



Meeting Announcement

Ground-Based Noise Committee

Thursday, March 8, 2022
12:00 p.m. – 1:30 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/93404696648>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 934 0469 6648

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (650) 363-4220 at least 2 days before the meeting date.

PUBLIC PARTICIPATION:

Written public comments can be emailed to amontescardenas@smcgov.org, and should include the specific agenda item to which you are commenting. Spoken public comments will also be accepted during the meeting through Zoom on Public Comment on Items Not on the Agenda, and after each Agenda item.

AGENDA

Call to Order

Public Comment on Items NOT on the Agenda

CONSENT AGENDA

1. Brown Act Remote Meetings Resolution

Attachment(s): Memo and Resolution of Approval

pg. 3

AGENDA ITEMS

2. Ground-Based Noise Report – Next Steps

3. Noise Metrics Discussion

- a. Airport policy on use of auxiliary power unit at gates and taxi operations.
- b. Airport and other ground equipment transition from diesel to airport wide electrification.
- c. Review Director's Report for possible changes towards data that assists in quantifying low-frequency noise

i. Attachment: Airport Directors Reports – January 2022

pg. 9

4. Future Discussion Items

- a. Work Plan 2022-2023

Working together for quieter skies



b. Discussion of environmental mitigation historically implemented by SFO on GBN and mitigation for current and future operations.

Information Only

a. Airport Commission Meeting Minutes – January 18, 2022

pg. 14

****Instructions for Public Comment During Video Conference Meeting**

During videoconference of the Ground-Based Noise subcommittee meeting, members of the public may address the Roundtable as follows:

Written Comments:

Written public comments may be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to amontescardenas@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received by 3:00 pm on the day before the meeting, it will be provided to the Roundtable and made publicly available on the agenda website under the specific item to which comment pertains. The Roundtable will make every effort to read emails received after that time but cannot guarantee such emails will be read during the meeting, although such emails will still be included in the administrative record.

Spoken Comments:

Spoken public comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The March 8, 2022, Ground-Based Noise Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/93404696648>.
The meeting ID: 974 6601 0883. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 934 0468 6648, then press #.
2. You may download the Zoom client or connect to the meeting using the internet browser. If you are using your browser, make sure you are using current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the Roundtable Chairperson calls for the item on which you wish you speak click on "raise-hand" icon. You will then be called on and unmuted to speak.
5. When called, please limit your remarks to the time limit allotted.



March 4, 2022

TO: Ground-Based Noise Subcommittee

FROM: Doreen Stockdale, Interim Roundtable Coordinator

SUBJECT: Resolution to make findings allowing continued remote meetings under Brown Act

RECOMMENDATION:

Adopt a resolution finding that, as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom, meeting in-person would present imminent risks to the health or safety of attendees.

BACKGROUND:

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which rescinded his prior Executive Order N-29-20 and which waived, through September 30, 2021, certain provisions of the Brown Act relating to teleconferences/remote meetings. The Executive Order waived, among other things, the provisions of the Brown Act that otherwise required the physical presence of members of a local agency or other personnel in a particular location as a condition of participation or as a quorum for a public meeting. These waivers set forth in the Executive Order were to expire on October 1, 2021.

On September 16, 2021, the Governor signed Assembly Bill (AB) 361, a bill that codifies certain teleconference procedures that local agencies have adopted in response to the Governor's Brown Act-related Executive Orders. Specifically, AB 361 allows a local agency to continue to use teleconferencing under the same basic rules as provided in the Executive Orders under certain prescribed circumstances or when certain findings have been made and adopted by the local agency.

In order to continue to hold video and teleconference meetings, the Ground-Based Noise subcommittee (GBN) will need to review and make findings every 30 days or thereafter that the state of emergency continues to directly impact the ability of the members to meet safely in-person and that state or local officials continue to impose or recommend measures to promote social distancing. If the GBN subcommittee does continue to hold video and teleconference meetings, to meet the requirements of AB 361, GBN subcommittee will need to adopt a resolution at every meeting.



The San Mateo County Board of Supervisors has adopted a resolution to continue remote meetings and encouraged other local agencies to make similar findings.

The membership previously found, and it remains the case, that public meetings pose high risks for COVID-19 spread for several reasons. These meetings may bring together people from throughout a geographic region, increasing the opportunity for COVID-19 transmission. Further, the open nature of public meetings makes it difficult to enforce compliance with vaccination, physical distancing, masking, cough and sneeze etiquette, or other safety measures. Moreover, some of the safety measures used by private businesses to control these risks may be less effective for public agencies.

These factors continue to combine and directly impact the ability of members of the GBN subcommittee to meet safely in person and to make in-person public meetings imminently risky to health and safety.

As noted above, under AB 361, local agency bodies were required to return to in-person meetings on October 1, 2021, unless they chose to continue with fully teleconferenced meetings and made the prescribed findings related to the existing state of emergency. At its meeting of February 2, 2022, the membership adopted a resolution wherein the membership found, among other things, that as a result of the continuing COVID-19 state of emergency, meeting in-person would present imminent risks to the health or safety of attendees.

