SAN FRANCISCO AIRPORT COMMISSION



June 17, 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

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AIRPORT COMMISSION MEETING MINUTES June 17, 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. Linda S. Crayton, Vice President arrived at 9:07 am at the call of Item No. 3. Hon. Eleanor Johns Hon. Richard J. Guggenhime Hon. Peter A. Stern

Absent:

Hon. Larry Mazzola, President

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C. ADOPTION OF MINUTES: The minutes of the regular meeting of June 3, 2014 were adopted unanimously.

No. 14-0119

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- D. SPECIAL ITEMS: Item No. 1 was put over to the July 1, 2014 Commission meeting.
 - 1. Retirement Resolution for Mr. Dave Loustalot

Resolution thanking Mr. Dave Loustalot of the Facilities Division for 33 years of faithful service and to offer best wishes for a long and fruitful retirement.

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

2. <u>Retirement Resolution for Mr. James Cheng</u>

No. 14-0120

Resolution thanking Mr. James "Jim" Cheng for nearly 20 years of faithful service to the City and County of San Francisco.

Mr. Ivar Satero, Acting Airport Director, said that it is with great pleasure that we recognize Jim Cheng on his retirement after 20 years of service. Jim and I started at the Airport about the same time. Jim was involved such formative programs for the Airport, including the Master Plan expansion program. The first part of Jim's

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career was with our ITT department in its early days and very involved in the development of the ITT organization as an economic planner. More recently, Jim has been with our Finance Division and it has been my pleasure to work with Jim as developed our Five Year and Ten Year Capital Programs,

Jim has always been a source of great information and reliable information as we developed our Five and Ten Year Plans. It's been a pleasure to work with Jim. I've been able to call upon Jim and ask him questions about the analysis he has done on our Capital Program. Jim has given us a high level of credibility with the airlines as we prepare these programs. It's with great pleasure that we recognize Jim on his retirement. Certainly the Airport will be losing a wonderful employee, a committed employee and a dedicated employee.

Commissioner Johns thanked Mr. Cheng for his 20 years of service.

Commissioner Stern thanked Mr. Cheng for his service and said that he will definitely be missed.

Commissioner Guggenhime ... absolutely.

Mr. Jim Cheng thanked the Commission. Ivar, thank you very much for the kind introduction. Honored Commissioners, I am very grateful to have the opportunity to speak today. It's a very proud and happy moment for my family and I. I want to thank Leo Fermin and John Martin for having extended an opportunity for me to work at the Airport in 1994. I want to thank all of my associates at SFO for their company, their friendship and support during the past 20 years that we've worked together. I'm proud of how the Airport has advanced and continued to thrive, especially in light of setbacks from 911 and the great recession. I feel fortunate to have been of service to a San Francisco asset with global significance and having made a difference toward SFO's ongoing success.

My family immigrated to the U.S. in 1956 and I'm the first child to complete college and earn a graduate degree. My mom and dad encouraged me to do well in school so that I could have greater opportunities than they had. My wife and children have always been by my side as we've journeyed through lifes ups and downs and many unexpected challenges. For my parents, my wife and children who have been my guiding stars, thank you for sharing my adversities and my joy while I've been at the Airport. We made it! Thank you, very much.

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E. DIRECTOR'S REPORTS:

3. <u>Report on SFO Preparedness for Sea Level Rise - Verbal Report</u>

Mr. Satero introduced Mr. Joe Birrer, head of Engineering, who will present a report to the Commission on the work we are doing to protect the Airport from sea level rise and 100 year storm events, and some of the interagency coordination that's been going on as the City has developed a strong emphasis to protecting the assets of the City in close collaboration with the Airport as well.

Mr. Joe Birrer said that he will be addressing the 100 year flood and sea level rise and what staff is doing in those regards. I'm going to also touch on some of the improvement recommendations that are coming out of our shoreline protection study and some of the regional collaborations that we've had on this issue.

(The power point presentation is attached.)

