# SAN FRANCISCO AIRPORT COMMISSION



May 6, 2014

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 May 6, 2014

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# AIRPORT COMMISSION MEETING MINUTES May 6, 2014

# 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. Linda S. Crayton, Vice President Hon. Eleanor Johns Hon. Richard J. Guggenhime Hon. Peter A. Stern

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C. ADOPTION OF MINUTES: The minutes of the special meeting of May 22, 2014 were adopted unanimously.

No. 14-0077

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- D. DIRECTOR'S REPORTS:
  - 1. <u>Report on Runway Safety Area (RSA) Program Upcoming Runways Closure -</u> <u>Verbal Report</u>

Report on the status of the Runway Safety Areas (RSA) Program, with specific focus on the upcoming Runways 1/19 closure scheduled for May 17, 2014, for up to four months. Report will include a briefing of construction acceleration/phasing plans, anticipated operational impacts, and community outreach efforts.

Mr. Ivar Satero, Chief Operating Officer said that it's appropriate to come before you today to provide an overall briefing of the total Runway Safety Area (RSA) program given that we're entering our most critical phase of the program ...closure of the 1-19s that will happen on May 17. We want to give you a broad perspective or a refresher of the RSA program and also talk about potential for delays, construction phasing, and the outreach we've been doing.

As you recall, the RSA is all about providing those protection zones at the end of the runways and we successfully completed the first phase last year which was the 10-28s. We did that through a displaced threshold and a shifting of runways, and we're successful in that. The runways remain their current lengths ... 28L was lengthened to a certain extent. Now, the 1-19s, is all about that EMAS (engineered material arresting system) installation. As you recall, this is a

mandate from Congress with a deadline of 2015 for airports to have their RSAs complete. We are definitely ahead of that schedule. This project, which is partially Federally funded, is scheduled for completion by the end of this year. With that, I would like to introduce Jim Chiu, RSA Project Manager.

Mr. Jim Chiu said the two remaining runways requiring RSA upgrades are locked between the bay on the north and Highway 101 on the south. Since it's not practical to shorten these two runways in order to provide the safety zones, we will be utilizing EMAS to meet the FAA's RSA requirements. EMAS is a high energy absorbing concrete material intended to stop aircraft that have over shot a runway. EMAS is similar in concept to a runaway truck pullout made of gravel that we see on the side of a highway. You can walk on these blocks but they're uniquely designed to be crushable by the weight of the aircraft. We'll be installing 23,000 of these blocks to provide additional protection to the four runways. Construction work has already begun. For the last two months we have been performing the necessary precursor work in preparation for the May 17 runway closure. The dual runways will be closed on May 17 and are scheduled to re-open on September 8, 2014. The joint venture construction company of DeSilva Gates Construction and Granite Rock Construction have each successfully performed many of the Airport's airfield projects. The two companies, with their combined resources and experiences at SFO and also with the incentive bonus built into the contract, intend to complete the work and re-open the runways early. Safety and security is our top priority as you can see from the site plan. For safety reasons and to provide the most effective way to construct this RSA work, we're fencing off two major areas, one at the north end and one at the south end, where the bulk of the work will take place. This is to clearly identify and to physically fence off construction activities from the rest of the airfield operations areas. We have confidence in the Airport's construction team and the joint venture contractors to complete the RSA work safely and ahead of schedule. With that, I will hand over the next part of the presentation to John Bergener.

Mr. John Bergener, Planning Manager said before I talk about delays I will discuss the dual runway closure option and why it was agreed to by the Airport, airlines, and the FAA as the preferred alternative. Initially the stakeholders looked at several alternatives for completing the RSA work, including closing the runways one at a time, closing the north end, followed by closing the south end, and operating on shortened runways or dong the work in multiple night, weekend closures. However, all these other options would have resulted in more overall delays and had more scheduled risk associated with them which could have extended the project and increased delays even more. So the dual runway closure option is the safest and most efficient operation that resulted in the lowest overall delays and the shortest construction period. That work is being completed over the summer, which typically has better weather, when the Airport operates on a 28-28 operation anyway due to crosswinds. When preparations for the runway closures are complete and the runways close, construction will occur six days a week, 20 hours/day. So the question that normally comes up is if the Airport ever operates on a 28-28 configuration on arriving and departing, and the answer is yes. The procedure is very familiar to the Air Traffic Controllers as it's frequently used during periods of high crosswinds and was in fact used for over 100 days in the summer of 2013 for one or more hours/day.

