SAN FRANCISCO AIRPORT COMMISSION



March 3, 2015

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 Meeting of March 3, 2015

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AIRPORT COMMISSION MEETING MINUTES March 3, 2015

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 regular meeting of February 17, 2015 were adopted unanimously.

No. 15-0050

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D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

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- E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE: Item No. 1 was moved by Commissioner and seconded by Commissioner. The vote to approve was unanimous.
 - Authorization to Issue a RFQ/P for Contract 9034.66 Design-Build Services for the Demolition of Terminal 2 Airport Traffic Control Tower and Terminal 2 Office Tower Modification Project

No. 15-0051 Resolution authorizing the Director to Issue a RFQ/P

for Contract 9034.66, Design-Build Services for the Demolition of Terminal 2 Airport Traffic Control Tower and Terminal 2 Office Tower Modification Project.

Mr. Geoff Neuymayr, Deputy Director, Design & Construction said this item seeks approval to issue a RFQ/P for Design Build services for demolition of the Terminal 2 Air Traffic Control Tower and the Terminal 2 Office Tower Modifications. The project provides for demolition of the existing Air Traffic Control Tower located atop

Terminal 2 as well as the demolition of the office tower down to the third level. The third and possibly the fourth level will be reconstructed to provide additional uses for the Airport which will be determined after programming. Demolition is required under the Other Transaction Agreement with the FAA for the construction of the new Air Traffic Control Tower as well as to meet all current seismic requirements for the Terminal 2 building. The estimated value of this contract is \$25 million with an anticipated duration of 37 months. The RFQ will contain minimum qualification requirements to assure appropriate technical skills given the size and complexity of the project. Staff will convene a selection panel to evaluate and score the technical proposals and develop an initial ranking. Up to four proposers will be interviewed. Staff will analyze and score the cost proposals, then add the technical and interview scores and establish a final ranking. Staff will then negotiate with the highest ranked proposer. Should we fail to successfully negotiate the contract, we will proceed to the next highest ranked proposer until we have a successful negotiation with a qualified team. At that time, staff will return to the Commission to award contract. In the selection process staff proposes to allow the Airport to consider other key elements of the proposer's qualifications, including LBE participation plans, strategies for schedule expediency and commitment to meet the City's hiring goals in design qualifications. Staff will work with the City's Contract Monitoring division to develop LBE subcontracting participation goals for this contract.

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

2. <u>Authorization to Issue a RFQ/P for Professional Services Contract 10504.41 - Project Management Support Services for the AirTrain Extension and Improvement Program</u>

No. 15-0052

Resolution authorizing the Director to issue a RFQ/P for Professional Services Contract 10504.41, Project Management Support Services for the AirTrain Extension and Improvement Program.

Mr. Neumayr said this item seeks approval to issue a RFQ/P for Project Management Support Services for the AirTrain Extension and Improvements projects. Currently, the long term parking garage at Lot DD is being served by bus service to/from the terminals at an estimated yearly cost of approximately \$8.1 million. With the existing parking garage filling at peak times and planned construction of a second parking garage at Lot DD, it is now prudent and feasible to implement the AirTrain to Lot DD. This project will provide for the construction of approximately 1½ miles of elevated guideway extension to the long term parking garage located at Lot DD. The project will include construction of new AirTrain stations at both the new Airport hotel as well as at Lot DD. The scope of services will include design, installation, testing and commissioning of all required AirTrain operational system improvement by Bombardier, the manufacturer of the AirTrain system. The scope of services for this contract will include pre-construction and design management services, project control services, as well as construction management and inspection services. The estimated contract value is \$5.9 million with an anticipated duration of 44 months. The RFQ will contain minimum

qualification requirements to assure the appropriate skill level required for this contract. Staff will convene a selection panel to evaluate and score the technical proposals and develop an initial ranking. Up to three proposers will be invited to a scenario based interview. The technical and oral interview scores will be combined and a final ranking will be established. Staff will negotiate with the highest ranked proposer. Failing successful negotiations with the highest ranked proposer, staff will negotiate with the next successively ranked proposers until negotiations are successful with a qualified team. Upon successful negotiations, staff will return to the Commission for award of this contract. Staff will work with the City's Contract Monitoring Division to develop appropriate LBE sub-consultant participation goals.