The map before you is a draft map of FEMA's flood insurance rate map. The green in the Bay and covering over the Airport, represents potential flooding to the Airport in the event of a 100-year storm. We're focused on this 100 year storm because in 2010 the City and County of San Francisco joined FEMA's National Flood Insurance program so we are now required to comply with that program. At the time the City joined the program, the flood map that we had looked much different from this map. We didn't realize the extent of flooding that was possible under the 100 year flood. In 2013, FEMA came out with this map, and again this is a draft that will be finalized somewhere in 2015, showing the potential level of inundation in the 100 year flood. We're required to meet the FEMA requirements and there are several ways of doing that. We could flood proof the design of any new facilities, we can raise the finished floor level of any new facilities we put in above flood level, or we could fortify our sea wall perimeter to meet FEMA's certification standards. Staff feels that's the most reasonable and appropriate method to go forward to protect the Airport because it protects the entire Airport, all of our existing assets, and our future assets. Given what we know from our on-going study, we think that the design and construction of sea wall protections to meet FEMA requirements will take about six to eight years and will have a budget of about \$30-\$50 million. That will make us compliant with FEMA requirements.

This slide shows some of the areas where improvements are needed. We have some height deficiencies in some of our sea walls and some gaps, and in other areas we have no protections at all and those are the areas that need to be addressed in the near term to be compliant with FEMA. This slide shows us what sea level rise looks like at the Airport. The blue that covers the Airport represents the flooding we would experience with a three-foot sea level rise. The difference between sea level rise and the100 year storm is that the 100 year storm comes in, there's flooding and it recedes. But sea level rise really represents a daily tidal inundation. It's slightly different but when we consider protecting the Airport going forward, we have to consider both the sea level rise and the 100 year flood risk to remain compliant with FEMA requirements. Looking at this much larger construction effort, we think the permitting and the design and construction would probably take somewhere in the neighborhood of 10 to 15 years and have a cost of about \$200-\$300 million. With that investment, we think it should give us protection for about 50 years, to around the 2060 time frame. But the important thing to note is that the improvements we make, both for FEMA compliance and for sea level rise, will build those protections in such a way that we can raise those sea walls in the future to continue to protect the Airport beyond 2060. This slide gives you an idea of what we're looking at in terms of sea level rise over time ... there are many different studies and they all have different values. We're using this one from the National Research Council and it shows that they expect, using 2030 as an example, 6 inches of sea level rise with a plus or minus of 2 inches. Those are the kind of similar numbers we've seen on other studies over time

looking at sea level rise. There's a fairly high confidence level in those numbers with what we know, but every study also shows us extreme ranges and that's what we have in the third column. Whenever we look at these studies they'll tell it's likely this, but it could be this ... much lower or much higher sea level rise. Again, it's important to look at and build in this adaptive capacity that I've mentioned in our future construction so that if sea level rise doesn't track the way we think it will, and it's greater than we think it will be, we can raise our sea walls and protect ourselves. And if it tracks lower than the projections are going, then we're protected ourselves for a longer period of time with our investment.

This slide gives you a visual picture of what's going on with sea level rise. On the right we have a model of our existing sea wall, and on the left we have what the Bay looks like with a mean higher high water level. What that really means is we have two high tides a day and two low tides a day, and the mean higher high is the average of the highest daily tide of the two. That's the normal elevation of the Bay. When we have a 100 year flood, we have the storm surge elevating the water level in the Bay, and then on top of that we have wave action riding on top of the storm surge and as the wave action approaches our sea wall we have run up on our sea wall. It's a little hard to see here, but where we have deficiencies in our existing sea wall is with overtopping. So, a little of those waves in some areas will overtop our levees and come onto our airfield, and that's what we're trying to protect against. If we look forward in time to 2030, with 6 inches of sea level rise, the storm surge elevation raises up and the wave action and wave run up also raises up, and if we look out to 2030 and assume 36 inches of sea level rise, we have the same thing. The storm surge raising up to 36 inches and the wave action riding on top of that. So, going forward that is what we need to protect the Airport ... not just the storm surge, but the wave run up. We've been working on this for a couple of years and we've engaged with a number of different agencies. The City has the S.F. Adapt Committee that we're actively participating in that is helping to set sea level rise policy for City agencies. We've met with the Army Corp of Engineers several times and we're pursuing a potential project or program with them. It's in the works, but they work on their own schedule and it's quite a lengthy one so we don't know where it will go, but we're pursuing it. We're working with San Mateo County Supervisor Dave Pine's office and the City of South San Francisco. We've applied for, have been granted a coastal conservancy grant to study the creeks coming to the Bay north of the Airport, and look at the affects that those creeks will have on sea level rise and on the Airport. As you know, anything we do on the Bay will have to deal with the Bay Conservation and Development Commission and we've had on-going discussions with them about this issue. They have jurisdiction over the shoreline so we'll have to work with them. The U.S. Coast Guard has a facility at the Airport at the edge of the Bay and they're totally unprotected, so we're working with them to try and figure out how we can protect them and ourselves. Of course, we've been working with FEMA. We still need to reach out to other agencies such as the Federal Aviation Administration. We haven't seen any policy on this from them, but we will have to work with them on this issue. Our neighbors, Cal Train and BART in Burlingame, all have the potential of suffering damage from sea level rise and storm surge. We need to make sure that we're protected and they're protected so people can get in and out of the Airport. We need to make sure that Burlingame, on our southern flank, is also protected from sea level rise so we're not potentially inundated from our north

