, and usage of the 19 buildings (+the tower), the Kimley-Horn \$110,000 contract is a probably a stealth plan. It will likely lead to the transformation of Hayward's light aircraft facilities and operations into more commercial operations.

**Please vote no on the Kimley-Horn \$110,000 Contract.**

Jerry Turney HWD 1963-present  
COM GLD SEL IFR A&P  
Oshkosh Best Modified Contemporary-winner  
Oshkosh Best Contemporary Mooney-winner  
Hayward Hangar Group-principal



FAA goal--Airport fees should be lower than market share because modest rates strengthen aviation activity.

**NEWS, REPORTS, HISTORY, AND EDITORIALS AT**  
**our website--<http://hwd206hangargroup.org/>**

Public Comments from Kate Turney regarding Item# 2  
(Selection of Consultant for Airport Infrastructure Study).  
*1-page document*

## CAC meeting Thursday 2-1- 18/ Kate Turney, HHG member

We ask you to table Management's recommendation for a one bid contract with Kimley-Horn to conduct a \$110,000 study on the need for airport development until the paperwork concerning the invitations to bid and the work order to Kimley-Horn are made public and we are given time to study them.

For over a year now we have based our arguments about hangar rents on facts we can verify. In order to do that, we need the cooperation of Airport and City managers to furnish public documents that memorialize practices, legal obligations and relevant contracts with outside sources regarding our concerns as stakeholders in the raising and spending of money for airport operations and repairs.

City clerks have been consistently amazing in their search for documents we have requested. The City and Airport managers, however, have simply ignored our verbal and written requests for public information. For example, when we asked for the date of the check written for last year's \$10,000 rent study, the City Manager refused to comply, saying the clerks had given us enough information and were directed by her to stop accommodating our freedom of information requests. We asked the reason for last year's one bid contract. The Airport Manager said only one company in the entire country was qualified to do the work. He gave us no supporting evidence.

The most recent example of this one-bid pattern is happening right now. At this year's January 9th meeting with the Airport Manager, the Hangar Task Force requested copies of the ads inviting bids on the proposed 2018 airport study you are voting on tonight and evidence for his rationale that only one bid came in. He said most companies were too big to want to bother with such a small job. The manager agreed to give us copies of all communication between the airport and Kimley-Horn. We needed the information to prepare for this meeting tonight. Over three weeks have passed and the Manager has given us nothing.

We keep records of our meetings, who attended and what was said by each side.

Management refers vaguely to talking one-on-one with unnamed parties who invariably agree with him. No written evidence of his claims are forthcoming. We view the one-bid contract pattern this Manager prefers as a questionable business practice.

Management is not entitled to its own facts.

Trust but verify is our organizing principle.

We expect the Manager to keep his word to provide all requested information and that any vote you take on awarding this contract - or not - be postponed until we've all had time to evaluate it.



Public Comments from Jerry Turney regarding

- a) Item# 3 (New Lease with Velo II, LLC.)
- b) Item#4 (New Lease with Briggs Resources, Inc.).

*1-page document*

# PUBLIC COMMENTS

**CAC FEB. 1, 2018**

Jerry Turney, HHG-principal

HHG 15 attendees+16 proxies

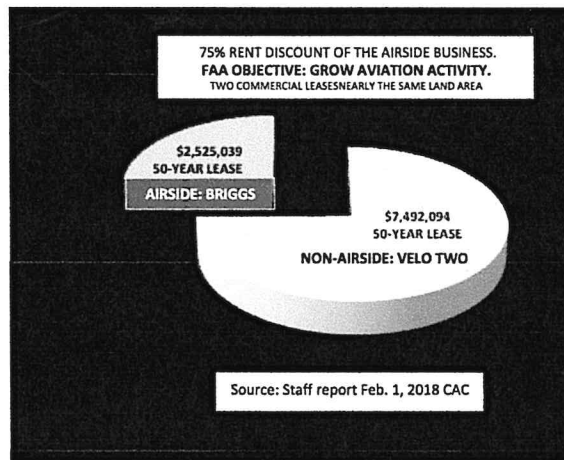
The Briggs Resources-Velo Two, LLC half-century leases support an important FAA goal. The agency encourages airports to use surplus revenue to provide the public facility rates below the fair market value.