Commissioner Mazzola said that your criteria lists experience and qualifications among the lowest scores. Why would we rank experience and qualifications below project personnel or project approach?

Mr. Neumayr said this is always a tough one for us because we happen to look and value the people versus the firms as well. Keep in mind that these are minimum qualifications. This is not the selection criteria.

Commissioner Mazzola said it's the way you're scoring. It appears that qualifications is of the least importance.

Mr. Neumayr said the minimum qualifications are not part of the selection process. These are minimum qualifications ... you have to cross-over and meet all these requirements in order to proceed through the evaluation process.

Commissioner Guggenhime said what you're saying is that once you get all the RFPs, based on this system you're not going to use this ranking system when you pick the firm.

Mr. Neumayr replied that is correct ... so we can proceed to the technical review committee.

Commissioner Mazzola said my argument doesn't change. Don't you consider qualifications higher than project approach?

Mr. John Martin, Airport Director asked if we are looking at the qualifications of the personnel, too.

Mr. Neumayr said yes. We are focused on the qualifications of the personnel as well as the firm. We're trying to balance these things out.

Commissioner Johns said what concerns me is that 260 point go for the oral interview which means that selection committee has a great deal of weight in determining any of these items rather than us seeing concrete credentials on paper. It's, I have never realized that before but, I think that goes to your point also because that means that if you have 4 people on your selection panel, I mean each one has a major part personally and how they evaluate rather than the hard criteria.

Commissioner Mazzola said I guess you can do it either way but I want to let you

know I don't quite understand it. You said you put experience and personnel together, and I don't quite get that. Do you ask a General Contractor to provide a list of people working for them and then you perform background checks? I understand if an employee on a project job site does something wrong and you ask the contractor to get rid of him. But I don't get this.

Mr. Neumayr said we can go back and reevaluate this.

Commissioner Mazzola said I don't mean to hold up the project ... I'm going to vote for it.

Mr. Martin said we'll pull it off the calendar.

Commissioner Mazzola said no, no don't pull it off the calendar. I just need someone to help me out with this later.

Commissioner Johns asked if this is the same sort of scoring weight that you have used in the past, or this something new?

Mr. Neumayr said we have different scoring levels for different types of contracts. This is a project management support contract, this is not the general building contract. This looks for a staff of about six to seven people. Given that we are more focused on the people, because of the limited amount of people, we try to balance it all out.

Commissioner Mazzola said I still don't get it. Two consulting firms with seven or eight people on staff and you don't like one employee ... do we have him fired?

Mr. Martin said you can have a firm that has perhaps 30 years of experience in project management but it may happen that all the people who know this kind of system were hired away by another firm. So, the people in the firm no longer have the experience, even though the firm does. That's a far end scenario, but a small firm might have hired the foremost expert in the country on project management of airport AirTrain systems. That means that the one person hired two years ago is key to us and is the most skilled person in the industry, but is new to this firm. And, the firm with 20 or 30 years of experience may not have the staff with experience.

Commissioner Mazzola ... that's an explanation. Okay.

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- F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS: The Consent Calendar, Item Nos. 3 and 4, was moved by Commissioner and seconded by Commissioner. The vote to approve was unanimous.
 - 3. <u>Modification No. 5 to Contract No. 9075 Information Booth Program Polaris</u> Research and Development, Inc. - \$2,079,123

No. 15-0053 Resolution

Resolution approving Modification No. 5 to Contract 9075, Information Booth Program, with Polaris

Research and Development, Inc. to exercise the final of two one-year options in the amount of \$2,079,123, for a new total contract amount not to exceed \$9,597,202.

4. Modification No. 3 to Contact No. 8994 - Curbside Management Program - FSP PPM Management, LLC - \$1,039,000

No. 15-0054

Resolution approving Modification No. 3 to Contract 8994, exercising the last of three one-year options, with FSP PPM Management, LLC to staff and manage the Airport's Curbside Management Program commencing July 1, 2015 thru June 30, 2016, in an amount not to exceed \$1,039,000 for the option period, for a new total contract amount not to exceed \$20,900,000.