and south borders. We've done a lot of work, we've participated on a lot of panels, we've given our input, we've tried to stay on the forefront of this issue to make sure that we are proactive and we are looking out for the interest of the Airport. But we still have a lot of work to do to correct the deficiencies in our existing sea walls and then build up the remaining sea walls to defend the Airport against sea level rise over time. There's still a lot of work to do.

Commissioner Johns asked if the FEMA requirements were specific to SFO or if they are generalized FEMA requirements. Have they learned anything from the Sandy storm on the East Coast? Maybe I don't have as much confidence.

Mr. Birrer said that the FEMA requirements that we're building to are nationwide requirements that are part of the National Flood Insurance Program. I think what we've seen as we work with FEMA, and as they develop the draft Flood Insurance Rate Map that we're working from, that they understand that they have to look at this more closely than they have in the past. I don't know specifically what they've learned from Sandy, but I would imagine they're taking some lessons from that.

Commissioner Johns said that we use many consultants and asked if we're working with them rather than just using these FEMA guidelines.

Mr. Birrer replied yes, we are. We're working with Moffett, our primary consultant on the shoreline protection study, and the Project Manager is well known around the Bay as being very knowledgeable on Bay tidal and flooding action. We've met with him and we've brought him to our meetings with FEMA. They're trying to work out the math calculations a little differently, depending on what factors you put in and what factors you take out. They each have different sea rise levels that they think we need to protect against, as demonstrated in one slide where there's sea level rise in a plus or minus variation. We're listening to our consultant, working with FEMA, and we're trying to come to some reasonable agreement with them on what protections we think we need to have in place for the 100 year flood.

Commissioner Johns assumed that we have a sea wall as Mr. Birrer mentioned raising it in certain areas.

Mr. Birrer replied we do.

Commissioner Johns assumed that some of those areas are not as well protected as others and if we add height to them, would it be as strong as the original wall?

Mr. Birrer said we would build it more like a sea wall levy than a building, but part of building it up is building the foundation and making it strong enough to have the adaptive capacity so that we can add to it later and continue to raise it over time.

Commissioner Johns asked if the existing ones would be rebuilt.

Mr. Birrer said that they would be rebuilt. That's where the cost is ... in rebuilding them. We will probably have to re-stiffen the foundations around the perimeter and that's going to take a long time. There are certain construction windows we can't work in and a lot of details and that's why we have that very long time frame.

Commissioner Johns asked if tidal waves were taken into account on any of this.

Mr. Birrer said we've looked at tidal waves a bit, but being far down the Bay there is some dissipation. But, there's still a threat, and it's been looked at as well.

Commissioner Crayton said that since FEMA and the FAA are Federal agencies that coordination should have been between them. With respect to comments Commissioner Johns made about Hurricane Sandy in New York/New Jersey and Hurricane Katrina in New Orleans, she was concerned about what precautions would be in place in the event of flooding in Burlingame and surrounding cities.

Mr. Birrer said that in regards to an extreme storm event we have some large gaps in our sea walls where we could experience flooding.

Commissioner Crayton asked if we would work on those areas first.

Mr. Birrer said that's where we're looking at FEMA compliance in the shorter time frame ... shoring up gaps and raising those areas where the sea wall is deficient.

Commissioner Crayton asked if the \$200-\$300 million is all Airport funding.

Mr. Birrer replied that we don't know. If we go down this path with the Army Corps of Engineers, there may be some cost sharing, but they have to find that there's Federal interest. We've been meeting with them on this issue.

Commissioner Crayton assumed that we don't have this money budgeted.

Mr. Birrer replied that it's not currently in our Capital Plan.