DISCUSSION:

Reducing the circumstances under which people come into close contact remains vital component of San Mateo County's COVID-19 response strategy. While local agency public meetings are an essential function, the last two years have proved that holding such meetings in-person is often not essential. The membership most recently found in Resolution 22-01, and it remains the case, that public meetings pose high risks for COVID-19 spread for several reasons. These meetings may bring people together from throughout a geographic region, increasing the opportunity for COVID-19 transmission. Staff therefore recommends that your subcommittee avail itself of the provisions of AB 361 allowing continuation of online meetings by adopting findings to the effect that conducting in-person meetings would present an imminent risk to the health and safety of attendees. A resolution to that effect and directing staff to return each 30 days with the opportunity to renew such findings, is attached hereto.

FISCAL IMPACT:

None

RESOLUTION NO. GBN22-02

RESOLUTION FINDING THAT, AS A RESULT OF THE CONTINUING COVID-19 PANDEMIC STATE OF EMERGENCY DECLARED BY GOVERNOR NEWSOM, MEETING IN PERSON FOR MEETINGS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE GROUND-BASED NOISE SUBCOMMITTEE WOULD PRESENT IMMINENT RISKS TO THE HEALTH OR SAFETY OF ATTENDEES

RESOLVED, by the Ground-Based Noise Subcommittee that

WHEREAS, on March 4, 2020, the Governor proclaimed pursuant to his authority under the California Emergency Services Act, California Government Code section 8625, that a state of emergency exists with regard to a novel coronavirus (a disease now known as COVID-19); and

WHEREAS, on June 4, 2021, the Governor clarified that the “reopening” of California on June 15, 2021 did not include any change to the proclaimed state of emergency or the powers exercised thereunder, and as of the date of this Resolution, neither the Governor nor the Legislature have exercised their respective powers pursuant to California Government Code section 8629 to lift the state of emergency either by proclamation or by concurrent resolution in the state Legislature; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the “Brown Act”), provided certain requirements were met and followed; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 that provides that a legislative body subject to the Brown Act may continue to meet without fully complying with the teleconferencing rules in the Brown Act provided the legislative body determines that meeting in person would present imminent risks to the health or safety of attendees, and further requires that certain findings be made by the legislative body every thirty (30) days or when meeting next; and,

WHEREAS, the Ground-Based Noise Subcommittee has an important interest in protecting the health and safety of attendees, and welfare of those who participate in its meetings; and

WHEREAS, at its meeting February 2, 2022, the San Francisco Airport/Community Roundtable adopted, by unanimous vote, a resolution wherein the membership found, *inter alia*, that as a result of the continuing COVID-19 state of emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, The San Francisco Airport/Community Roundtable has not met since its regular meeting in February 2, 2022; and

WHEREAS, the Ground-Based Noise Subcommittee members have reconsidered the circumstances of the state of emergency and finds that the state of emergency continues to impact the ability of members of the Ground-Based Noise Subcommittee to meet in person because there is a continuing threat of COVID-19 to the community, and because membership meetings have characteristics that give rise

to risks to health and safety of meeting participants (such as the increased mixing associated with bringing people together from across the community); and

WHEREAS, in the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, the membership deems it necessary to find that meeting in-person would present imminent risks to the health an safety of attendees, and thus intends to invoke the provisions of AB 361 related to teleconferencing;

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that

1. The recitals set forth above are true and correct.
2. The Ground-Based Noise Subcommittee finds that meeting in person would present imminent risks to the health or safety of attendees.
3. Staff is directed to return no later than thirty (30) days after the adoption of this resolution or at their next regular meeting with an item for the Ground-Based Noise Subcommittee of the Roundtable to consider making the findings required by AB 361 in order to continue meeting under its provisions.
4. Staff is directed to take such other necessary or appropriate actions to implement the intent and purposes of this resolution.

* * * * *

Adopted at the Ground-Based Noise subcommittee meeting of

_____.

Ann Schneider
Subcommittee Chairperson

Date



Airport Director's Report

Presented at the April 6, 2022
Airport/Community Roundtable Meeting

Aircraft Noise Office
January 2022



San Francisco
International
Airport

Aircraft Noise Levels

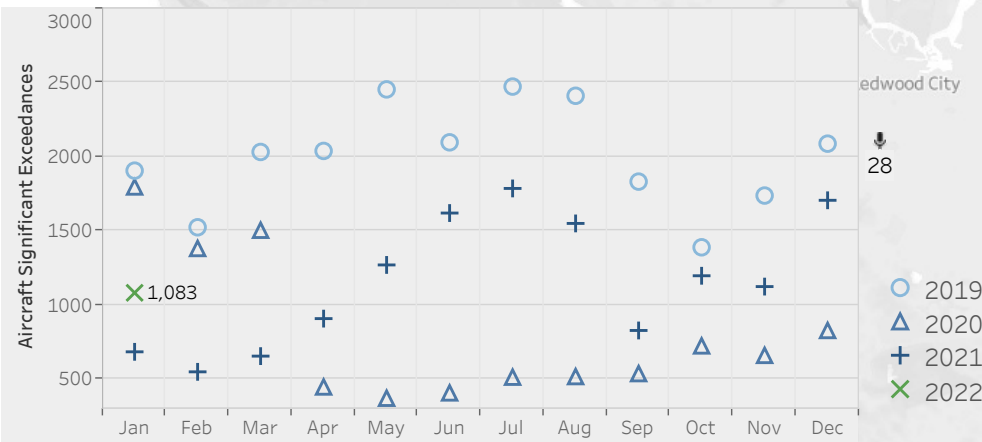
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

