

SAN FRANCISCO AIRPORT COMMISSION



MINUTES

**June 26, 2012
Special Meeting**

9:00 A.M.

**Room 400 - City Hall
#1 Dr. Carlton B. Goodlett Place
(400 Van Ness Avenue)
City and County of San Francisco**

EDWIN M. LEE, MAYOR

COMMISSIONERS

LARRY MAZZOLA

President

LINDA S. CRAYTON

Vice President

ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

JOHN L. MARTIN

Airport Director

**SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128**

Minutes of the Airport Commission Special Meeting of
June 26, 2012

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AIRPORT COMMISSION SPECIAL MEETING MINUTES
June 26, 2012

A. CALL TO ORDER:

The regular meeting of the Airport Commission was called to order at 9:00 AM in Room 400, City Hall, San Francisco, CA.

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B. ROLL CALL:

Present: Hon. Larry Mazzola, President
Hon. Eleanor Johns
Hon. Richard J. Guggenhime
Hon. Peter A. Stern

Absent: Hon. Linda S. Crayton, Vice President

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C. ADOPTION OF MINUTES:

The minutes of the regular meeting of June 5, 2012 were adopted unanimously.

No. 12-0127

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L. SPECIAL ITEM:

Item No. was moved by Commissioner and seconded by Commissioner . The vote to approve was unanimous.

1. Retirement Resolution for Mrs. Elsie Sanchez

No. 12-0128 Resolution thanking Mrs. Elsie Sanchez of the Design and Construction Division, for fifteen (15) years of faithful Airport service and to offer best wishes for a long and fruitful retirement.

Mr. John Martin, Airport Director said that Elsie Sanchez is retiring from Design and Construction after 15 years of service. She always promoted good will and a very positive attitude with her fellow staff members. We thank her for her years of outstanding service.

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E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

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F. ACTION ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 2 was moved by Commissioner and seconded by Commissioner . The vote to approve was unanimous.

2. Modification No. 2 (Adding Trade Bid Package Set No. 2) to Contract No. 9078A - New Data Center - Transworld Construction, Inc. - \$7,279,643

No. 12-0129 Resolution adding Trade Bid Package Set No. 2 to Contract 9078.A, New Data Center, with Transworld Construction, Inc., in the amount of \$7,279,643.

Mr. Ivar Satero, Deputy Director, Design and Construction said this modification provides for the addition to the contract of various scopes of work pertaining to the mechanical, electrical, and plumbing as well as the architectural components, the CMU building, the roofing and structural steel trade bid packages. In accordance with the Administrative Code, these trade bid packages were competitively bid to a minimum of three pre-qualified bidders. Staff reviewed the bids and determined that the bids are responsive and appropriately reflect the agreed upon scope of work. This proposed award is within the overall Engineer's estimate and is approximately \$250,000 under the estimate. With these bids we are forecasting a cost at completion of the program of \$12.6 million in comparison to the budget of \$12.8 million, and we continue to maintain the appropriate cost contingencies in the overall project. For this modification Transworld committed to 44.6 LBE sub-contractor participation. To date, they're achieving 54.8% LBE participation against the HRC goal of 24%.

Item No. 3 was moved as amended by Commissioner Johns and seconded by Commissioner Stern. The vote to approve was unanimous.

3. Termination of Lease Negotiations for Hydrogen Fuel Station

No. 12-0130 Resolution terminating lease negotiations with Linde LLC for a hydrogen fueling station on Airport property, declining grant funds, and canceling the project.

Mr. Jeff Littlefield, Deputy Director, Operations and Security said the Airport is requesting the termination of lease negotiations under Resolution 09-0172 with Linde LLC to install and operate a hydrogen fuel station at SFO. The Airport has been negotiating a hydrogen fuel station lease with Linde since July 2009 and now seeks to decline State grant funds obtained and cancel the project. Lease negotiations between the Airport and Linde have reached an impasse. There are two areas of concern which drive this. Linde is unwilling to execute a lease that includes the Airport's standard indemnification clause, and the proposed location which is on the Airport's southern perimeter between So. McDonnell Road and Millbrae Avenue. This location is within close proximity to runways, roadways, and hotels. Driving these concerns are recent incidents involving pipeline and hydrogen explosions and we have reconsidered the risk factors associated with having a large scale hydrogen fueling station at SFO. Such recent incidents highlighted our concerns as to the compatibility of a hydrogen fueling station at the Airport,