Commissioner Johns asked if there are plans in the immediate future to deal with the current shortfalls, or is that still part of this long term planning?

Mr. Birrer said our existing shoreline protection study is going on right now and will finish at the end of this year. The study will define our deficiencies and at that point we'll move the process of trying to make those corrections. Given that the work is on the edge of the Bay, there are a permitting agencies we'll have to work with and there could potentially be an EIR. There is a path we will have to go down before we can do any construction and we'll move into it as quickly as we can once the study is complete.

Commissioner Johns noted that the shortfalls that we are aware of are simply an awareness and there's nothing we can do in the immediate future to correct it. It's still in the study phase. We haven't budgeted for anything, correct?

Mr. Birrer said that we've put money in the Capital Plan over the next five to ten years ... I think it's in the current Five-Year Plan to address some of the shortfalls, but we haven't reached the point where we have all the recommendations and have decided to move forward on one or more of them.

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

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- G. ACTION ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE: Item No. 4 was moved by Commissioner Guggenhime and seconded by Commissioner Johns. The vote to approve was unanimous.
 - 4. <u>Modification No. 10 (Trade Bid Package Set 8 and Change Orders No. 017 and 018) to Contract 9048A Design-Build Services for Terminal 3 East Improvements Hensel Phelps Construction Company \$16,762,593</u>
 - No. 14-0121 Resolution authorizing Modification No. 10 (TBP Set 8 and Change Order Nos. 017 and 018) to Contract 9048A, Design-Build Services for Terminal 3 East Improvements, with Hensel Phelps Construction Co. in an amount of \$16,762,593 for a new total contract amount of \$144,680,936.

Geoff Neymayr, Deputy Director, Design and Construction, said this modification adds the eighth set of Trade Bid Packages (TBP) in the amount of \$9 million and Change Order No. 17 and 18 in the amount of \$7.8 million for a new total contract amount of \$144.7 million, and increases the Type 1 Change Order Contract Contingency to \$10.8 million or 7.5% of the current contract amount. TBP Set No. 8 included 4 trade packages. The overall amount of bids received was 13% under the engineer's estimate and all bids were reviewed and deemed reasonable.

This modification also provides for the approval of two Change Orders: No. 17 in the amount of \$944,000 for additional design services, and No. 18 in the amount of \$6.8 million for additional construction services.

Staff forecasts a cost at completion of \$187.1 million. The current cost forecast is within 1% of the current budget of \$187 million. Staff will continue to work with the design build team to develop cost reduction measures, including value engineering and scope reduction opportunities prior to completing the design.

The City's Contract Monitoring Division has approved a 22% subcontracting goal for design services, and a 16% LBE subcontracting goal for construction services. Hensel Phelps has committed to a 27% LBE participation for the TBPs included with this modification and is committed to meeting the overall contract LBE goals.

The forecast does not include cost implications resulting from the mitigation of unforeseen contaminated work. We estimate that, that mitigation measure could be about \$10.4 million. Staff has not finalized the forecast cost of this work. Staff does intend to, once the cost is finalized, to seek reimbursement for the remediation from tenants in accordance with existing settlement agreements.

Commissioner Guggenhime asked about the contamination issue?

Mr. Neumayr replied the contamination is a result of jet fuel that previously fell down through the apron slaps, over the last 30 years. The expansion of the building in the back is where we'll have to dig out about 12 ft. of soil to remove it.

Commissioner Crayton noted it's 13% under the Engineer's Estimate and asked if we spoke with the contractor to make sure he understood the scope of work.

Mr. Neumayr replied yes. The Administrative Code allows us to meet with the successful low bidder and actually go through and make sure that they had everything covered. We want to make sure that they weren't just trying to get in under the estimate and then see what comes later. This has been very successful for the Airport. Overall, that's why we don't see a lot of change orders and a lot of claims, etc. We don't see claims because we try to be fair with everyone. We don't want anything for free, we want to make sure it's correct.

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

- 5. <u>Award Contract 10006.41 Project Management Support Services for Utility and</u> <u>Technology System Improvements - AECOM/FEJA Joint Venture - \$2,915,000</u>
 - No. 14-0122 Resolution awarding a Professional Services Contract 10006.41, Project Management Support Services for Utility and Technology System Improvements, to AECOM/FEJA Joint Venture, in an amount not-toexceed \$2,915,000.