| Site | City | Noise Events (AVG Day) | Aircraft | | Community | |
|------|---------------|------------------------|------------|-----------|------------|------------|
| | | | CNEL (dBA) | SEL (dBA) | LMax (dBA) | CNEL (dBA) |
| 1 | San Bruno | 80 | 69 | 94 | 83 | 67 |
| 2 | San Bruno | 23 | 50 | 81 | 70 | 64 |
| 3 | SSF | 14 | 52 | 83 | 69 | 63 |
| 4 | SSF | 73 | 64 | 89 | 78 | 59 |
| 5 | San Bruno | 70 | 63 | 88 | 76 | 62 |
| 6 | SSF | 68 | 61 | 87 | 75 | 55 |
| 7 | Brisbane | 4 | 39 | 79 | 69 | 57 |
| 8 | Millbrae | 49 | 57 | 83 | 71 | 66 |
| 9 | Millbrae | 2 | 34 | 80 | 70 | 57 |
| 10 | Burlingame | 1 | 30 | 80 | 71 | 55 |
| 11 | Burlingame | 1 | 35 | 82 | 72 | 57 |
| 12 | Foster City | 217 | 59 | 82 | 71 | 58 |
| 13 | Hillsborough | 1 | 27 | 78 | 69 | 53 |
| 14 | SSF | 54 | 56 | 83 | 71 | 64 |
| 15 | SSF | 99 | 57 | 82 | 70 | 58 |
| 16 | SSF | 51 | 56 | 83 | 71 | 56 |
| 17 | SSF | 49 | 55 | 82 | 70 | 56 |
| 18 | Daly City | 65 | 61 | 86 | 75 | 58 |
| 19 | Pacifica | 48 | 57 | 84 | 73 | 57 |
| 20 | Daly City | 13 | 46 | 82 | 69 | 59 |
| 21 | San Francisco | 4 | 40 | 83 | 68 | 57 |
| 22 | San Bruno | 25 | 53 | 83 | 71 | 63 |
| 23 | San Francisco | 35 | 51 | 80 | 69 | 59 |
| 24 | San Francisco | 7 | 43 | 81 | 69 | 59 |
| 25 | San Francisco | 8 | 40 | 77 | 64 | 54 |
| 26 | San Francisco | 2 | 31 | 79 | 68 | 55 |
| 27 | San Francisco | 3 | 36 | 80 | 69 | 57 |
| 28 | Redwood City | 3 | 34 | 81 | 68 | 56 |
| 29 | San Mateo | 10 | 44 | 84 | 71 | 56 |

Noise Monitor's CNEL values (top) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft and Community monthly CNEL average for each monitor site are provided, along with daily average aircraft counts with the average Sound Exposure Level (SEL) and Maximum Level (LMax).

The graph below shows aircraft noise events that produced a noise level higher than the maximum allowable decibel value established for a particular monitoring site.

Significant Exceedances



Operations

January 2022

| Monthly Ops | AVG Daily Ops | 12 Month AVG | YOY Growth |
|-------------|---------------|--------------|------------|
| 25,308 | 816 | 22,571 | 38% |

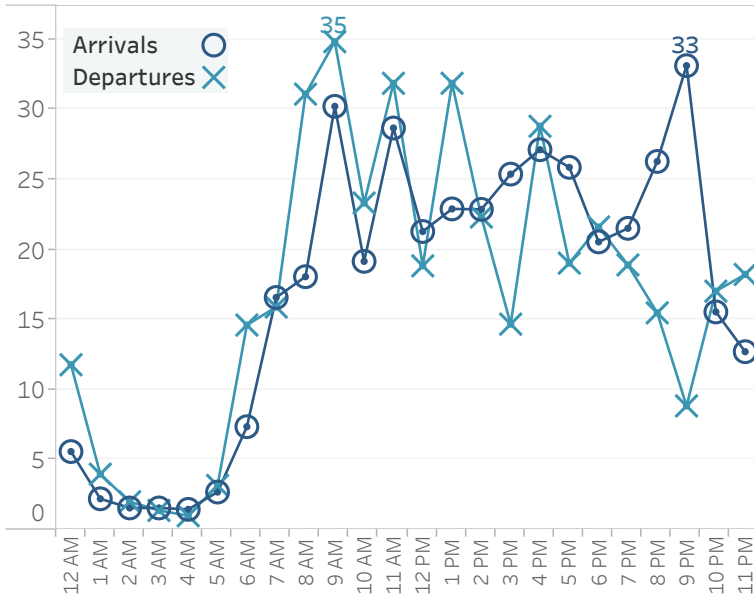
Major Arrival and Departure Routes (West Flow)



West Flow is depicted in the above image and is a predominate flow at SFO.