particularly within close proximity to active air space and major freeways as stated. We've explored and determined that we do not have an alternate location that is suitable and believe these circumstances necessitate cancellation of the project. We are appreciative of the grants awarded in support of this project from the California Air Resources Board and other governmental State agencies, however, in light of the circumstances we ask that the Commission decline these grants. We look forward to future opportunities with these agencies and maintaining our well established, positive working relationships. In conclusion, I respectfully ask that this Commission terminate lease negotiations under Resolution 09-0172 between the Airport and Linde and decline any grant funds under Resolution 09-0021 and cancel the Hydrogen Fueling Station project. I thank you, and with that I will be glad to answer any questions.

Commissioner Guggenlime asked if they were willing to sign the indemnification language, would that have made a difference or is that just one of the issues? If they said, okay, we'll sign the indemnification, what would you have done?

Mr. Littlefield said well that was a sticking point. In proceeding ...

Commissioner Guggenlime said that's a principal sticking point.

Mr. Martin said that the risk factor now ... it was a sticking point but now we became aware of the risk factor. The risk factor is also right out there as the key reason why not to move forward. I'm not comfortable going forward just based on the risk factor.

Commissioner Guggenlime said I just hate to give up \$4.1 million in assistance. Okay, thank you.

Ms. Annalisa Bevan, Chief, Sustainable Transportation Technology Branch, CA Air Resources Board (CARB) said thank you for the opportunity to address you this morning. I'm here today as a grant funder of this project and I would like to respectfully ask that you not cancel our grant agreement today. But rather, that you give us the opportunity to amend our grant agreement, to transfer the project to Linde, the project provider. This would give us the opportunity to preserve our funds for the project and allow Linde to pursue development of a retail hydrogen station at an alternative site. California remains very committed to commercializing zero emission vehicles and to providing infrastructure hydrogen retail stations in communities so that consumers can purchase fuel sell cars and operate them. Hydrogen retail fueling stations are critically important to the commercialization of fuel self vehicles. Fuel self vehicle commercialization in turn is a key goal for California as they are zero emission vehicles (ZEV) and California must commercialize ZEVs in order to meet our health based air quality standards and our climate change emission reduction goals. The Governor's Executive Order signed in March makes commercialization of ZEVs a top priority for the State and outlines a goal of making communities ready for ZEVs to market by 2015 including establishment of necessary fueling infrastructure. Additionally, CARBs Advanced Clean Cars Program requires auto makers to sell zero emission cars by 2025. About 15% of all new cars sold in California will be zero emission vehicles, either battery, electric, or fuel cell. In conclusion, we can respect your decision to not move forward with this project at this location, however, we ask that you please

work with us to transfer the project to another partner to preserve this opportunity to develop needed infrastructure to support the coming market for ZEVs. Thank you.

Mr. Steve Eckhardt, Hydrogen Fueling Program Manager, Linde North America said Linde is a leader in hydrogen fueling and has designed and built over 80 of the over 200 hydrogen fueling stations to deployed worldwide. Many of these hydrogen fueling stations supply fuel cell forklift trucks operated by major companies such as Whole Foods, Coca Cola, BMW, Cisco and Pepsi. Other stations supply fuel cell cars and fuel cell buses and are located at a retail gasoline stations and transit bus depots. Linde is disappointed that SFO and Linde could not come to terms to locate a hydrogen fueling station at the Airport. We appreciate the hard work by SFO staff including some staff that are seated here today, to negotiate the details of the contract. Both parties worked very diligently to try to make this happen. Linde has agreed to indemnities in contracts for its hydrogen fueling station installations with both private and government entities, however, SFO Airport required Linde to take on liability for SFO negligent actions and this was one issue where the parties were just unable to agree. We hope SFO Airport and the City will reconsider and work with CARB, the CEC, and Linde to find a way to locate a hydrogen fueling station at a gasoline station for the Airport and neighboring towns and be a part of the rollout of hydrogen fueling stations at gasoline stations throughout the state and give consumers an opportunity to drive these fantastic zero emission vehicles. Thank you for the opportunity to speak today.