Mr. Neumayr said this item awards Project Management Support Services in the not to exceed amount of \$2.9 million to AECOM/FE Jordan Associates, a J.V.

The scope of work provides Project Management Support Services for design and construction of the Utility & Technology System Improvements required for the Terminal 1 Program. The scope of services includes: review and assessment of existing infrastructure; assistance with development of scope of services required for both design and construction; project controls services, including cost and schedule management; reporting services; and, construction management and inspection services

Three proposals were received from the previously approved pool list. A selection panel was convened to rank and score both the technical qualifications and interview. Staff determined that AECOM/FE Jordan Associates, a Joint Venture was the highest qualified proposer with an LBE rating bonus.

Staff estimates that the total contract amount will be \$5.43 million over 54 months. The contract will be renewed each year based on performance and staff will return to the Commission for approval of these annual renewals.

The Contract Monitoring Division has approved a 23% LBE sub-consultant participation goal, and both proposers have committee to achieving this goal.

Item No. 6 was moved by Commissioner Johns and seconded by Commissioner Guggenhime. The vote to approve was unanimous.

6. <u>Award Contract 10050.41 - Project Management Support Services for Fire House</u> <u>No. 3 and South Field Checkpoint Relocation - Parsons Brinckerhoff, Inc./AGS,</u> <u>Inc. a Joint Venture - \$1,250,000</u>

No. 14-0123 Resolution awarding Professional Services Contract 10050.41, Project Management Support Services for Fire House No. 3 and South Field Checkpoint Relocation, to Parsons Brinckerhoff, Inc/ AGS, Inc. a J.V., in an amount not-to-exceed \$1,250,000.

Mr. Neumayr said this item awards Project Management Support Services in the amount of \$1.25 million to Parsons Brinckerhoff/AGS, a J.V., with a duration of 24 months.

The scope of work for this contract provides Project Management Support Services for design and construction to relocate Firehouse No. 3 and the South Field Checkpoint. These relocations are required to provide for the Airport's future need to optimize and relocate the taxiway that serves Boarding Areas A and B. The scope of services will include: project controls services, design management; and, construction management and inspection services.

Two proposals were submitted from the previously approved pool list. As we are currently in negotiations with one of the proposers to receive an award off of this pool list, there was only one proposal to review. For that reason, we did not convene a selection panel, but Staff did review the qualifications and deemed the Joint Venture to be responsive and qualified for this contract.

The Contract Monitoring Division approved a 20% LBE sub-consultant participation goal and the proposer has committed to meeting this goal.

Commissioner Johns noted that Item No. 11 is related to this and asked if we approve this then you're going to seek permission for the RFP? Is that correct?

Mr. Neumayr replied correct. Item No. 11 is for design services and this is for Project Management Support Services.

Commissioner Crayton asked if the reason it's on Consent is due to the amount.

Mr. Neumayr replied correct.

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- H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS: Item No. 16 was removed from the calendar without discussion. The Consent Calendar, Item Nos. 7 through 15, was moved by Commissioner Guggenhime and seconded by Commissioner Stern. The vote to approve was unanimous.
 - 7. Modification No. 4 to Contract 9024.9 Construction Management Services for the

International Terminal and Boarding Area F Checked Baggage Inspection System Modernization Program, and International Terminal Baggage Handling System Improvements Project - CAGE, Inc. - \$800,000

- No. 14-0124 Resolution approving Modification No. 4 to Contract 9024.9, Construction Management Services for the International Terminal and B/A F Checked Baggage Inspection System Modernization Program and the International Terminal Baggage Handling System Improvements Project to increase the not to exceed amount by \$800,000 and increase the contract completion date 180 calendar days for a new total contract amount not to exceed \$7,800,000 and extending the contract 42 months to Dec. 31, 2014.
- 8. <u>Modification No. 2 to Contract No. 8594A Boarding Area 'A' 400 Hertz System</u> <u>Infrastructure Improvements - Schembri Construction Co., Inc. - \$515,000</u>
 - No. 14-0125Resolution approving Modification No. 2 to Contract
8594A, Boarding Area 'A' 400 Hertz System
Infrastructure Improvements, with Schembri
Construction Co., Inc., in an amount of \$515,000 for a
new total contract amount of \$6,443,168 and with a
corresponding increase in contingency.
- 9. <u>Modification No. 9 (Final Guaranteed Maximum Price) to Contract 8226A Design</u> <u>Build Services for West Field Cargo Redevelopment Facility, Phase 1 - McCarthy</u> <u>Building Companies</u>
 - No. 14-0126 Resolution approving Modification No. 9 (FGMP) to Contract 8226A, Design-Build Services for the West Field Cargo Redevelopment Facility, Phase 1, with McCarthy Building Companies, in a reduced amount of \$(512,912) for a new total contract amount of \$27,345,355.
- 10. <u>Award Professional Services Contract 50007 Provide Air Traffic Analysis -</u> <u>WJ Advisors, LLC - \$300,000</u>
 - No. 14-0127 Resolution awarding Professional Services Contract No. 50007 to WJ Advisors, LLC, in an amount not to exceed \$300,000 for an initial term of three years to provide Air Traffic Analysis.
- 11. <u>Determination to Proceed with Fire House No. 3 and South Field Checkpoint</u> <u>Relocation Project and Authorization to Issue a Request for Proposals for</u>