West Flow
95%

January 2022 Average Day (Hourly)



Top Destinations

| Los Angeles | Seattle | JFK | Las Vegas |
|-------------|---------|-----|-----------|
| 7% | 4% | 4% | 4% |

Down the Bay vs Peninsula

| | |
|-------------------------|-----|
| 1.1 Down the Bay Visual | 28% |
| 1.2 BDEGA Arrival | 72% |

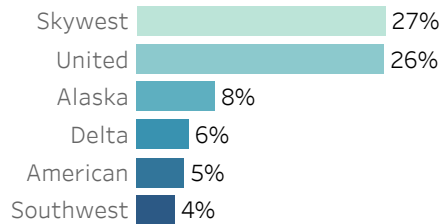
Arrival Route

| | |
|----------|-----|
| 1. BDEGA | 27% |
| 2. DYAMD | 37% |
| 3. SERFR | 30% |
| 4. PIRAT | 7% |

Departure Route

| | |
|-----------------|-----|
| A. GAP | 17% |
| B. SSTIK | 35% |
| C. NIITE | 9% |
| D. TRUKN RWY 01 | 39% |
| D. TRUKN RWY 28 | 1% |

Airlines with the Most Operations



Non Airline

11%



Narrow Body

74%

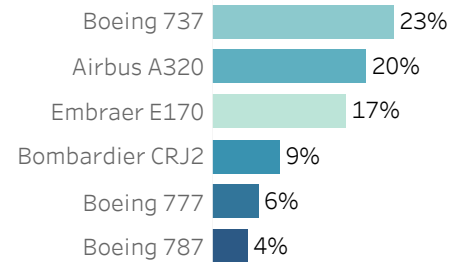


Wide Body

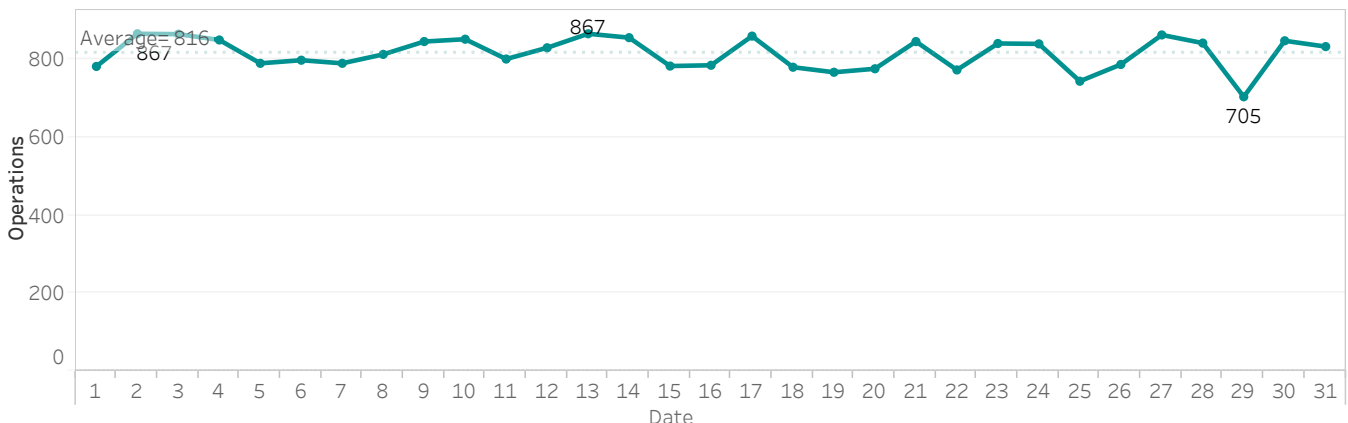
15%



Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

Leftmost Runway Utilization table shows percent of runway usage for arrivals and departures by runway based on air carrier operations using jet, regional jet, and turboprop aircraft. Late Night Preferential Runway Use table depicts departure runway usage between 1am - 6am for jet aircraft for the whole month (top) and during nighttime hours only (bottom). Percentages [%] are rounded to the nearest whole number.

Runway Utilization

| | Arrivals | Departures |
|--------|---------------|--------------|
| 01 L/R | | 80% 9,132 |
| 10 L/R | 2% 204 | 5% 521 |
| 19 L/R | 3% 285 | |
| 28 L/R | 96% 10,896 | 15% 1,713 |

Late Night Preferential Runway Use (1 am - 6 am)

| | Departures |
|--------|------------|
| 10 L/R | 5% 15 |
| 01 L/R | 61% 170 |
| 28 L/R | 33% 92 |

Runway Utilization

| Arrivals | |
|------------------|-----|
| 28L | 28R |
| 45% | 55% |
| Night (10pm-7am) | |
| 22% | 78% |