Commissioner Johns asked if it was used because of the winds.

Mr. Bergener replied because of the high crosswinds that didn't allow use of the ones. So, in the normal configuration with all four runways available in good weather, Airport capacity is about 100-104 operations/hour, depending on the aircraft fleet mix. In the 28-28 configuration with the dual runway closure, Airport capacity will be about 85 operations/hour or about a 15-20% reduction in capacity. In this configuration arriving flights are given priority so extra arrival delays are not anticipated in good weather. Departure capacity will be reduced during the runway closures and departure delays are likely during peak period departure demands such as 9am, 11am, and 1pm. This slide is a comparison of simulated delays. We did simulations multiple times on this closure alternative between the 28-1 normal operations and the 28-28 runway closure option for both the good weather all day alternative and for a day with morning fog and clouds until about 11:30am followed by clearing. These are the two predominant weather conditions in the summer. In both cases the average delay increases under the runway closure option. In a good weather all day case, delays are projected to increase by about 2 minutes on average, made up predominantly by increases in departure delays which on average are projected to be 4 minutes higher than normal, and for peak departure delays, even those really high demand periods up to 15 minutes higher than normal. In the case with morning fog and clouds followed up by clearing later on, the average delays are expected to increase by about 5 minutes on average, again made up predominantly of departure delays which on average are 10 minutes higher than normal and for peak departure delays are almost 30 minutes higher than the normal during some of those hours. So, recognizing the projected increase in departure delays associated with the dual runway closure, there's been several efforts to mitigate the projected increase. No. 1, the FAA has reviewed flight schedules of all airlines and had one-on-one conversations and obtained a proposed flight schedule increase to less than 2% during the construction period this summer and those increases are all during the off-peak times, not during the peak hours. Since last Fall, we have had the closely spaced parallel runway approach procedure available which improves runway efficiency in bad weather. As part of the RSA construction work, the Airport is implementing a departure metering system, which is a tool that allocates departure times to airlines based on schedule rationing and other agreed upon principles, and allows the projected departure delays to occur at the gate with passengers in the Terminal building as opposed to on the plane waiting at the end of the runway in a departure queue. The principle is similar to a freeway ramp metering system that provides a smooth flow of traffic on the highway instead of large groups of cars all merging at once. The results should be reduced passenger waiting time onboard aircraft, shorter aircraft departure taxi times, and aircraft fuel savings. (Mr. Bergener provided a simulation). Without the departure metering system you can see that long departure queues at the end of the runways would result ... 20-25 aircraft may stack up waiting to depart. So, instead of having those aircraft wait at the end of the runway you can see what happens with the departure metering system. You'll see there are many fewer planes waiting at the end of the runway, and instead you'll see planes at the gates with passengers waiting in the terminals until just before they have a departure metered slot available. They then board the plane and go out to the end of the runway. It reduces the amount of time people wait on the plane, although it doesn't reduce the overall departure delays.

Commissioner Johns assumed that meant there are less gates available for incoming flights. Where do they stack up and wait for a gate to open up.

Mr. Bergener replied that if a gate is needed for an inbound flight, we will have planes load and get off the gate. There are also designated waiting spots around the Airport. But that is not expected to occur much.

Commissioner Guggenhime asked if the airlines have adjusted their schedules accordingly.

Mr. John Martin said they've dropped about 40 flights/day from their schedules.

Commissioner Guggenhime asked if they have increased their connection time recommendations to people who are connecting.

Mr. Martin said they have for connecting through Chicago or Denver from San Francisco ... they are showing much longer times for transfers.

Mr. Martin added that we don't worry about clear weather in the summer. Rain is the primary reason we don't do paving work in the winder.

Mr. Bergener introduced Doug Yakel, SFO Public Information Officer, who will discuss flight track changes associated with the RSA closures and outreach efforts to notify the public of these anticipated changes.