Contract 10050.43 - Fire House No. 3 and South Field Checkpoint Relocation Design Services

No. 14-0128 Resolution determining to proceed with Fire House No. 3 and South Field Checkpoint Relocation Project and authorizing the Director to issue RFP for Contract 10050.43, Fire House No. 3 and South Field Checkpoint Relocation Design Services. This motion constitutes the Approval Action for the project pursuant to Section 31.04(h) of the San Francisco Administrative Code.

12. <u>Authorization to Issue a Request for Proposals for Contract 50012 - Consultant</u> <u>Support for a Next Generation 9-1-1 Technology Study</u>

No. 14-0129 Resolution approving issuance of a RFP for Contract 50012 for Consultant Support of a Next Generation 9-1-1 technology study and authorizing Staff to enter into negotiations with the highest ranked proposer.

13. <u>Authorization to Accept Proposals - Foreign Currency Exchange Lease</u>

No. 14-0130 Resolution approving revised lease specifications, minimum qualifications and proposal requirements, and authorizing Staff to accept proposals for the Foreign Currency Exchange Service Lease.

- 14. <u>Reimbursement to Alaska Airlines, Inc. for the Cost of the Interim Relocation of</u> <u>Passenger Operations from Terminal 1 to the International Terminal - \$1.3 million</u>
 - No. 14-0131 Resolution approving a reimbursement to Alaska Airlines, Inc. In an amount not to exceed \$1.3 million, for the interim relocation of its Passenger Operations from Terminal 1 to the International Terminal.

15. <u>Modification No. 5 to Contract 8837 - Drug and Alcohol Testing Services -</u> <u>Energetix Corporation - \$16,800</u>

No. 14-0132 Resolution approving Modification No. 5 to Contract 8837 with Energetix Corporation to exercise the fifth and final option year as a third party Administrator to provide and coordinate drug and alcohol testing services in the amount of \$16,800 for a total contract amount not to exceed \$116,800.

16. Amendment No. 1 to Rental Car Center Café Lease No. 12-0221

Resolution approving Amendment No. 1 to the Rental Car Center Café Lease No. 12-0221, a small business set-aside, for additional premises due to the relocation of Hertz Rent-A-Car to Level 1 of the Rental Car Center.

* * *

I. 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.

There were no requests to speak.

* * *

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

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K. 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).

* * *

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:37 AM.

Original signed by

Jean Caramatti Commission Secretary

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Sea Level Rise and 100 Year Flood Hazards

SFO Shoreline Protection

June 17, 2014



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Agenda

- I. 100 Year Flood vs. Sea Level Rise
- II. Airport Shoreline Protection Feasibility Study -Improvement Recommendations
- III. Regional Collaborative Efforts





100 Year Flood

1. 2010: CCSF joined FEMA's National Flood Insurance Program

Subject to 100 year floods

Above 500 year flood level

- 2. 2013: FEMA issued Draft Flood Insurance Rate Map
- 3. Fortify seawalls to meet FEMA's certification standards
- 4. Permitting, Design & Construction: 6-8 Years
- 5. Budget: \$30-\$50M