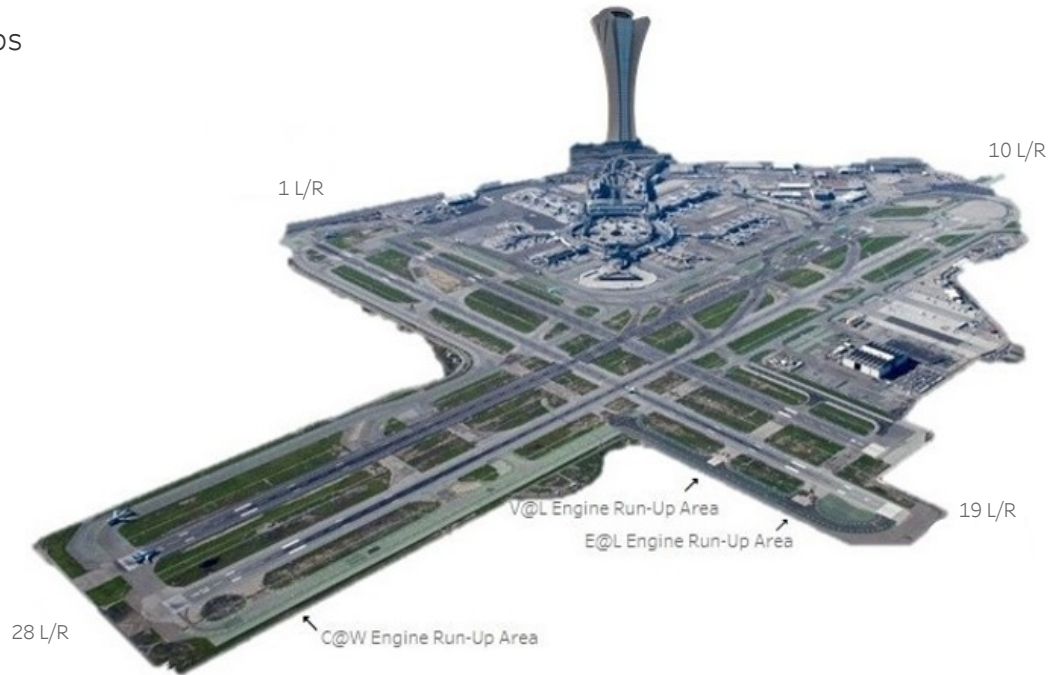
Nighttime Power Run-Ups

10pm-7am

| | |
|-------------------|---|
| Alaska Airlines | 4 |
| American Airlines | 6 |
| United Airlines | 7 |

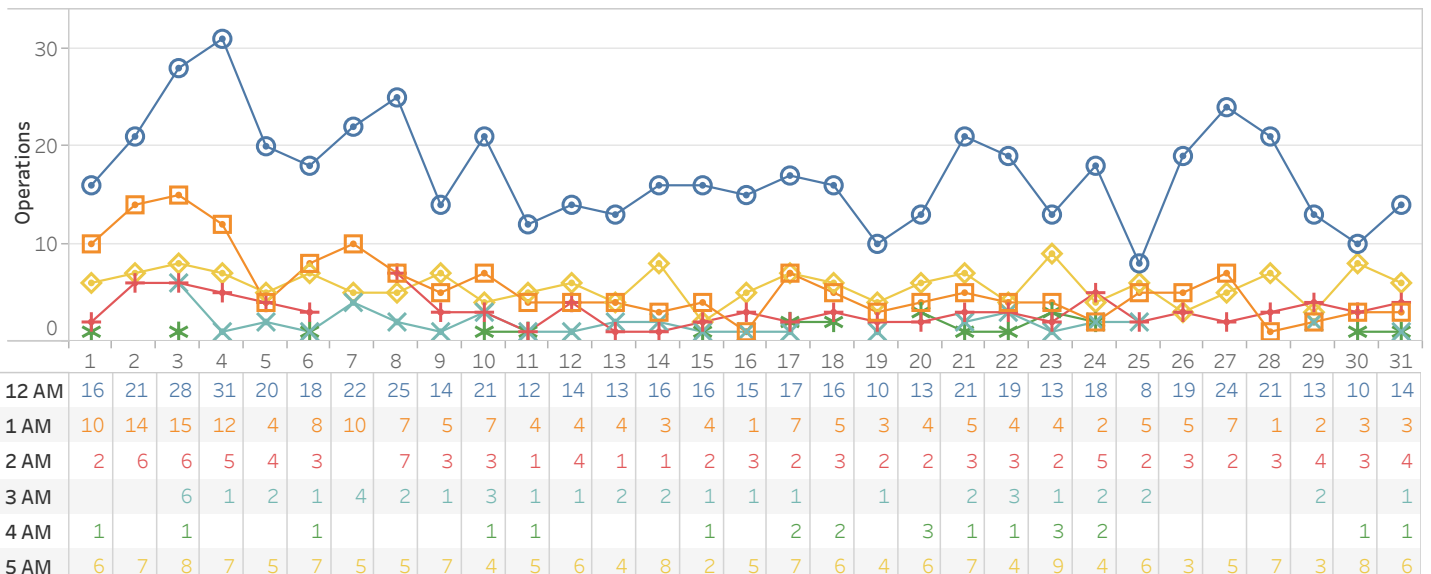
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

Designated Power Runup locations are 19 L/R depicted on the airfield map (right) with airlines nighttime power runup counts shown above.