Mr. Mark Gruberg, SF Taxi Workers Alliance, said that the Alliance and cab drivers in general have a lot of concerns about the way the taxi lots are being run. Specifically, there seems to be a lot of arbitrary decisions being made about drivers being booted out of the taxi lot for 24 hours and there's really no recourse for the drivers under these circumstances. They are kicked out and they can't come back. If it's been an unjust decision they have no recourse in these situations. I don't want to paint too broad of a brush, but some of the starters in the lot seem to show an enormous amount of disrespect for cab drivers. Very bad treatment. We feel this needs to change, and we are in discussion with Airport officials about it. I don't want to comment on it, but it's galling to drivers who see TNCs around the Airport waiting at the terminals, disobeying the rules and the terms of their permits, and getting away with it. We see these guys sitting there as we drop off on the departure level, or we see them circling around when they're supposed to be in their own lot waiting for a call. This isn't being enforced to any extent that we can see, yet cab drivers are being punished for very minor things.

Mr. Chuck Andrew said Local 665 is happy to support the staff recommendation that FSP Management be retained for another year, however, we would like to go on record requesting an opportunity to review anybody who might submit a Request for Proposal next year when it comes up for bid. To Mr. Gruberg's remarks, Local 665 members work as Taxi Dispatchers on the curb and they do the best they can under the circumstances in terms of enforcing the rules at the Airport. FSP, the employer, makes the decisions on who's booted out for various infractions. Our members don't make those decisions, they enforce the rules that are given to them to the best of their abilities, both at the holding lot and at the terminals

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G. 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 two (2) 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. Gruberg said so it has been as I gauge it three months since the TNCs have been operating at the Airport and under the terms of the permits, there was suppose to be a three month review of specifically their ability to pick up at the Airport and this is where we see the abuse taking place because there is, you know, ramp in disregard for the permit conditions which they have to stay in a waiting lot and we can't understand why they would be allowed to continue to serve the Airport under those circumstances if you can obey the terms of your permit, then you know, that needs to be enforced. It's really, really unfair to cab drivers. We are also now allowed to use an app or our taxi apps to pick up but the cab drivers, when they get a call, have to go down through the taxi lot and the payment system is the same payment system for all the other cab drivers in the lot using the smart car and so forth and this put the cab drivers at a significant disadvantage to the TNC drivers who go directly to the terminal but they're sitting at the terminals. We believe that this whole process needs a public airing and when the Airport has done its evaluation, we think it should come to this Commission, that this Commission should be the decision maker in whether these permits should continue to exist or whether these permits should be denied or restricted in some way. Thank you.

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H. CORRESPONDENCE:

There was no discussion by the Commission.

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I. CLOSED SESSION:

CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL

(a) Public comment on all matters pertaining to this agenda item.

The Airport Commission voted unanimously to go into closed session. The session began at 9:24 AM.

(b) Discussion and vote in open session pursuant to the Brown Act (California Government Code §54956.9) and the Sunshine Ordinance (San Francisco Administrative Code §67.10(d)) on whether to invoke the attorney-client privilege and conduct a closed session to confer with legal counsel. ACTION ITEM.

(c) [PROSPECTIVE CLOSED SESSION]

CONFERENCE WITH LEGAL COUNSEL regarding existing litigation as cross-defendant (Government Code §54956.9, Administrative Code §67.8(a)(3)): *People of the State of California* v. *FlightCar, Incorporated,* et al., California Superior Court, County of Santa Clara Case No. 1-13 CV 251634, filed May 31, 2013. Discussion of proposed settlement and resolution recommending approval by the Board of Supervisors. ACTION ITEM.

There are no other planned agenda items for the closed session. 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 the Brown Act (Government Code §54954.2(b)(2) and §54954.5) and the Sunshine Ordinance (Administrative Code §67.11).)

(d) [RECONVENE IN OPEN SESSION]

- (i) [IF APPLICABLE] Report on action taken in closed session required by the Brown Act (Government Code §54957.1(a)) and the Sunshine Ordinance (San Francisco Administrative Code §67.12(b)).
- (ii) Discussion and vote whether to disclose any or all discussions held in closed session (San Francisco Administrative Code §67.12(a)). ACTION ITEM.

The closed session ended at 9:33 AM. The Commission voted unanimously not to disclose the nature of the closed session.

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J. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:34 AM.

(Original signed by: Jean Caramatti)
Jean Caramatti
Commission Secretary