Mr. Doug Yakel said the closure of these two runways for this project will lead to a temporary change in air traffic over some of the communities surrounding SFO so I just want to take a moment to highlight what some of those air traffic changes will be and talk about some of the outreach work we're conducting to get the word out. For starters, we're looking at a map of the Peninsula ... you can see the Airport in the lower right section of the screen and let's talk about how aircraft typically depart SFO with all four runways available to us. Typically, traffic going to the mid West, East Coast, and Europe will launch off of Runways 1L and 1R, head up the Bay towards their destinations, and you'll also see really the largest share of our air traffic, and that is traffic to Southern California, also using these runways, launching off 1L and 1R, making a left turn over Brisbane, and heading South towards their destination. With the use of all four runways, we use 28L and 28R for some departure activity, primarily traffic to Asia and Hawaii. This is the typical configuration to date. With the closure of 1L and 1R, the re-distribution is as follows: You'll continue to see traffic to Asia and Hawaii, going off 28L and 28R but what's added is all of the traffic to Southern California. This is probably the most significant shift in air traffic during the period of these runway closures ... the flights going to Southern California. The communities in San Bruno, South San Francisco, Pacifica, and Daly City will see an increase in air traffic during these runway closures. You will also see flights going to the mid West, East Coast, and Europe launching off of those runways and making a right turn over Highway 101 heading East towards their destination so some communities will see an increase ... cities like Brisbane will actually experience a decrease in air traffic during the runway closures. We've been conducting community outreach since we began the process last fall. We've had a Noise Roundtable Forum,

where initial communication was focused, and since that time we've focused on reaching out to communities ... in particular communities that will see increases in air traffic during these runway closures. We've made presentations to City Council meetings of all the cities along the flight paths that will see increases and we've also made presentations within San Mateo County. We've also reached out to the travel industry. We want to ensure that these runway closures do not impact any customer bookings that we see during this period so we've made similar presentations to travel associations and Convention and Visitors Bureaus. The last step that we've undertaken happened last week and that was the distribution of a post card mailer ... hopefully you have a copy on your desk. This went out to approximately 11,500 residents that live directly under the flight path from 28L and 28R. These are the folks that will be most directly effected by this runway closure and this is really our final step from an outreach perspective to ensure we get the word out. We've also been reaching out to the media throughout. We issued a press release last fall and in March we hosted a Media Day at the Airport where we actually took local media out to the runways to demonstrate both completed RSA work and the locations of the upcoming work.

Commissioner Guggenhime said that when all runways are working we have south, north, north-south and east, west, west-east another set ...correct?

Mr. Yakel said essentially, yes. Our primary runways ... 28L and 28R are in a north, north-west orientation.

Commissioner Guggenhime ... and that's going to stay open?

Mr. Yakel replied that's correct.

Commissioner Stern asked if there has been any thought about the impact to concession revenue since there are going to be delays.

Mr. Martin believed that with departure delays and the fact that people won't get on the plane until it's ready to depart should actually result in increased spending.

Mr. Martin said I think we may see some fall off in traffic on some of the short hall markets. The big question is whether United is going to be diverting some of their connecting traffic to other hubs, that's where we may see some hit on our traffic numbers ... passengers may make their connections in Denver, for example.

Commissioner Johns asked if they are working on trying to mitigate that.

Mr. Martin replied we don't know.

Commissioner Guggenhime thought that he heard that they are factoring in connecting reservations and more layover time.

Mr. Martin said I'm sure they are ... both here and flights from San Francisco to Denver or Chicago.

Commissioner Johns asked what CSPR stood for ... allowing more flights to come

in on a parallel landing.

Mr. Satero replied Closely Spaced Parallel Runways.

Commissioner Johns asked if that is in effect now.

Mr. Satero replied that it is.

Commissioner Johns asked if that means that all planes had to have equipment to make it happen ... how does it technically work?

Mr. Bergener said that the Closely Spaced Parallel Runway procedure is sort of a staggered instrument approach procedure that uses the existing instrument landing system which all commercial aircraft are equipped with so it didn't require any additional aircraft equipment.