Mr. Jim McKinney, Manager, Alternative and Renewable Fuel and Vehicle Technology Program, California Energy Commission, said that light duty hydrogen cell passenger vehicles will play a critical role in meeting Governor Brown's Zero Emission Vehicle Executive Order to rapidly deploy battery electric and hydrogen fuel cell vehicles in California. Manufacturers of fuel cell vehicles are poised to begin a large scale commercial launch of these vehicles in the 2015/17 timeframe. Future consumers of these vehicles need to know that hydrogen fueling stations are available in their neighborhoods before they consider buying one of these new technology cars. At present, the California Energy Commission is the largest source of government incentive money for hydrogen fueling station development in California. Through the Alternative and Renewable Fuel and Vehicle Technology Program, we are investing a total of \$55 million through the fiscal year 2012/13 to support the development of hydrogen fueling stations in California. At present, there are just eight of these stations publicly available in the State. On June 10, 2010, the Energy Commission announced an award in the amount of \$567,000 to the San Francisco Airport Commission to partially fund a new hydrogen fueling station on the grounds of San Francisco International Airport. California Air Resources Board, my colleague, Annalisa Bevin provided the majority of government incentive funding and Linde, LLC was identified as the station developer. Linde won two additional awards from the Energy Commission to construct stations both in Southern California and Sacramento. Linde is one of the world leaders in hydrogen fueling station development and operation. We are pleased to support them and have confidence in their business approach and technology packages. We also have a \$3 million grant with AC Transit in Alameda County to develop a second hydrogen fueling station for transit buses in Oakland. Linde is also the prime developer and equipment supplier for that project. The Energy Commission is actively monitoring the investigation by Sandia National Laboratory of the hydrogen release incident at

the Emeryville Transit Fueling Station. We are aware of public concerns about the incident and look forward to reviewing the report findings, conclusions, and recommendations, if any, that may arise later from this report. The report may also provide insight and information that we would incorporate into our next hydrogen fueling solicitation. While we are disappointed with the recommendation of the Commission staff to cancel the agreement to develop a hydrogen fueling station at the Airport, we recognize and defer to their expertise on Airport operations, safety, and liability. We strongly urge the Airport Commission, however, to not cancel this grant agreement. Instead, allow us the option of finding a way to transfer the funds to Linde so that State grant money can be preserved and an alternative station can be located in the vicinity of the Airport. If the grant is cancelled, these funds will be lost and we cannot use them or redirect them to any other alternative fueling station in California. The Bay Area will be one of the target launch areas for hydrogen fuel cell electric vehicles in California and it is imperative that all interested government entities and stakeholders work together to help to create the network of hydrogen fueling stations needed in the near term to support commercial launch and consumer acceptance of these next generation zero emission vehicles. Thank you for your time.

Mr. Martin said we've had a great relationship with CARB over time. We certainly preferred to hear about this request in advance, but my recommendation to the Commission is, if you turn to the Resolution, to delete the language that says, "respectfully declines any grant funds" so the next to the last Resolve would instead read "Resolved, that the Commission hereby terminates lease negotiations under Resolution No. 09-0172 and cancels the hydrogen fueling station project." The Resolution would not address declining the grant funds so that leaves us open to try to accommodate CARB's request.

Commissioner Johns said actually that was part of my question. When Ms. Bevin first spoke you indicated that you would not like to have the funds lost, and I certainly understand that, but I think our position is we would like to terminate the lease negotiations but certainly if we can transfer those funds to Linde, I think that would be...

Mr. Martin said and we just don't want to be party to an agreement in any way ... so that we don't want any liability, we don't want to lease property off-Airport but we would like to assist CARB, if we can, without assuming any liability.

Commissioner Guggenhime asked if there any other airports in the country that have hydrogen fueling projects similar to the one proposed here?

Mr. Martin replied I don't know.