Hourly Nighttime Operations

○ 12 AM □ 1 AM + 2 AM × 3 AM * 4 AM ◇ 5 AM



Noise Reports

January 2022

Noise Reporters / Noise Reports

| | Noise Reporters | Noise Reports |
|---------------------|-----------------|---------------|
| Roundtable | | |
| Atherton | 2 | 21 |
| Belmont | 3 | 5 |
| Brisbane | 9 | 339 |
| Burlingame | 1 | 1 |
| Daly City | 7 | 1,597 |
| El Granada | 1 | 604 |
| Foster City | 2 | 4 |
| Hillsborough | 1 | 1 |
| Menlo Park | 11 | 1,234 |
| Millbrae | 5 | 32 |
| Montara | 1 | 165 |
| Pacifica | 14 | 1,057 |
| Portola Valley | 18 | 17,680 |
| Redwood City | 6 | 1,564 |
| San Bruno | 7 | 854 |
| San Carlos | 2 | 52 |
| San Francisco | 18 | 3,209 |
| San Mateo | 9 | 980 |
| South San Francisco | 9 | 212 |
| Woodside | 6 | 1,357 |
| Other | | |
| Alameda | 3 | 66 |
| Alamo | 1 | 6 |
| Aptos | 2 | 10 |
| Berkeley | 1 | 204 |
| Boulder Creek | 2 | 14 |
| Campbell | 1 | 3 |
| Capitola | 6 | 100 |
| Carmel Valley | 1 | 41 |
| Castro Valley | 1 | 36 |
| Cupertino | 1 | 495 |
| East Palo Alto | 1 | 14 |
| Emerald Hills | 6 | 544 |
| Felton | 3 | 72 |
| Fremont | 1 | 130 |
| Lafayette | 1 | 2 |
| Los Altos | 53 | 9,396 |
| Los Altos Hills | 11 | 1,439 |
| Los Gatos | 47 | 5,114 |
| Moraga | 3 | 347 |
| Mountain View | 22 | 2,382 |
| Oakland | 15 | 3,147 |
| Orinda | 1 | 6 |
| Palo Alto | 107 | 20,859 |
| Richmond | 2 | 185 |
| San Jose | 1 | 3 |
| Santa Cruz | 58 | 11,169 |
| Scotts Valley | 33 | 4,564 |
| Soquel | 38 | 3,499 |
| Stanford | 4 | 807 |
| Sunnyvale | 3 | 78 |
| Watsonville | 1 | 105 |
| Grand Total | 562 | 95,805 |

Reporters Annual AVG

666

Reports Annual AVG

109,902

New Reporters

13

Furthest Report

85 miles

New Reporters Top City

Palo Alto

South San Francisco

Reports per SFO Operation

4

Top Aircraft Types

A320

B737

E75L

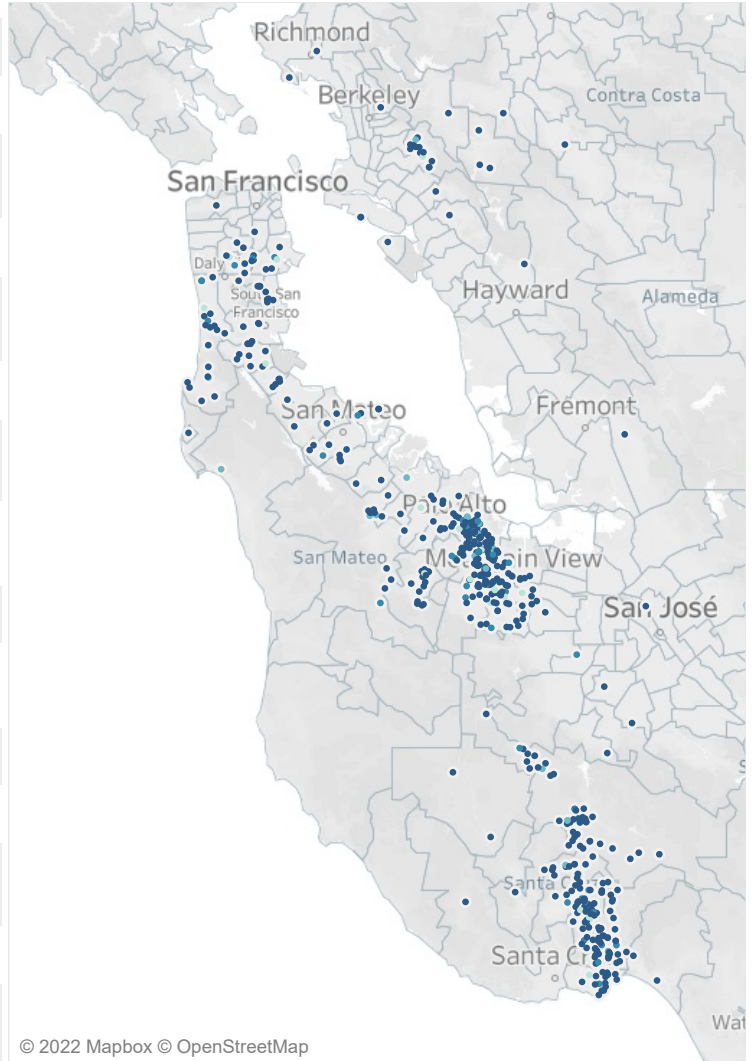
Top Flight Numbers

KAL214

TAI560

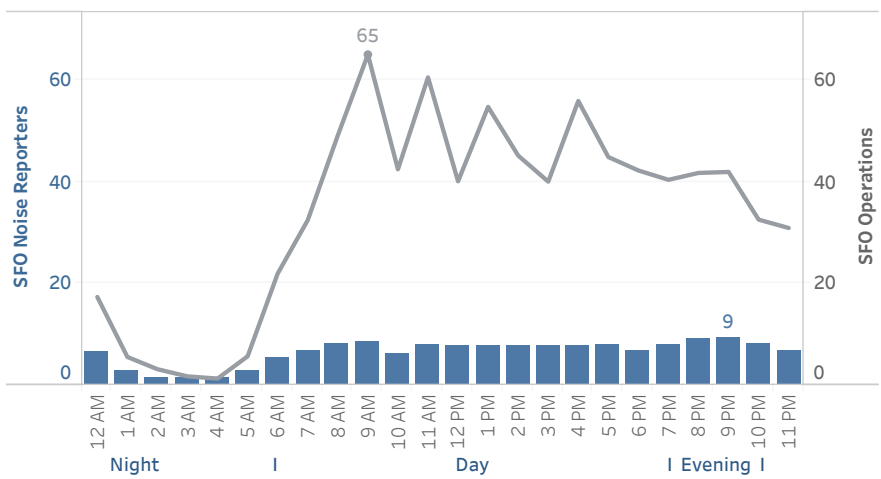
AAL2630

Noise Reporters Location Map



© 2022 Mapbox © OpenStreetMap

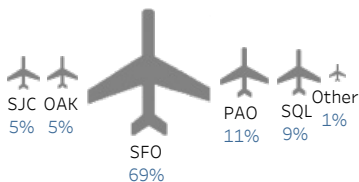
Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System

Notes: Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



99% of noise reports correlate to a flight origin/destination airport.

SAN FRANCISCO AIRPORT COMMISSION



MINUTES

Tuesday, January 18, 2022

9:00 A.M.

Meeting held by teleconference pursuant to California Government Code 54953 and the Twenty-Fourth Supplement to Mayoral Proclamation Declaring the Existence of a Local Emergency.

LONDON N. BREED, MAYOR

COMMISSIONERS

LARRY MAZZOLA

President

ELEANOR JOHNS

Vice President

EVERETT A. HEWLETT, JR.

JANE NATOLI

MALCOLM YEUNG

IVAR C. SATERO

Airport Director

KANTRICE OGLETREE

Commission Secretary

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

Minutes of the Airport Commission Meeting of
Tuesday, January 18, 2022

| CALENDAR SECTION | AGENDA ITEM | TITLE | RESOLUTION NUMBER | PAGE |
|------------------|-------------|-------|-------------------|------|
|------------------|-------------|-------|-------------------|------|

| | | | | |
|----|--|--|--|----|
| A. | CALL TO ORDER: | | | 4 |
| B. | ROLL CALL: | | | 4 |
| C. | ANNOUNCEMENT BY SECRETARY: | | | 4 |
| D. | ADOPTION OF MINUTES: | | | 4 |
| | | No. 22-0001. Regular meeting of December 21, 2021 . | | 4 |
| E. | DIRECTOR'S REPORT (Discussion Only): | | | 4 |
| F. | PUBLIC HEARING: | | | 5 |
| | 1. | Airport Commission Fiscal Year 2022-23 and Fiscal Year 2023-24 Operating Budget Development and Priorities (Discussion Only) | | 5 |
| G. | ITEMS INITIATED BY COMMISSIONERS (Discussion Only): | | | 7 |
| H. | ACTION ITEMS RELATED TO ADMINISTRATION, OPERATIONS & MAINTENANCE | | | 7 |
| | 2. | Award of Contract No. 50289 for Noise Insulation Program Consulting Services CSDA Design Group \$3,000,000 | | 7 |
| | | No. 22-0002. | | 7 |
| | 3. | Award of the Mobile Ordering and Delivery Platform Concession Agreement | | 8 |
| | | No. 22-0003 | | 8 |
| I. | CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS: | | | 9 |
| | 4. | Approval of Modification No. 4 to Contract No. 50073.76 for Solid Waste Management Services South San Francisco Scavenger Co., Inc. \$900,000 | | 9 |
| | | No. 22-0004. | | 9 |
| | 5. | Approval of Modification No. 2 to Contract No. 50208 for Licensing, Maintenance, and Support of Autocase Software Impact Infrastructure, Inc. \$150,000 | | 9 |
| | | No. 22-0005. | | 9 |
| | 6. | Approval of Modification No. 2 to Contract No. 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project Fontenoy Engineering, Inc. | | 10 |
| | | No. 22-0006. | | 10 |

| | | |
|-----|---|----|
| 7. | Approval of Phase D1 to Contract No. 11068.66, Design-Build Services for the Energy Management Control System Project Suffolk Construction Company, Inc. | 10 |
| | No. 22-0007. | 10 |
| 8. | Authorization to Accept and Record Avigation Easements as Part of the 2019 Phase of the Noise Insulation Program | 10 |
| | No. 22-0008. | 10 |
| 9. | Authorization to Accept and Record an Avigation Easement | 10 |
| | No. 22-0009. | 10 |
| 10. | Award of Sole Source Contract No. 50309 for Enhancements to the Cable Management System NewNet Services, LLC \$350,000 | 10 |
| | No. 22-0010. | 11 |
| 11. | Amendment to the Ramaytush Ohlone Land Acknowledgment | 11 |
| | No. 22-0011. | 11 |
| 12. | Adopt Findings Under New State Urgency Legislation to Allow Continued Remote Meetings During the COVID-19 Emergency | 11 |
| | No. 22-0012. | 11 |
| J. | NEW BUSINESS: | 11 |
| K. | CORRESPONDENCE: | 11 |
| L. | CLOSED SESSION: | 11 |
| M. | ADJOURNMENT: | 12 |

Minutes of the Airport Commission Meeting of
Tuesday, January 18, 2022

A. CALL TO ORDER:

The regular meeting of the Airport Commission was called to order at 9:00 A.M. via teleconference.

B. ROLL CALL:

Present: Hon. Larry Mazzola, President
Hon. Eleanor Johns, Vice President
Hon. Everett A. Hewlett, Jr.
Hon. Jane Natoli
Hon. Malcolm Yeung

C. ANNOUNCEMENT BY SECRETARY:

Kantrice Ogletree, Commission Secretary provided public comment instructions for accessing the meeting and updated the meeting schedule to reflect the February 1, 2022 meeting as canceled. The Airport Commission will hold a special meeting remotely on February 8, 2022.

D. ADOPTION OF MINUTES:

The minutes of the regular meeting of December 21, 2021 were adopted unanimously upon a motion by Commissioner Johns and a second by Commissioner Hewlett.

No. 22-0001. Regular meeting of **December 21, 2021**.

There were no questions from the Commissioners and no public comment.

E. DIRECTOR'S REPORT (Discussion Only):

Airport Director Ivar Satero gave an update on the following:

COVID-19 Recovery to Resilience Update: Traffic is down due to the COVID-19 Omicron variant and seasonality. The numbers are trending around 30,000 daily outbound passengers. It was peaking at over 50,000 passengers throughout the holiday season. There have been 763 cases of COVID-19 airport-wide since the start of the pandemic. One-hundred sixty-four have been Airport Commission employees. In December, there were 577 cases, a 200-case gain in the last month, which reflects the transmissibility and prevalence of the Omicron variant. There continues to be a lot of outbound testing with 7,000 outbound tests conducted per week for employees and passengers. The Airport implemented a bus service to assist employee testing at the drive-thru site in Long Term Parking. The workforce has gone back to telecommuting. It had been reduced from four days a week to one day a week. Now, it is back to as much as five days a week depending on operational needs. The Airport continues to operate vaccination and booster clinics for employees and the public. DSW workers have volunteered to help passengers with the testing process.

Report on other recent San Francisco International Airport activities, events, and announcements: 5G is set to go into effect tomorrow. It was put on a two-week delay due to concerns by the FAA

and airlines about its impact on the navigational equipment of aircraft. It affects the altitude technologies that are implemented during low-visibility landing conditions. SFO and San Jose are affected airports. There is a six-month delay to the 5G rollout at 50 of the major airports nationwide, including SFO. The FAA is clearing out airline models that they find are not impacted. Forty-five percent of the fleet have been cleared. Forty-eight of the total 88 airports that may have potential impact have also been cleared since January 5th. It does affect 777s, 787s, and 737s, all of which are predominant aircraft models at SFO. Staff are watching this very closely with industry groups over the next six months. They hope to help support solutions that will not impact SFO in the future.

There has been some flooding in Millbrae adjacent to the Airport's west of Bayshore property, which the Airport maintains. The city alerted SFO that a potential lack of maintenance is contributing to the flooding. When the first flooding occurred in 2017, the Airport and Millbrae conducted engineering studies. The recommendations were centered around Millbrae's infrastructure that needed to be upgraded. The Airport is working with Millbrae and has asked them for action plans around the studies. The Airport is also implementing measures along the canal to monitor flow. Based on the analysis and site surveys, the issue resides with Millbrae's infrastructure, but the Airport will work with the city to find solutions, such as looking at their trash deflectors and restrictions in their upstream systems.

Vice President Johns asked how many of the employees who had COVID were vaccinated and an update on vaccination status of Airport employees. **Director Satero** said the Airport doesn't have a good indication of how many are breakthrough cases. City and County of San Francisco numbers seem to suggest a 70% protection rate if people are fully vaccinated. All Airport Commission employees onsite are vaccinated. Airport partners are above 91%. The Airport has extended its deadline into February to allow for additional vaccinations.

There were no further questions from the Commissioners.

The following constituents provided public comment on the Director's Report:

Barry Taranto, Taxi Workers Alliance, asked if taxi drivers could have access to COVID-19 testing and vaccinations.

Mike Digre called regarding flooding in Millbrae. He read the hydrology survey. Both trash collectors were opened so it wasn't restricting flow. The trash collector area has an overflow like a dam. Per the SFO assistant director of environmental planning, the canal has not been maintained in the last two years, but it seems like it hasn't been maintained in five. The buildup is due to the restriction of flow on the SFO side. The hydrology study did not include the restrictions that are currently in place. There was three feet of flooding in backyards, which puts people's lives at risk.

F. PUBLIC HEARING:

1. **Airport Commission Fiscal Year 2022-23 and Fiscal Year 2023-24 Operating Budget Development and Priorities (Discussion Only)**

Presentation on budget priorities for the development of the Airport Commission's two-year budget for Fiscal Years 2022-23 and Fiscal Years 2023-24 and to allow for public input.

Director Satero gave introductory remarks. There has been so much work to cut back costs in the last two years. The budget focuses on safety and security, financial recovery, and a

modest level of backfill hiring. Most of the budget increase is non-discretionary, including debt service and mandated employee salary benefits. In the last two months, the Airport has made a lot of progress in discretionary items.

Kevin Kone, Finance Director presented on the item. As part of the City's budget process, the Airport will be submitting its proposed two-year budget for Fiscal Years (FY) 2022-23 and 2023-24 to the Mayor and the Controller's Office on February 21, 2022. In accordance with the Citywide requirement to foster budget transparency, all City departments are required to hold two public meetings to allow for public input during the budget process.

At a citywide level, for the first time since 1998, San Francisco is projecting a surplus for the next two years, but risks and uncertainties remain. Some of the issues or factors include:

- Prudent use of reserves;
- