

Airport Commission Meeting Minutes
March 16, 1999

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AIRPORT COMMISSION MEETING MINUTES
March 16, 1999

A. CALL TO ORDER:

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

* * *

B. ROLL CALL:

Present: Hon. Larry Mazzola, Vice President
Hon. Michael S. Strunsky
Hon. Caryl Ito

Hon. Linda S. Crayton arrived at 9: 04 AM.

Absent: Hon. Henry E. Berman, President

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C. DIRECTOR'S REPORTS:

1. Master Plan Mitigation Program - 1998 Summary and Status Report

Mr. John Martin, Airport Director explained that when the Commission adopted the Master Plan in 1992, a mitigation program was also adopted. Each year a presentation is made to the Commission on its status.

Ms. Wanda Williams, Deputy Director, Planning explained that this report

provides the status of over 100 mitigation measures that were agreed to as part of the Master Plan Final Environmental Impact Report approved by this Commission in 1992. Many of these measures have been completed since 1992, others will be phased in after this year.

The 1998 highlights included continuous funding of the Airport Community Roundtable, which includes funding for staffing for the Roundtable for noise issues and a part time administrative assistant, increasing the threshold over Woodside, and other altitude increases to prevent noise in Peninsula cities, and coordination with the ATA and the airlines to gradually phase out Stage 2 operations.

Additionally, the Airport obtained a new noise variance from CalTrans on September 20, 1998 for a three year period.

Some of the significant transportation programs include work done on the Multi-Modal Transportation Center, including looking installation of a Bay Trail in the Multi-Modal Center. This would allow for pedestrian and bicycle amenities and transfer locations between bus riders, bicyclists, and pedestrians to SFO destinations and other areas around the Bay Area.

Work has been done on the CalTrain-SFO Shuttle. A passenger survey indicates that 43% of our CalTrain riders are SFO employees and 39% are air passengers. Sixty percent chose to use the shuttle in lieu of an available automobile.

Wetlands and natural resource measures that have been completed or worked on during 1998 include Crissy Field, which was negotiated as part of the 1992 FEIR.

Work at India Basin is on-going. Work at Palo Alto Harbor Point was completed. We are in the process of negotiating with the Water Quality Board, Fish and Wildlife Services, and the Army Corps of Engineers to allow for additional off-site wetlands to be incorporated at Bair Island and other areas throughout the Bay Area.

In 1998 the Airport was awarded an Environmental Distinction Award by SAMCEDA (San Mateo County Economic Development Association) for being one of the most environmentally progressive organizations in the region.

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D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Strunsky said that last week he flew to Los Angeles twice on United Airlines. Three of those four trips were cancelled. United ticket personnel claimed that the cancellations were caused because they could not land at SFO. He spoke with a number of people in San Francisco who had reported that it had been sunny in San Francisco most of the day.

He was having a hard time determining if United was using SFO's admitted runway configuration problems to their advantage. He suggested that the Airport present an

analysis to the Commission of United's cancelled flights and the reason for those cancellations.

He felt that a lot our problems have been well delineated by Mayor Brown. It would be interesting to know if they are truly 100% our problems or if United Airlines is taking advantage of the situation for their own interest in cancelling these flights and putting San Francisco at the low end of the priority problem solving mode.

Mr. Martin said that he would look into it with the FAA. However, in the interest of fairness he will have staff prepare an analysis for cancellations of all airlines.

Commissioner Strunsky suggested that the analysis cover a 30 day period, and before the winter ends. He believed that the San Francisco to Los Angeles route is impacted the most.

Commissioner Mazzola agreed with Commissioner Strunsky and said that he has never had a delay on United where SF O has not been blamed.

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E. ITEMS RELATING TO MASTER PLAN PROJECTS:

2. Authorization to Purchase and Install a Precision Runway Monitor from Raytheon Systems Company - \$10,521,000

No. 99-0052

Resolution authorizing an expenditure of \$10,521,000 for payment to Raytheon Systems Company for a Precision Runway Monitor System.