Ms. Bevan replied Los Angeles International Airport operated a station at the end of their runway system during the early 2000s to refuel passenger vehicles part of the DOE's Technology Validation Program.

Commissioner Mazzola asked do you know why they terminated that?

Ms. Bevan replied lack of utilization primarily and the end of the demonstration

program and funding from DOE.

Mr. Eckhardt said that there's also a hydrogen fueling station operating just off LAX property, right across the road from a runway that's been operated by General Motors for at least several years ... it continues to operate today.

Commissioner Mazzola said I think it's a fair compromise that we still have a Resolution taking it off the Airport but still not giving up the grant and you can still negotiate to try to help CARB. So if that's agreeable with everybody, will you make a motion.

Item No. 4 was moved by Commissioner and seconded by Commissioner . The vote to approve was unanimous.

4. Establish a Pool of Pre-Qualified Contractors to Provide International Strategic Marketing Alliance Services for Varied Scopes of Work for Key Overseas Locations

No. 12-0131

Resolution authorizing staff to establish a pool of pre-qualified contractors to provide International Strategic Marketing Alliance Services in overseas locations to the top three ranked respondents: Burson-Marsteller, Hill & Knowlton Strategies and The San Francisco Travel Association.

Ms. Kandace Bender, Deputy Director, Communications and Marketing said that we are seeking Commission approval to establish a pool of qualified contractors to provide international marketing services in key overseas markets. This would be designed to promote the Airport, support our existing international carriers and to encourage new service. In the past, our overseas efforts with our marketing partners in several regions have played a role in increasing service and increasing passenger numbers. For instance, with our previous pool of contractors we focused efforts in the European market for more than two years. This summer SFO is welcoming 13 new flights per week from Europe, including a new carrier, XL Airways from France. Similarly, we partnered on campaigns in Canada and Mexico and we saw increases in service to both of those markets. Of course, many factors play into the increase in service but we do believe marketing in various regions has contributed to that. To be effective and to be sensitive to cultural nuances, the marketing and advertising campaigns we are implementing overseas really must be created and implemented by representatives in those respective countries. For instance, we could not successfully create and place an effective marketing campaign in Brazil from our office in San Francisco. The work needs to be done in Brazil by Brazilians although the contracts are managed from San Francisco.

In April of this year, we issued a Request for Qualifications to form a pool of three to five international marketing contractors. Because the work is conducted overseas we requested a waiver of the LBE subcontracting goals and the waiver was granted. At the pre-proposal conference, which was attended by more than 30 people, we encouraged smaller firms to team up in their proposals in order to meet the minimum requirements. We had five responders, four of which were deemed

qualified. The proposals were judged by an outside panel of international marketing experts and their names are listed in the package that we presented to you. Three of the firms scored very close together and we are recommending that all three be placed into the pool. Burson-Marsteller had 642 points, Hill & Knowlton in partnership with Luca Global had 677 points, and SF Travel Association had 650 points, out of a total of 750 potential points. I'd like to point out that the top scorer, Hill & Knowlton in partnership with Luca Global, is expected to be re-certified as an LBE in the coming weeks. This firm was previously an LBE firm. If the pool is approved by the Commission, we will then begin negotiating contracts with each of these firms for various scopes of work. The total budget for this pool will not exceed \$1.15 million per year for multi-year contracts with up to five years.

Item No. 5 was moved by Commissioner and seconded by Commissioner . The vote to approve was unanimous.

5. Award of Contract No. 9137 - Independent Assessment and Recommendation on Measures to Improve the Shared-Ride System at San Francisco International Airport - Leigh/Fisher Management Consultants - \$180,000