Velo Two is a *non-airside* lease makes possible Briggs' lower rate. The FAA believes this is a good practice because it supports and grows aviation. The FAA is here to help.

The graphic shows the total revenue to the airport, 2018-2068. Using each lease rate, we can see Haywards makes real, the FAA objective. It is important to remember this practice when the City increases hangar rents.

HWD's non-airside revenue makes possible hangar rents below local market rates as it does with Briggs-Velo.

Applying the FAA objective to one side of the revenue stream but not the other is unfair discriminatory.



Comments from Ross Bausone regarding Item #2  
(Selection of Consultant for Airport Infrastructure Study).  
*2-page document*

This document was submitted by email to CAC Members, Airport Manager, Interim Director of Public Works on February 2, 2018

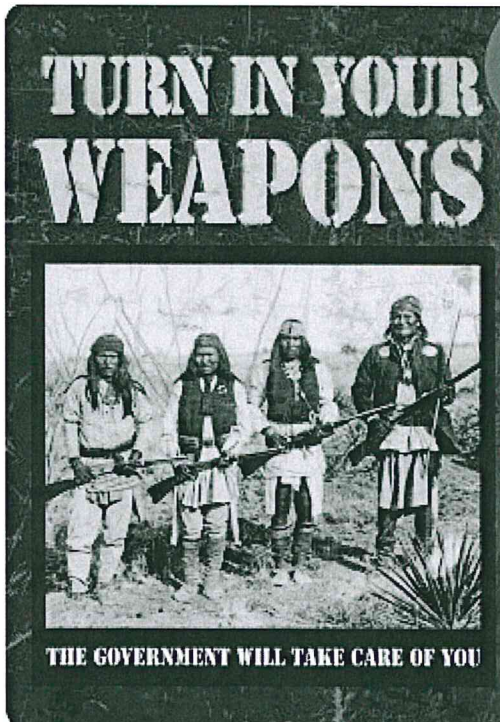
## Amy Toste

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**From:** Ross Bausone [ross\_bausone@shcglobal.net]  
**Sent:** Friday, February 02, 2018 1:37 PM  
**To:** Sara Lamnin; Mark Salinas; Elisa Marquez; Francisco Zermeno; Al Mendall; Marvin Peixoto; Amy Toste  
**Cc:** Jerry Turney; Harry Shinn; Steve Kauzlarich  
**Subject:** Kimley-Horn decision - CAC meeting  
**Attachments:** CAC 1 Feb 2018 meeting.docx

Good day,  
I attended the CAC meeting last night 1 Feb 2018.  
Suffice it to say I was not pleased.  
I have attached a letter outlining my displeasure.  
At a minimum, I hope you all review my thoughts.  
I wish this included in the meeting notes.

Regards,  
Ross



2/2/18, 1:44pm  
forwarded doc to:  
Dong McNeeley  
Pamela Sordlin  
Todd Strojny  
Alex Ameri

1 Feb 2018

CAC, AM, PW director (Ameri),

CAC comments not made but requested to be a part of the record of the meeting:

My name is Ross Bausone. I was in attendance at the CAC meeting.

My Background:

I have nearly 40 Years in industry and 30 years in Procurement. I have an MS and am an active CPSM (look it up if you don't know!)

I listened intently while three of you and the Airport Manager went on for nearly 70 minutes about your unfamiliarity with RFP's, Structural integrity and other airport things that you feel important to pay someone (a stranger to Hayward) \$110,000 which you say is a bargain given that you pay \$1M for similar studies for Parks. May I remind you that while you chose to take this out of context, two wrongs do not make a "right"...

Paying a million dollars for a study forecast of a Park is outrageous in my opinion, but then we are not here to discuss that!

As for the RFP comments, I have been in Procurement for 30 years in 4 Fortune 100 Companies, and now work at the University of California. As a Procurement Professional, I have written many RFP's RFQ's and RFI's. I know that the structure of the document/work request is all about who you want to bid and what you expect as results!

It appears to me in reviewing the ideas presented, that a quick and dirty solution was being searched for to "satisfy" the Council's appetite for yet another rent increase. Magically the amount the contract is let for is the same amount that the "Rent Increase" so boldly presented last year provides for.