Mr. Martin said that this system will help the Airport in the interim with the delay problem, particularly on high cloud cover days. It was a tremendous success for us to be able to obtain a commitment from the FAA on such a short timeframe. It

reflects the cooperation between United, the FAA, the Airline Pilots Association, the Air Traffic Controllers Association and Airport staff.

Mr. Tryg McCoy, Airport Operations Superintendent, explained that within the last 12 months a number of groups have been working together to resolve the delay issue. During this time this technology became available that we believe will assist us in the short term.

To date, the Airport has reached an agreement with the FAA to purchase a Precision Runway Monitor (PRM), a new technology monitor that will assist Controllers at BAY TRACON who meter the aircraft into San Francisco. This will assist SFO in the short term by increasing the number of flights per hour during the low cloud periods.

The PRM provides a very accurate high speed update of where the aircraft is, and will enable a new flight approach procedure.

When the ceiling or bottom of the clouds is greater than 3,500 feet, we can land two planes simultaneously. When the base of the clouds comes down to 3,500 feet, we can only land one aircraft at a time.

This PRM, and the new approach procedure called the Simultaneous Off-set Instrument Approach, will allow us to pick up a piece of air space so that we can continue to land two aircraft at a time.

We are working to develop a procedure that will allow us to land aircraft simultaneously down to 1,600 feet. Below 1,600 feet there is no gain and we will still have one aircraft arrival.

We have researched weather for the last 45 years and we have found that a 1,900 foot window occurs 10% of the time per year. In essence, we will increase by 10% a year our ability to land aircraft simultaneously. The only way to resolve the issue of single landings below 1,600 feet is to build new runways that will operate independently of one another.

Independent from the PRM project, the National Air Traffic Controllers Association, the Allied Pilots Association, NASA, the FAA, airlines, and Airport staff are continuing to work on the exact procedures that will allow us to take advantage of this technology.

We are hopeful that we will be able to land up to 10 more aircraft per hour in this 1,900 foot window, which will take us up to between 38 and 40 aircraft per hour.

There are five PRMs certified by the FAA in the world. Two are installed in the U.S., one in Minneapolis and St. Louis. Others will be installed in Boston and JFK. Neither of those four cities fly the simultaneous off-set approach, however, they use the PRM to improve safety. While their runways are close together, they are not as close as SFO's 750 foot spacing.

This radar will provide an update of the aircraft's position every second, versus

the current technology of every 4.8 seconds. It will also look ahead 10 seconds to determine where the aircraft is going.

Raytheon Systems is a sole source provider. They are the only company that manufactures this system, and it is the only system certified in the United States.

We are very pleased that we were able to work out an agreement with the FAA. This system was not originally designated by Congress to be installed at SFO.

Commissioner Strunsky asked when this will be operational.

Mr. McCoy responded that we hope it will be operational within 14 to 16 months. St. Louis fast tracked this program and did it in 22 months.

He has been working closely with United Airlines and United would like to find a way to do it in 12 months. We are not sure how fast we can do it, but it will get our full attention.

Commissioner Crayton asked who originally was designated to receive this equipment.

Mr. McCoy responded that he did not know, however, the FAA did a cost benefit analysis of what the PRM would do, and the five cities designated for the PRM came back with a very high cost benefit analysis.

Mr. Martin added that one of the reasons we may not have been designated by the FAA is that BAY TRACON is moving to Sacramento in a couple of years and several FAA capital purchases were delayed awaiting the new center to be in operation. In fact, installation of the PRM will not effect that move at all. The PRM will continue to be operational when BAY TRACON moves to Sacramento.

3. Modification No. 10 to Contract No. 5500E - International Terminal General Construction - Tutor-Saliba/Perini/Buckley, A Joint Venture - \$11,986,754

No. 99-0053

Resolution approving Modification No. 10 to Contract 5500E, International Terminal General Construction, with Tutor-Saliba/Perini/ Buckley, A Joint Venture, in the amount of \$11,986,754, for work related to transferred scope, airline revisions, design changes to facilitate construction, unanticipated conditions, and change impact mitigation. Funding sources are transfers from other Master Plan Budgets, Construction Contingency, and Management Reserve.

Mr. Tom Kardos, Deputy Director, Bureau of Design and Construction explained that this modification is a compilation of negotiated changes comprising scope

transfers, changes triggered by the airline-initiated revisions, design drawing coordination issues, unanticipated site conditions and change impact mitigation.

As detailed in your agenda package, the funding sources are the Airport's capital improvement program, transfers from other contracts, contract contingency and management reserve.

All of the changes have been reviewed and approved by the Master Plan Technical Advisory Board. The costs have been included in the cost forecasts presented to the Commission previously in our quarterly reports for 1998. This Commission action formalizes those forecasted changes.

4. Modification No. 1 of Professional Services Agreement, Contract No. 5511 - Boarding Area A Aircraft Apron - John T. Warren and Associates, Inc. - \$207,403

No. 99-0054

Resolution authorizing Modification No. 1 of Professional Service Agreement, Contract No. 5511, with John T. Warren and Associates, Inc. in the amount of \$207,403.

Funding for this Modification will come from bid underrun savings realized for this project. There is no impact on the Master Plan Baseline Budget.

Mr. Kardos explained that this modification covers engineering work associated with changes initiated by Airport Operations and Facilities Operations and Maintenance divisions. The major components of the changes are comprised of raising the apron elevation to minimize demolition work and thereby reduce construction cost; the revision of taxi lane and hardstand paving, addition of lane centerline lighting and aircraft waste disposal system; and, the relocation of underground utilities from the adjacent frontage road.

Funding for this modification will come from bid under-run of the apron contract with no impact to the Master Plan baseline budget.

The MBE/WBE participation of 15%/5% achieved in the base contract will remain unchanged.

Commissioner Strunsky noted that a good part of this cost actually resulted in a savings to the Airport.

5. Authorization to Issue a Request for Proposals for Development and Implementation of a Public Relations Strategy Leading Up to and Including the Opening of the New International Terminal

No. 99-0055

Mr. Peter Nardoza, Deputy Director for Public Affairs explained that this is the second piece in our plan for the opening of the new International Terminal. Two meetings ago the Commission approved the proposal for the events planner. This RFP is for media relations.

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F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item Nos. 6 through 17 were adopted unanimously.

6. Award Contract 2357B - North Airport Water Service - JMB Construction, Inc. - \$1,143,000

No. 99-0056 Resolution awarding Contract No. 2357B, North Airport Water Service, to JMB Construction, Inc. in the amount of \$1,143,000.

Mr. Ernie Eavis, Deputy Director for Facilities Operations and Maintenance explained that this contract places a third source of water onto the Airport. If one source shuts down, we will continue to be able to back feed the water supply through the Airport and prevent shutdowns.

Eight bids were received. JMB Construction submitted the low bid.

Commissioner Mazzola asked about the protest.

Mr. Eavis explained that a mandatory pre-bid meeting was held. Several contractors called and said that they were caught in traffic and could not meet the mandatory pre-bid meeting. A second meeting was held for those contractors. One of the contractors who attended the first meeting said that a second meeting should not have been held.

Commissioner Crayton asked if M/WBE information is included.

Mr. Eavis responded that a letter from the HRC is in the information before the Commission which states that JMB Construction meets the M/WBE participation.

7. Award of Contract for Strategic Land Assessment and Development Consulting Service - Sedway Group - \$500,000

No. 99-0057 Resolution awarding contract for Strategic Land Assessment and Development Consulting Service to Sedway Group not to exceed \$500,000.

Mr. Leo Fermin, International Services explained that SFO operates on a highly constrained site and is one of the most vibrant, economic regions in the country.

In addition, we are proposing that the tenant and the Airport are protected from the severe vacillations in enplanements and other business situations that may cause financial hardship on either the tenant or, for our purpose, not being able to achieve what we need to achieve.

We are also proposing that the minimum annual guarantee be based on a per dollar per square foot rent structure.

This program is geared to a tiered approach which recognizes that both the operator and the Airport will profit as they excel.

We are proposing that each of the operators have experience in either the ownership or management of a restaurant, or whatever type of facility it is, in three of the last five years. We have also set some benchmarks for the minimum sales that they should have achieved in this period of time.

Commissioner Strunsky noted that we have adequately protected ourselves for termination for business purposes, but asked if we will control quality or cleanliness. Do we have rights in these agreements to take appropriate action, even if they are doing well from a business perspective, but are running an unpleasant establishment?

The agreements themselves contain a number of provisions that address quality control, cleanliness of the facility, and condition of the facility. We have a program in place today where all of the food and beverage facilities are audited on a monthly basis, as well as other tenants, to make sure that they are maintaining their facilities and offering the type of quality service that we expect.

Commissioner Ito noticed that under the previous history requirement, the threshold for bar and casual dining is higher than the requirements for other settings, like quick serve and fast food.

Mr. Rhoades explained that casual dining/bar facility is generally going to be a higher gross sales type of venture. \$1 million is not a significant amount of money in that type of operation.

PGP and staff surveyed all of these different types of businesses and they believe these are reasonable benchmarks. This is actually a mid-point for this type of facility.

Commissioner Crayton wanted opportunities for new entrants to participate at the Airport. We should always look for opportunities for current tenants to rise to another level. She wants assurance that this has been considered.

Mr. Rhoades said that this is structured in a broad range that should appeal to virtually every segment of the food and beverage industry. We have over 500 invitations on the street. We have received about 137 responses. By the end of this month we should have a clear picture of whether we have achieved a broad range of interested parties, both from new entrants as well as those already at the

the performance of architect/engineering services for the new Airport Administrative offices. Of the eight, three firms organized teams for the Airport's evaluation.

The A/E selection panel interviewed the key personnel of each team, appraised their qualifications and considered the reasonableness of the nominated team's proposed fee.

The team nominated for the project is TGA Architects, Inc. with Tommy Sui and Associates, F.W. Associates, Horton-Lees Lighting Design and Thorburn Associates as sub-consultants.

The team committed 24% MBE and 7% WBE subconsultant participation exceeding the City's 5%/0% respective goals. We will negotiate a lump sum contract and will return to the Commission for approval of the contract.

14. Resolution Amending the First Supplemental Resolution Providing for the Issuance of Not To Exceed \$400,000,000 Aggregate Principal Amount of San Francisco International Airport Subordinate Commercial Paper Notes

No. 99-0064

Mr. Rhoades explained that by Resolution No. 97-0147 the Commission approved the implementation of the Commercial Paper Program providing for the issuance of not-to-exceed \$400 million Commercial Paper notes.

By Resolution No. 99-0024 the Commission approved award of the reimbursement agreement to Societe Generale to take effect on April 14, 1999, which allows them to issue the substitute letter of credit.

Following the Commission's award, Societe Generale announced plans to acquire another bank. As a result, one of the bond rating agencies placed Societe Generale's credit rating under review because the bank that they are acquiring does not have a credit rating as strong as Societe Generale's.

A quirk in the agreement stated that if there was a reduction in the rating of the letter of credit provider, we would not have a letter of credit in place. Not having a letter of credit in place during this short period of time would jeopardize our ability to issue commercial paper.

This amendment removes that particular restriction.

We are currently enjoying the purchase and sale of commercial paper at a better rate than we are even getting on our Airport revenue bonds.

15. Approval of Phase B of Contract No. 3787-B - Industrial Wastewater Treatment Plant Expansion - Consoer Townsend Envirodyne Engineers, Inc. - \$1,480,790

No. 99-0065 Resolution approving Phase-B of Airport Industrial Wastewater Treatment Plant Expansion Project to Consoer Townsend Envirodyne Engineers, Inc. in the amount of \$1,480,790.

Mr. Eavis explained that this resolution approves Phase B of the contract. Phase A was the schematic design. This resolution allows the consultant to move on to bid preparation and construction management of the plant.

Commissioner Strunsky asked if we had a budget for the cost of the work itself.

16. Mr. Eavis responded that it should be within the \$13 million to \$15 million range. Modification No. 2 to Contract for Year 2000 Project Management - CIBER Network Services, Inc. - \$1,350,000

No. 99-0066 Resolution approving Modification No. 2 to Contract with CIBER Network Services, Inc. in the amount of \$1,350,000 to provide Year 2000 (Y2K) Project Management, Implementation and Testing of Airport Owned Systems.