No. 12-0132	Resolution awarding Contract 9137 to Leigh/Fisher Management Consultants to conduct an independent assessment and make recommendations for measures to improve the shared-ride system at San Francisco International Airport in an amount not to exceed \$180,000.
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Mr. Littlefield said we are requesting award of Professional Services Contract No. 9137 to LeighFisher Management Consultants to conduct an independent assessment and make recommendations on best practices that SFO can follow in the future to improve our shared-ride system. We believe this professional assessment is necessary in order to maintain the very highest level of customer service for the traveling public and to ensure that each permitted operator is complying with the provisions specified in their operating permit. In December of 2011, Airport staff prepared and issued an RFP seeking qualified and experienced contractors to conduct a comprehensive analysis of our shared-ride industry. This study will take six months and will develop, analyze and evaluate various strategies to improve the shared-ride industry at SFO. Two consultants submitted proposals deemed responsive that met the minimum requirements ... Nelson Nygaard Consulting Associates and LeighFisher Management Consultants, both leading transportation consultants within the industry. LeighFisher earned the highest score under the evaluation criteria set forth in the RFP. The protest period for this RFP will end at the close of business today, June 26, 2012 and to my knowledge we've received no protests. The study will provide objective recommendations and measures to improve customer satisfaction, reduce Airport costs, and meet the desires of the shared-ride industry. Upon completion of the study a new RFP will be issued to identify a company to help implement LeighFisher's recommendations. In conclusion, I ask that the Commission award Contract 9137 to conduct an independent assessment and make recommendations for measures to improve the shared-ride industry at SFO to LeighFisher in the amount not-to-exceed \$180,000.

Item No. 6 was moved by Commissioner Stern and seconded by Commissioner Mazzola. The vote to approve was unanimous.

6. Authorization to Issue a Request for Proposal - Contract No. 8354.1 - Airport Shoreline Protection Feasibility Study

No. 12-0133

Resolution authorizing the Airport to issue a Request for Proposal for Contract No. 8354.1, Airport Shoreline Protection Feasibility Study.

Mr. Satero said that as a result of the 2008 Flood Plain Management Ordinance, the City is able to provide flood protection to all City residents through the National Flood Insurance Program. As a result, the Ordinance requires that all City departments implement measures on all new construction or significant remodels to protect those facilities from damage in the event of a major tidal occurrence. This tidal occurrence is defined by the 1% annual chance flood, termed the base flood by FEMA. Based on the current floodplain map, the Airport is partially inundated in that base flood condition, however, there is a preliminary new map under review which essentially depicts that all Airport property is inundated in this 1% based flood condition. This will mean that essentially all new construction and major remodels at SFO will have to incorporate protection measures. Protection measures can either be to raise the first floor of the facility up by two feet or provide a perimeter dam system, which is a perimeter type protection measure, or wet proof the first floor of the building which essentially allows for floods to go in the building and recede from the building without major damage to the facility. We've done some estimating and determined that they would impact project construction cost by about 5%. When you look at our significant capital program over the next 10 years it is a major cost to implement these measures. We're also concerned that these measures don't protect SFO's major priority assets which are the runways, taxiways and all of the electrical substations that operate our navigation and lighting systems. Therefore, in a major flood occurrence we would be out of operation for an extended period. We recommend taking a longer term, holistic view to protect the whole Airport from a base flood occurrence. Given that we have an existing seawall system, we're proposing to contract with a specialty consultant to conduct a feasibility study to assess the current condition of the existing seawall, and, if feasible make recommendations to ensure that it will protect the Airport in the event of a base flood condition, and then establish or validate SFO's base flood elevation so we can have a dialogue with FEMA. We will follow all of our solicitation policies. I want to make clear that there's a sea level rise issue and the 100 year event issue, so once we go through this evaluation we will then look at the sea level rise forecast and make a final determination on what this seawall plan should look like.

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G. **CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:**

The Consent Calendar, Item Nos. 7 through 18, was moved by Commissioner Guggenlime and seconded by Commissioner Stern. The vote to approve was unanimous. Item No. 19 was removed from the calendar without discussion.

7. Equipment and Maintenance Agreement No. 9229 - Provide Equipment and Hardware and Software Maintenance Services for the Airport's Aircraft Noise

Abatement System - Bruel and Kjaer EMS, Inc. - Not-to-Exceed \$1,520,000

No. 12-0134 Resolution awarding a new Equipment and Maintenance Agreement 9229 with Bruel and Kjaer EMS, Inc. to maintain equipment and hardware and software used in the Airport's noise monitoring system, following the expiration of the current warranty maintenance period on 6/30/2012. This system includes flight tracking hardware, noise monitors, weather sensors and software. The total contract not-to-exceed amount is \$1,520,000.