Commissioner Johns asked what's different now.

Mr. Bergener replied FAA rules ...

Commissioner Johns thought there was supposed to be new equipment that would make this happen more easily.

Mr. Bergener said the two improvements recently made were the Simultaneous Offset Instrument Approach procedure lowered minimums. That uses a traditional technology. The closely spaced parallel runway operation, which allows staggered instrument landing system approaches, uses traditional technology. Some of the newer things that are coming up are the required navigation performance area navigation, a NextGen technology that will require additional equipment. That's coming up in the next couple of years. It's a transition from a ground based navigational aide to a satellite based navigational aide.

Commissioner Johns asked if airline pilots were trained on this new staggered approach so they would be familiar with it.

Mr. Bergener said I don't know if it requires additional training. It's a standard instrument landing system approach and air traffic controllers from the FAA put the aircraft in a correct position to line up. It exists in several other airports around the country, like Seattle.

Commissioner Johns said I'm asking these questions in light of the accident that occurred and I'm wondering if this puts more pressure on the pilots and the tower.

Mr. Bergener said not really. You're just using a standard instrument landing system approach that they do all the time.

Commissioner Guggenhime said pilots know what they're doing.

#### 2. <u>Report Regarding On-Airport Hotel - Verbal Report</u>

Report providing an update on upcoming actions and necessary approvals for the hotel project.

Mr. Leo Fermin, Chief Business & Finance Officer said that now that the environmental review has been completed, we will be going full swing on the hotel project on Plot 2, the site of the former Hilton Hotel. On this site the hotel will have great visibility from Highway 101, and would appear on the right as one drives onto the Airport both from the North and the South on 101. This first slide shows an artist rendering of a possible way the hotel could look, although we have not begun to design the building and we will look at many different possibilities. Also shown are some of the amenities that staff has considering. The final amenities will be developed together with the brand selected to operate the hotel. An artist's rendering provides a view of the AirTrain station that will be built next to the hotel. One idea staff has is to build the hotel lobby at the same level as the AirTrain station to enable easy entrance and exit by guests. Over the next year a number of items will be presented to you ... first, as required by environmental law, we will ask you to adopt the CEQA findings and authorize commencement of the hotel project. Next, we will need to have an operator on board as we program and design the hotel and will seek approval to issue an RFP for a hotel operator. The RFP will state that communications must only be with Airport staff identified in the RFP; contact with other City representatives to influence the selection will be grounds for disgualification from the selection process. After the RFP is issued we will hold a pre-proposal conference to clarify the RFP and answer questions from prospective proposers. We will then return to you to report on the pre-proposal conference and request authorization to receive proposals. Towards the end of this year we will ask for approval to issue RFPs for Project Management and Design Build contracts, and finally, in early 2015, we will seek award of six contracts ... four to our single hotel operator, one to a Project Management team, and one to a Design Build team. We will have one branded hotel operator but, there will be four contracts. First we'll need technical assistance services from the operator for tasks such as spacial programming, input on operational performance, advice on systems and equipment needed to open the hotel as well as consultation on architectural design, interior design, mechanical systems, and restaurant and kitchen planning in accordance with operator brand standards. Second, the operator will assist with the purchase and installation of furniture, fixture, and large equipment as well as operating supplies and small equipment. Third, we will need pre-opening services such as recruiting, hiring, and training of employees, development of a marketing plan, pre-bookings, and testing of equipment and systems. And we will have a management agreement for the ongoing management and operation of the hotel from day one. Normally, under the Airport's Master Bond Resolution, all Airport revenues are deposited into the Airport Revenue Fund, even those at the hotel, however, standard hotel industry practice calls for daily hotel receipts to be deposited into its own lockbox fund. Hotel operating expenses are paid for from this source. So, in order for us to follow standard industry practice, we will use a provision in the Master Bond Resolution to declare the hotel a special facility and issue special facility bonds which the Airport will then pay for with the proceeds of the sale of general Airport revenue bonds. This slide illustrates the bond issuance structure. The Airport will do a regular general Airport revenue bond sale to the public. Then, with the cash proceeds from the general Airport revenue bonds, the Airport will purchase its

own special facility bonds. This slide illustrates the separate lockbox fund for deposit of hotel receipts and the payment of expenses. Daily hotel cash receipts are deposited into this lockbox fund held by the Bond Trustee. The operator draws on this account to pay operating costs. Money from this account are also used to pay Airport debt service on the special facility bonds which is then passed on as debt service for the general Airport revenue bonds. Finally, this slide shows the key milestones. Our goal is to open the hotel no later than January 2018.

Commissioner Mazzola said this is exciting and a great addition to the Airport.

Commissioner Guggenhime said that some airport hotels are already inside security, but obviously that's not happening. Are there advantages to people staying at the Airport hotel as far as accessing airplanes.

Mr. Martin said we think we will see a lot of passengers flying in on international flights who will spend a night or vice versa and people maybe spending a couple of days in San Francisco. Also people driving in from 1,500 miles outside of San Francisco who reside in the area spending the night in a hotel. A lot of people coming for overnight meetings. There will be a lot of different uses.

Commissioner Stern asked if there will be an opportunity for bag check at the hotel, or for passengers to get their boarding passes.

Mr. Fermin said those are some of the ideas that we'll look at. There are a lot of different ideas that we need to discuss with the hotel operator that we'll select.

Commissioner Johns asked if this will increase BART's activity.

Mr. Martin replied that it should.

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E. ITEMS INITIATED BY COMMISSIONERS: There were no items initiated by Commissioners.

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- F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE: Item No. 3 was moved by Commissioner Crayton and seconded by Commissioner Guggenhime. The vote to approve was unanimous.
  - 3. <u>Award Professional Services Contract No. 10003.41 Project Management</u> <u>Support Services for Temporary Boarding Area B and Security Screening</u> <u>Checkpoint - Hill International, Inc. - \$4,850,000</u>

No. 14-078 Resolution awarding Professional Services Agreement, Contract 10003.41, Project Management Support Services for Temporary B/A B and Security Screening Checkpoint to Hill International, Inc., in an amount not to exceed \$4,850,000 and for a duration of 22 months from Notice to Proceed. Mr. Reuben Halili, Program Manager T1 Program, Design and Construction said this item awards a Contract for Project Management Services for Temporary Boarding Area B and Passenger Screening Checkpoint to Hill International in an amount not to exceed \$4.8 million. The Temporary Boarding Area B project is the first in the series of projects to enable the Terminal 1 program to proceed. This project will include a temporary Passenger Screening Checkpoint, a temporary Passenger Circulation Corridor, Utilities Systems Relocations, Passenger Loading Bridge Installations, and many airline and non-airline tenant relocations. The scope of work for Project Management Support Services is for estimating project controls, supporting construction management and inspection. The Airport received three proposals from Hill International, SFO Alliance, and ABA Global. Our selection and evaluation panels scored all of the proposals and ranked Hill International with the highest score. CMD approved a 20% LBE sub-consultant participation goal and Hill International has committed to achieving this goal.

Item Nos. 4 and 5 were called together. They were moved by Commissioner Crayton and seconded by Commissioner Guggenhime. The vote to approve was unanimous.

4. Approval for Artwork in the Terminal 1 Secure Connector

	Resolutions approving the artists and designs
	selected for the Terminal 1 Secure Connector.
No. 14-0079	Yayoi Kusama
No. 14-0080	James Melchert

Mr. Blake Summers, Manager, SFO Museums said that we have two Design Build projects currently in progress, the Air Traffic Control Tower and T3 East and these artists were selected for these projects. We worked with the Design Build teams and the Arts Commission to identify locations within these projects for the art. Once locations were identified, the artists were selected on the basis of two national calls for sculpture. The Arts Commission issued an RFQ last fall and 221 artists applied. A panel met to review the applicants and selected a shortlist of qualified artists. These were submitted to the selection panel to review and make final recommendations. Artists were selected from the Arts Commission pre-qualified pool of two dimensional art. A national RFP was issued last summer and 640 artists applied. A panel selected 190 artists from the 640,to be part of the pre qualified pool. The Arts Commission selected 13 of these artists to forward to the selection panel. The Airport Art Steering Committee reviewed the approved artist selections and proposals. Last night the Arts Commission approved all these artist selections. Finally, as you know, the funding comes from Art Enrichment.