Ms. Theresa Lee, Deputy Director, Administration explained that the goal of the the Year 2000 readiness program is to have all Airport systems identified, tested and certified Y2K compliant by June 30, 1998.

The Airport has identified and is tracking the progress of over 170 different system projects. These include San Francisco Airport specific systems, government systems, and non-SFO systems. These include FAA instrument landing systems, airline security checkpoint and jet bridge equipment.

This is the second contract modification. This should complete the Y2K program.

We are on an aggressive time frame. This will allow us time to remediate any

unforeseen problems that may come up during the testing process.

Commissioner Strunsky asked why we were paying to look over the FAA.

Ms. Lee responded that we are not. We are insuring that their 11 systems are on track.

17. Authorization to Implement the Airport Rapid Resuscitation Early Shock Trial (A.R.R.E.S.T.) Defibrillation Pilot Program and Issue a Request for Proposals

No. 99-0067 Resolution approving the implementation of the Airport Rapid Resuscitation Early Shock Trial Defibrillation Pilot Program and issue a Request for Proposals to procure automatic external defibrillators.

Ms. Lee explained that during the fall of 1998, Airport staff began exploring the possibility of making automatic external defibrillators available at various locations at the Airport

A taskforce was convened to study the issues and propose an implementation plan. After months of meeting with members of the Fire and Police Departments, Emergency Medical Services and the City Attorney and Medical Clinic staff, the recommendation is to move forward on implementing a pilot project.

The pilot project includes the installation of automatic defibrillators at all boarding areas and the training of all San Francisco Police Officers at the Airport.

The Committee will continue to look at other appropriate employees that can be trained to use this equipment.

The American Red Cross recently included in their overall CPR training the use of automatic defibrillators.

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G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 18 through 30 and 32 through 39 were adopted unanimously. Item No. 31 was removed from the calendar.

18. Bid Call - Contract No. 5706A - AirTrain Domestic Terminal Stations

No. 99-0068 Resolution approving the scope, budget and schedule for Contract No. 5706A, AirTrain Domestic Terminal Stations, and authorizing the Airport Director to call for bids when ready.

This activity is within the scope of the San Francisco International Airport Master Plan Program, which was approved by the Airport Commission on November 3, 1992. The Program EIR prepared for the Master Plan adequately describes this activity and its potential environmental impacts for purposes of the California Environmental Quality Act (CEQA).

19. Modification No. 5 of Professional Services Agreement - Contract No. 5510 - New Boarding Area A - Gerson/Oversheet, Architects, Inc. - \$750,000

No. 99-0069

Resolution authorizing Modification No. 5 of Professional Service Agreement, Contract 5510, with Gerson/Oversheet, Architects, Inc. in the amount of \$750,000.

Funding for this Modification will be provided by the Airport's Capital Improvement Program (CIP) Budget with no change to the Master Plan Baseline Budget.

20. Modification No. 5 to Professional Services Contract for Administrative Construction Management Services - Luster/GKO, A Joint Venture - \$750,000

No. 99-0070

Resolution approving Modification No. 5 to Contract with Luster/GKO in the amount of \$750,000 to provide administrative support services for the development of the Runway Reconfiguration Program.

Funding source for this Modification will be the Airport's Capital Improvement Program budget with no impact on the Master Plan Baseline Budget.

21. Modification No. 5 to Contract No. 5515.3 - Holmes & Narver/CDI - \$305,210

No. 99-0071

Resolution authorizing Modification No. 5 Holmes & Narver/CDI Contract 5515.3 to provide consulting services from CDI to support coordination between the new International Terminal operations team and the 5515.C project team; provide operational procedures and manuals for the airports cable

infrastructure; and coordinate airline and concession tenant wiring requirements by updating existing documentation and procedures for 58 Tenant Wire Closet (TWC) rooms in the New International Terminal.

22. Authorization to Enter into Dealer Agreements in Connection with the Commission's Commercial Paper Program

No. 99-0072 Resolution authorizing Airport Staff to enter into agreements with investment banking companies to provide underwriting services for the sale of Commercial Paper on behalf of the Commission.

23. Award of Contract No. 4055 - As Needed General Construction - Resource and Design, Inc. - \$332,515

No. 99-0073 Resolution awarding Contract No. 4055, As-Needed General Construction to Resource and Design, Inc. in the amount of \$332,515.

Commissioner Strunsky asked Mr. Eavis if he has met with the contractor about this bid. It is significantly lower than the other bids.

Mr. Eavis responded that staff has spoken with the contractor and they are comfortable with the bid. They have worked on a number of projects in the last couple of years and they are ready to move ahead.

24. Modification No. 3 of Contract No. 3471 - ARINC - \$451,000

No. 99-0074 Resolution authorizing Modification No. 3 of ARINC Contract No. 3471 in the amount of \$451,000 for the MUSE Year 2000 upgrade.

25. Modification No. 1 to Professional Services Contract with URS/Greiner Woodard Clyde

No. 99-0075 Resolution approving Modification No. 1 to Professional Services Contract with URS/Greiner Woodard Clyde in the amount of

\$220,000.

26. Reject All Bids - Contract 3996A - Multi-Modal Transportation Center - Phase A
No. 99-0076 Resolution to reject all bids for Contract 3996A, Multi-Modal Transportation Center - Phase A, and authorize the Director to re-bid the contract when ready.

27. Bid Call - Contract No. 4116 - Airport Facilities Fire Protection Improvement
No. 99-0077 Resolution approving the scope, budget, and schedule and authorizing the Director to call for bids when ready.

28. Bid Call - Contract No. 4117 - Airport Facilities HVAC Improvement
No. 99-0078 Resolution approving the scope, budget, and schedule and authorizing the Director to call for bids when ready.

29. Bid Call - Contract No. 3979 - Bayfront Park Improvement
No. 99-0079 Resolution approving the scope, budget, and schedule for Contract No. 3979, Bayfront Park Improvement, and authorizing the Airport Director to call for bids when ready.

30. Bid Call - Contract No. 4021 - Terminal Upper Level Viaduct - Concrete Repair
No. 99-0080 Resolution approving the scope, budget, and schedule for Contract 4021, Terminal Upper Level Viaduct - Concrete Repair, and authorizing the Director to call for bids when ready.

31. Authorization to Hold a Pre Bid Conference -New International Terminal Candy Store Lease
No. 99-0081

32. Rental Credit to Host International, Inc. in an Amount Not-To-Exceed \$22,200 for

the Reimbursement of Utility Improvements

No. 99-0082 Resolution approving a rental credit to Host International, Inc. for providing utilities to the new coffee cart in the new Rental Car Facility in an amount not-to-exceed of \$22,200.

33. Rental Credit to Northwest Airlines for Relocation of its Podiums at Gates 43, 45, and 47 in Boarding Area C of the South Terminal in an Amount Not-to-Exceed \$39,000

No. 99-0083

34. Exercise of Second One-Year Extension for the North Terminal Newsstand Lease

No. 99-0084 Resolution approving the second one-year extension of Aarons' Concessions, Inc.'s North Terminal Newsstand Lease.

35. AMPCO System Parking Agreement - Exercise Third One-Year Option

No. 99-0085 Resolution approving exercise of third option of AMPCO System Parking's Agreement.

Mr. Barry Toronto, United Taxicab Workers, said that he has not had the opportunity to look at the contract, but believed that it included oversight of taxi dispatching operations. He hoped that he could provide input that would improve service to the public and taxi drivers as well.

Provisions should be made in the contract to monitor the taxi dispatching operations.

Mr. Rhoades responded that this is a simply an extension of the existing contract.

Mr. Edwin Leung, Assistant Deputy Director, Landside Operations added that the AMPCO contract will cover this service until around July when the Commission approves a contract for taxi dispatching.

Commissioner Strunsky asked how much the management fee is.

Mr. Rhoades responded that last year it was \$500,000, and that included the taxi dispatching service.

Commissioner Strunsky asked if we will be credited for that service when it is removed from the AMPCO contract?

Mr. Rhoades responded that the management fee is made up of the manager of the garage as well as the senior staff. The operating budget will be reduced according to that particular service.

Commissioner Strunsky said that their scope of service will be reduced as well.