8. Modification No. 1 (Adding Trade Bid Package Set 1) to Contract No. 9015A - Design-Build Services for Replacement Airport Traffic Control Tower and Integrated Facilities - Hensel Phelps Construction Company - \$613,720

No. 12-0135 Resolution adding Trade Bid Package Set 1 to Contract No. 9015A, Design-Build Services for the Replacement Airport Traffic Control Tower and Integrated Facilities, with Hensel Phelps Construction Company in the amount of \$613,720, for a new total contract amount of \$10,332,404.

9. Award of Contract No. 8575B - Terminal 1, Boarding Area 'B' Restroom Addition Galliera, Inc., dba Trico Construction - \$556,091

No. 12-0136 Resolution awarding Contract No. 8575B, Terminal 1, Boarding Area B Restroom Addition, to Galliera, Inc., dba Trico Construction, in the amount of \$556,091.

10. Request for Proposals for Professional Services, Contract 9033.9 - Construction Management Services for Terminal 1 to Terminal 2 Secure Connector

No. 12-0137 Resolution authorizing the Airport to issue a Request for Proposals for Professional Services, Contract No. 9033.9 Terminal 1 to Terminal 2 Secure Connector.

11. Modification No. 2 to Professional Services Agreement, Contract 8974.2 - Airport-Wide As-Needed Baggage Handling System and Passenger Boarding Bridge Improvements Design and Integration - BNP Associates, Inc. - \$214,530

No. 12-0138 Resolution approving Modification No. 2 to Professional Services Agreement, Contract 8974.2, Airport-Wide As-Needed Baggage Handling System and Passenger Boarding Bridge Improvements

Design and Integration, with BNP Associates, Inc., in an amount not to exceed \$214,530.

12. Modification No. 1 to Contract No. 8974.1 - Boarding Area E Baggage Handling System and Passenger Boarding Bridge Improvements Design and Integration - CAGE, Inc. - \$183,084

No. 12-0139 Resolution approving Modification No. 1 to Professional Services Agreement, Contract 8974.1, Boarding Area E Baggage Handling System and Passenger Boarding Bridge Improvements Design and Integration, with CAGE, Inc., in an amount not to exceed \$183,084, and a time extension to May 10, 2014.

13. Bid Call - Contract No. 8599 - Terminal 1 Lighting Improvements

No. 12-0140 Resolution approving the scope, budget, and schedule for Contract No. 8599, Terminal 1 Lighting Improvements, and authorizing the Director to call for bids when ready.

14. Exercise the Two-Year Option to Extend International Terminal Specialty Retail Lease No.05-0200

No. 12-0141 Resolution exercising the sole two-year option to extend the term of Brookstone Company Inc.'s International Terminal Specialty Retail Lease 05-0200, for an option term of May 26, 2013 thru May 25, 2015.

15. Exercise of the First of Two, One-Year Options Under the Boarding Area F HUB Specialty Store Lease A No. 07-0065

No. 12-0142 Resolution exercising the first of two one-year options under Air Sun dba Sunglass Hut Boarding Area F Hub Specialty Store Lease A No. 07-0065, for an option term of December 21, 2012 through December 20, 2013.

16. Agreement No. 9258 with the County of San Mateo for Services Provided by the Airport/Community Roundtable - \$220,000 per Fiscal Year

No. 12-0143 Resolution approving Agreement No. 9258 with the County of San Mateo for services provided by the

Airport/Community Roundtable in an amount not to exceed \$220,000 per fiscal year for fiscal years 2012-2013, 2013-2014, and 2014-2015.

17. Assignment of the Terminal 3, Boarding Area F Apparel & Accessories Store Lease No. 11-0212 from Genesco, Inc., Hat World Division to Hat World, Inc.

No. 12-0144 Resolution consenting to the assignment of a concession lease from Genesco, Inc., Hat World Division to its wholly owned subsidiary, Hat World, Inc.