Commissioner Johns asked if there is a way in the selection process to find local Bay Area artists ... did we try to have a certain percentage?

Mr. Summers said I don't know if they look for a percentage. In the final selection, five out of the eight artists were local.

Commissioner Crayton asked if any of the artists were present. What is the

diversity breakdown?

Mr. Summers said that Ms. Bendolph is African American, one artist was born in the Philippines, one is Japanese, and one is Iranian.

Commissioner Crayton asked if the amount of money they received would be based upon where their art will be located or on the actual piece itself.

Mr. Summers said he did not understand the question, but the artists were picked for specific locations.

Commissioner Crayton ... and that's why the difference in the dollars?

Mr. Summers replied yes. He added that some of the lower dollar amounts are actually paying for licensing fees of art that exists and is going to be produced on panels. That's the case for Vanessa Marsh and Lordy Rodriguez.

Commissioner Guggenhime added that the younger upcoming artists are much less money than established artists such as the Japanese artist.

# 5. Approval for Artwork in the Terminal 3 East

	Resolutions approving the artists and designs selected for the Terminal 3 East.
No. 14-0081	Ursula von Rydingsvard
No. 14-0082	Louisiana Bendolph -
No. 14-0083	Chris Johanson
No. 14-0084	Sanaz Mazinani
No. 14-0085	Vanessa Marsh
No. 14-0086	Lordy Rodriquez

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- G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS: The Consent Calendar, Item Nos. 6 thru 9, was moved by Commissioner Stern and seconded by Commissioner Guggenhime. The vote to approve was unanimous.
  - Modification No. 1 of Contract No. 9005.3B As-Needed Structural Engineering Support Services - Rutherford+Chekene and Tennebaum-Manheim Engineers Joint Association - \$400,000

No. 14-0087 Resolution approving Modification No. 1 to Contract 9005.3B, As-Needed Structural Engineering Support Services to Rutherford+Chekene and Tennebaum-Manheim Engineers to exercise the option to increase the contract amount by an additional \$400,000 to the full approved budget of \$800,000 and a four year time extension thru April 11, 2018.

- 7. <u>Modification No. 3 of Contract No. 9005.3A</u>, As-Needed Structural Engineering Support Services with URS/Bello Joint Venture - \$400,000
  - No. 14-0088 Resolution approving Modification No. 2 to Contract 9005.3A, As-Needed Structural Engineering Support Services with URS/Bello to exercise the option to increase the contract amount by an additional \$400,000 to the full approved budget of \$800,000, and a 4 year time extension thru May 8, 2018.
- 8. <u>Award of Contract No. 9367R Residential Airport Noise Insulation G.E. Chen</u> <u>Construction, Inc. - \$824,600</u>
  - No. 14-0089 Resolution awarding Contract 9367-R Residential Airport Noise Insulation Construction to the responsible bidder with the lowest responsive bid, G.E. Chen Construction, Inc, in an amount of \$824,600, and a corresponding contingency of \$61,845 for Type 1 Modifications.
- 9. <u>Modification No. 3 to Contract No. 8673 Airport Operations Facility Galliera,</u> Inc. dba Trico Construction

No. 14-0090 Resolution approving Modification No. 3 to Contract 8673, Airfield Operations Facility, with Galliera, Inc. DBA Trico Construction, to extend the contract duration by 36 calendar days at no additional cost.

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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.

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I. CORRESPONDENCE: There was no discussion by the Commission.

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J. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (a) Public comment on all matters pertaining to this agenda item.

(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 (Government Code §54956.9(a), Administrative Code §67.8(a)(3)): *Knudsen* v. *City and County of San Francisco, et al.*, U.S. District Court (California Northern District), Case No. 4:12-cv-01944-DMR, filed April 19, 2012. DISCUSSION ONLY.

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 public session was reconvened at 10:09 AM and the Commission voted unanimously not to disclosed the discussion.

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#### K. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:10 AM.

(Original signed by: Jean Caramatti)

Jean Caramatti Commission Secretary