Mr. Rhoades responded that he did not believe that they were management service driven.

Mr. Costas responded that staff will take a look at the contract and respond to the Commission in writing.

36. Rental Credit to Auto Symphony for the Reimbursement of Premises Relocation

No. 99-0086 Resolution approving a rental credit to Auto Symphony for expenses associated with the relocation of its premises in the North Terminal in an amount not-to-exceed \$14,043.40.

37. Re-Issuance of the Request for Proposals for the Shoeshine Service Lease to Expand the Opportunity

No. 99-0087 Resolution authorizing staff to re-issue the Request for Proposals for the Shoeshine Service Lease, with less restrictive qualification requirements.

38. Renew Agreement with Pacific States Airline Services, Inc. (PSAS) to Provide Baggage Handling Services

No. 99-0088 Resolution renewing the agreement with Pacific State Airline Services, Inc. (PSAS), commencing June 1, 1999 through May 31, 2000, with a budget not to exceed \$300,000.

39. Contract with the Corporation of The Fine Arts Museums of San Francisco \$250,000

No. 99-0089 Resolution approving contract for \$250,000 with the Corporation of the Fine Arts Museums (CoFAM) of San Francisco for the purpose of providing and implementing temporary exhibitions at the San Francisco International Airport for the period July 1, 1999 to June 30, 2000.

Mr. Driscoll responded that the notices will be in Spanish, Chinese and Tagalog.

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I. NEW BUSINESS:

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 inside the entrance to Room 428 and submit it to the Commission Secretary.

Mr. Barry Toronto, United Taxicab Workers, said that all is not well at SFIA. The adjustments being made for construction are not meeting the customers needs.

Extra staff must be placed downstairs when areas are closed upstairs. The lower level is a mess because there is no Police presence after 11:00 PM. The good news is that everyone is kept in the inner two lanes, while cabs and buses get the outer lanes. That is a major improvement implemented by Landside Operations. However, limousines and gypsy vehicles are still stealing passengers and soliciting in the inside lanes because there are no PSAs around.

A strong message must be sent to the Police Department for extra staffing during construction.

He has a confirmation from John Martin that for the next two or three months the upstairs lanes will be closed for construction after 11:00 PM.

Monday night there were a lot of delayed flights due to weather conditions across the country and in San Francisco. Monday night worked because everyone used their cell phone to notify people. Last night the taxi starter told drivers that 9,000 people were coming in between 10:00 PM and midnight. He arrived at the Airport at 11:10 PM and did not get out of the Airport with a passenger until 12:20 AM. That's how many cabs were at the Airport.

There needs to be one source of information so that their time is not wasted and the City is not depleted of taxis. They get taxis to the Airport during peak periods by cell phones and dispatch services, rather than by taxi starters who provide incorrect information.

A number of problems with AMPCO have been written up, but no response to these complaints have been received from AMPCO. Landside Operations provides a response, but AMPCO should be responding as well.

Recently a taxi starter put a San Francisco passenger in a non-San Francisco cab.

He was recently written up with a bogus complaint. Lt. Shotz of the Police Department met with him yesterday and realized just how bogus the complaint was. He is now being singled out, along with another driver who attended a hearing a couple of weeks

ago to complain about the restrooms. AMPCO is targeting them. They want it to stop. They request that AMPCO not receive the contract when it comes up for renewal.

Commissioner Mazzola asked that Mr. Toronto copy Landside when he writes AMPCO.

Mr. Toronto responded that he does. .

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J. CORRESPONDENCE:

There was no discussion by the Commission.

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K. CLOSED SESSION:

Discussion and vote pursuant to Sunshine Ordinance Section 67.11 on whether to conduct a Closed Session.

The Director determined that it was not necessary to go into closed session.

The Airport Commission will go into closed session in accordance with Government Code Section 54956.9(b)(1) to confer with legal counsel regarding potential litigation.

Discussion and vote pursuant to Brown Act Section 54957.1 and Sunshine Ordinance Section 67.14 on whether to disclose action taken or discussions held in Closed Session.

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L. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 10:15 AM. .

Jean Caramatti
Commission Secretary