18. Modification No. 4, Contract No. 8847 - SamTrans Route 397 Owl Bus Service - \$175,000

No. 12-0145 Resolution approving Modification No. 4 to Contract No. 8847 to exercise the fourth and final one-year option with SamTrans for Route 397 Owl Bus Service from July 1, 2012 to June 30, 2013, in an amount not to exceed \$175,000 for a total new contract amount of \$740,000.

Item No. 19 was removed from the calendar.

19. Approval of a Rent Credit to Sprint/Nextel Due to a Required Relocation

Resolution approving a rent credit to Sprint/Nextel, under Lease No. 09-0051B, in an amount-not-to-exceed \$26,871 for cost sharing of a required equipment relocation in Terminal 1 due to the new Air Traffic Control Tower project.

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H. NEW BUSINESS:

Discussion only. This is the "Public Comment" section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airport Commission for a period of up to three (3) minutes. Please fill out a "Request to Speak" form located on the table next to the speaker's microphone and submit it to the Commission Secretary.

Mr. David Trotman thanked the Commission for the opportunity to speak. The reason I'm here today is regarding the curbside management program for taxis at the Airport. As part of improving service, we would like to be able to create an application that would work on cell phones/smart phones that would allow taxi drivers to know how long the wait was at the Airport. Under present conditions, this is done under on an informal basis. If someone is at the Airport, they call their friends and say the Airport is in need

of taxis, or perhaps not. It takes 15 minutes to get to the Airport. If a taxi isn't needed, you go back to the City or you wait in line. Because the Airport has limited capacity in terms of its ability to handle cabs, in some situations this results in the placement of a cone at the entrance so taxi drivers have to circle, further contributing to congestion when the Airport is busy. The information that would allow us to take care of this congestion problem is currently held by Cubic Corp. in Concord. We would like the Commission to recommend that we have an opportunity to take a look at this information. No viable reason has been presented for the technical inability to access it.

Mr. Martin said the existing contractor is out of business and we're just scraping along until we get the new system in place. The contract has been awarded. We will have the ability to track taxi lines and we will make the information accessible on open source data. It's just going to take a little time before it's there.

Commissioner Guggenheimer said didn't we discuss that a year ago or so?

Mr. Martin responded yes.

Commissioner Mazzola said that you don't have a landside contractor now.

Mr. Martin responded no, the contractor is starting work in July on the new system.

Commissioner Johns asked how long will it take? They're building a whole new system?

Mr. Martin responded they're building a whole new system. The existing system is patched together because the contractor is out of business. We don't find this being a big problem because the drivers find a way to get the information. As the speaker said, they're sharing information today through they're cell phones.

Commissioner Stern asked if you can provide a visual representation of what the line looks like versus uploading a lot of raw data.

Mr. Martin replied we could ... at certain times of the day there may be a lot of cars but they move out quickly. Other times, there's a lot of cars and they're slow moving, depending on arriving flight traffic. I'm sure we can get a camera set up and get that tied into an application. It's not going to provide the full information but I think it would really be most beneficial.

Commissioner Mazzola said we ought to look into something like that ... something like Peter suggested.

Mr. Martin said in the meantime before doing the new system.

Commissioner Mazzola responded, yeah.

Commissioner Stern said as a short term or bridge solution.

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CORRESPONDENCE:

There was no discussion by the Commission.

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I. CLOSED SESSION:

There are no planned agenda items for a Closed Session for the current meeting.

In the event of any urgent matter requiring immediate action which has come to the attention of the Airport Commission after the agenda was issued and which is an item appropriately addressed in Closed Session, the Airport Commission may discuss and vote whether to conduct a Closed Session under Brown Act (California Government Code Sections 54954.2(b)(2) and 54954.5) and Sunshine Ordinance (San Francisco Administrative Code Section 67.11).

If the Airport Commission enters Closed Session under such circumstances, the Airport Commission will discuss and vote whether to disclose action taken or discussions held in Closed Session under the Brown Act (California Government Code Section 54957.1) and Sunshine Ordinance (San Francisco Administrative Code Section 67.12).

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K. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:45 AM.

Jean Caramatti
Commission Secretary