Mr. Mendall, I don't believe you when you say you don't know what the outcome of the survey will provide. Clearly you are too busy and would rather stand before an audience and suggest that knowing the condition of steel buildings is a black art, knowable by only a few sacred individuals in the universe, you not being one of them so would just as easily with a swipe of your hand, relegate this important decision to an entity that for a paltry sum of \$110,000 make you feel better about the decision (whatever that is to come next).

With regard to our Hangars (West and East Tee hangars) I suggest although I realize the horse has left the barn, that you go **look** at the steel! It's a half inch or more thick. It does not show signs of rusting or fatigue. Sure the doors ride on tracks that are rusty. Maybe that \$110,000 could be used to apply some grease?

I recall seeing "Structural, HVAC, Electrical, and Plumbing" called out in the "review process". My hangar building (I have occupied two different ones over the 10 years I have been at Hayward) do not have HVAC, or Plumbing; they have marginal electrical equipment ( a plug and a light switch and a light fixture), and two doors that roll on tracks).

I have yet to see the "planned maintenance" program that was promised almost a year ago by the AM and former PW director.

RFP's need to be constructed for many reasons. In this case, it appears that instead of finding small targeted areas, you wanted to lump one study with three complex parts, together, to assure complexity, limit the playing field of vendors, and make it easy for the AM to manage one agreement instead of three (I wonder if he will actually be doing anything except rubber stamping things??).

Its interesting too that while the Public (those of us that are affected by these decisions) are given 3 minutes (I remind you we listened to your pontifications for almost 70 minutes (there were five of you talking)), so we listened to you 4 times as long as we had to comment...Additionally the contractor was allowed to speak without limit (Is he also not one of the "Public"?)...

I believe that you still cannot be trusted as responsible stewards of the public funds.

I agree with Harry Shin's e-mail that you are paying for a lot less than \$110,000 can buy for airport maintenance. We have seen little to no improvement in anything related to General Aviation maintenance at the Airport. Yet our money is collected monthly.

The issues that were questioned about pavement is totally outside of what we at the airport understand as true. We have seen the AM tout time and again about pavement being taken care of but I will remind you that the FAA funding is only for Runway pavement (AM statement in a previous meeting), while taxiways and aprons (those areas leading to and from runways) is the airport responsibility. There were major holes in the pavement in the West Tee hangar area and that was only "patched" recently.

Given the lack of transparency issues that were cited by Kate and Jerry Turney, I do believe something else is going on. It would seem that your job as an elected individual is to clear that discontent. Instead, I only see a continued lack of transparency.

Here's an example for you: Last night it was suggested that a "stake holder" representative be allowed to work with the Consultant. You watered that suggestion down to "no one will be looking over the consultant's shoulder but we will share what is learned in the final report". That is totally condescending, nor does it match the spirit or intent of the request. (Neither did the statement of "looking over the contractors shoulder at every move".

No one asked to be looking over their shoulder, but being part of the process is clearly something you have no experience with.

I find these meetings troubling at best and bothersome to a fault. To believe for many years that "city hall" was looking out for my best interests and now to be faced with these atrocities is an outrage.

My service as a Veteran to this country was shaken by the media so many years ago. After I learned first hand from people that had fought in the wars who had a completely different "in country" experience, I learned about the media and lying elected representatives. Now here you are, again proving that elected leaders cannot be trusted.

Shed some light on these subjects for me. Prove me wrong. Show me that you are defending my freedom to fly, and not simply grabbing money for your own preferential projects. You have taken 40+ percent of my airport property (a jewel) and you continue to speak like it's sacred. Building on airport property does not keep the airport sacred when you erect stores, and hotels and other high rise structures.

I noted that the Consultant company mentioned the Santa Monica airport. I know that airport is destined for closure. Even though it has many more tenants than Hayward and while it is in a high traffic area, it will close unless drastic measure are taken by the public outside the airport traffic area there.

Could it be that you "Jewelers" are planning a similar grab in say 10 – 15 years? It's clear that you have no limits to "pulling the plug" on current long term leases, and doing whatever the wind blows your way.

Please reconsider your decisions about the Hayward Airport use and expenses you expect Tee Hangar tenants to pay for. We are not your cash cows.