Legend

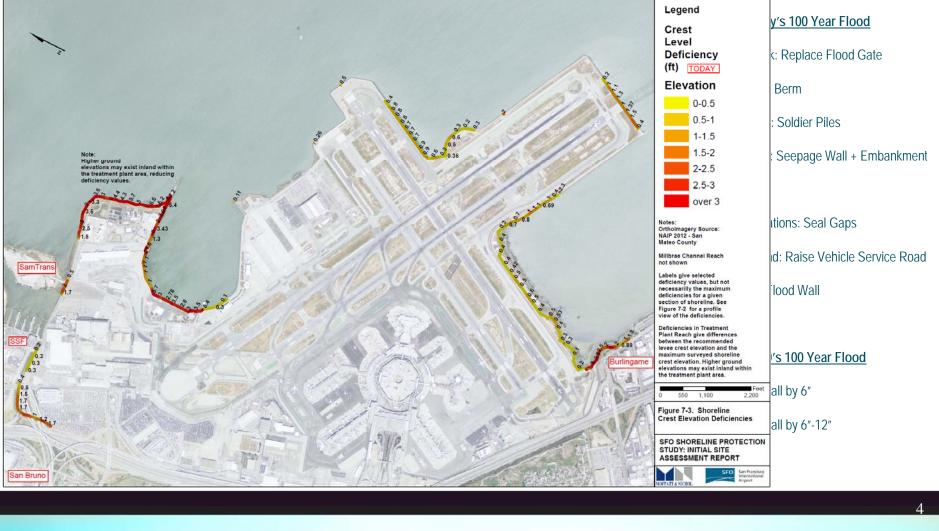


Source: FEMA – Draft FIRM issued May 2013





San Francisco International Airport



100 Year Flood Improvements





Sea Level Rise

- 1. Three feet of sea level rise
- 2. Sea level rise is daily tidal inundation
- Consider combined effects of sea level rise &100 year flood to be in compliance with FEMA's requirements
- 4. Rebuild remaining seawalls
- 5. Permitting, Design & Construction: 10-15 Years
- 6. Budget: \$200M \$300M
- 7. Protection until ~2060

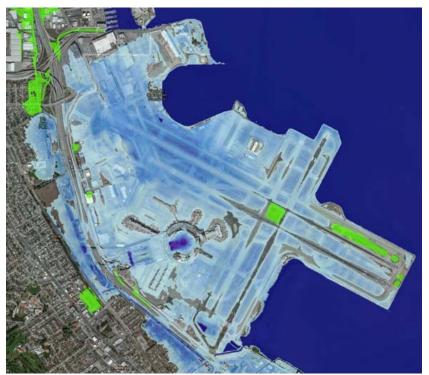
Legend



Inundation at high tide

Low- lying Areas

Hydrologically "unconnected" areas that may flood



Source: NOAA





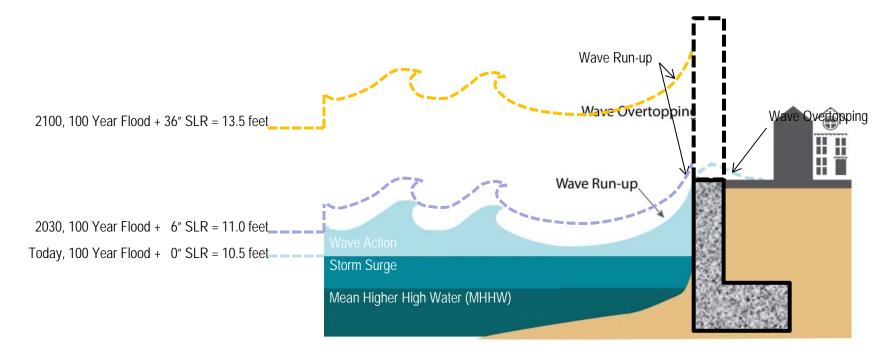
Sea Level Rise Estimates

Sea Level Rise Estimates for San Francisco Relative to Year 2000							
Year	Most Likely Projections (85% confidence)	Ranges					
2030	<mark>6</mark> ± 2 in	2 to 12 in					
2050	11 ± 4 in	5 to 24 in					
2100	<mark>36</mark> ± 10 in	17 to 66 in					





100 Year Flood + Sea Level Rise (SLR)







Regional Collaborative Efforts

Agencies met with:

City & County of San Francisco U.S. Army Corps of Engineers (USACE) San Mateo County and neighboring cities San Francisco Bay Conservation and Development Commission (BCDC) California State Coastal Conservancy United States Coast Guard Federal Emergency Management Agency (FEMA)

Agencies to reach out to: Federal Aviation Administration (FAA) Caltrans BART Burlingame

