

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

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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.

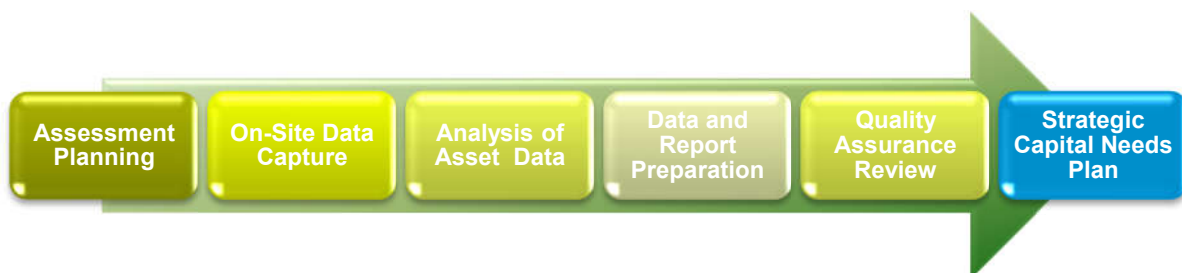
The assessments were conducted using facility information, equipment inventories and a visual only (non-invasive) inspection of the facilities. The assessment of the building/site components was performed using methods and procedures that are consistent with standard commercial and customary practice 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%
Totals	312,200	\$79,719,100	\$7,865,612	\$9,357,343	9.9%	11.7%



Summary of Expenditure Findings

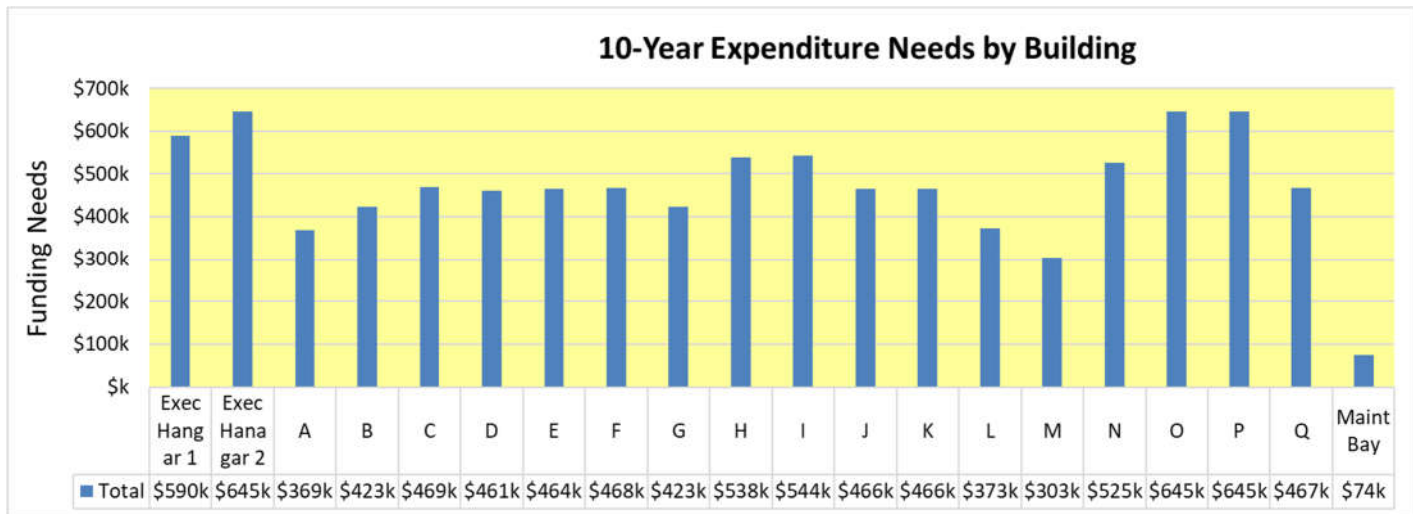
Hayward Executive Airport has immediate capital needs of \$7,865,612 with a total of \$9,357,343 in capital needs over the 10-year study period.

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

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.

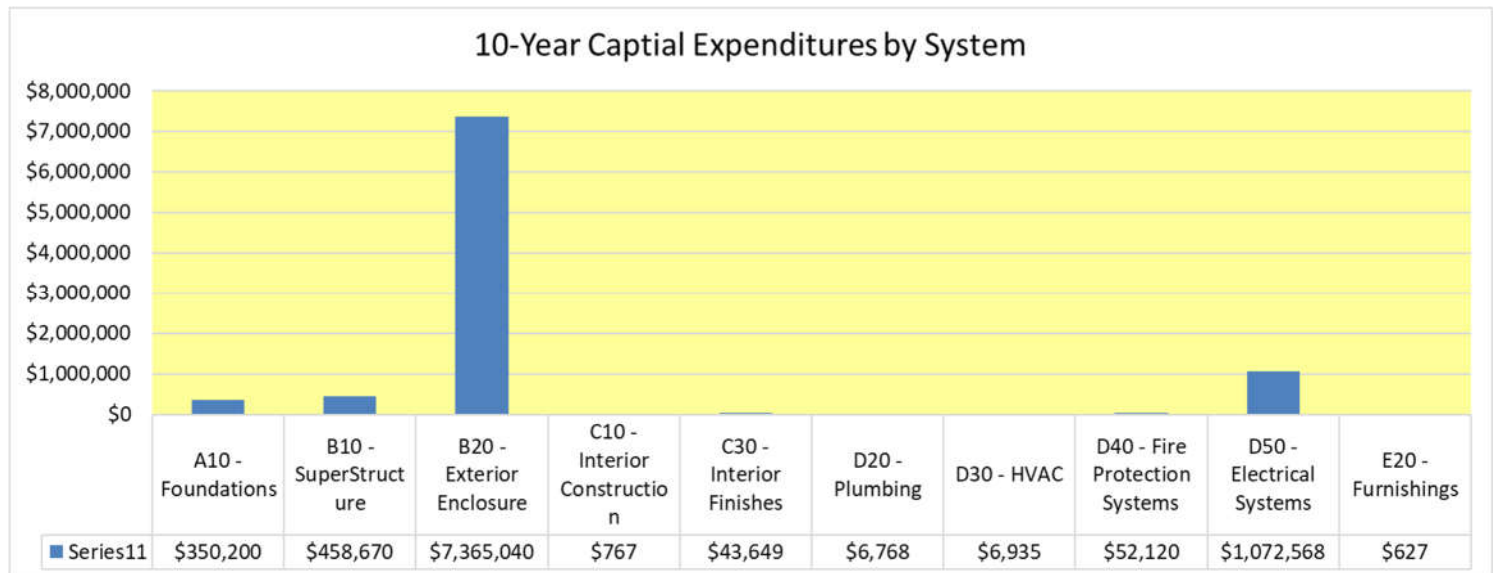


Property	CRV	GSF	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Exec Hangar 1	\$5,568,000	\$21,750	\$399,750	\$0	\$11,250	\$0	\$3,658	\$0	\$3,500	\$171,390	\$0	\$0	\$590k
Exec Hangar 2	\$8,832,000	\$34,500	\$641,750	\$0	\$0	\$0	\$3,658	\$0	\$0	\$0	\$0	\$0	\$645k
A	\$2,611,200	\$10,200	\$234,197	\$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
Total	\$79,719,100	\$312,200	\$7,865,612	\$258,571	\$65,868	\$8,470	\$822,194	\$3,614	\$148,959	\$179,055	\$5,000	\$0	\$9,357,343



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



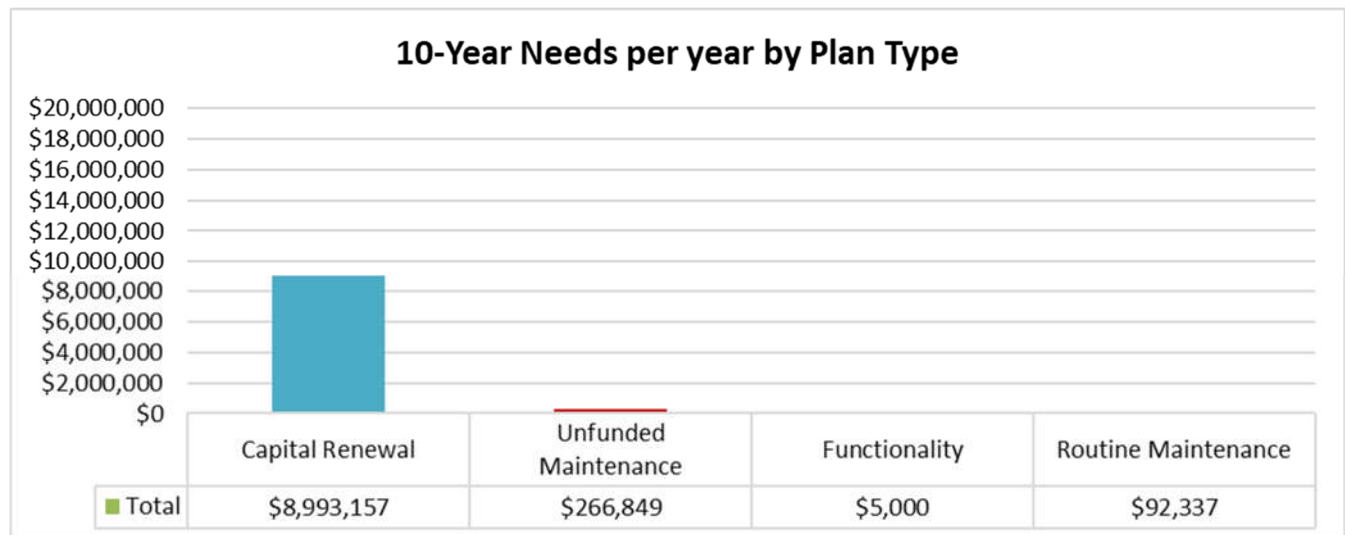


Needs Sorted by Plan Type

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.

Plan Type 1 Unfunded Maintenance	Maintenance that could not be performed due to budgetary constraints
Plan Type 2 Routine Maintenance	Maintenance that is planned and performed on a routine basis to maintain and preserve the condition
Plan Type 3 Capital Renewal	Planned replacement of building systems that have or will reach the end of their useful life
Plan Type 4 Functionality	Projects identified to improve the functionality of the facility





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



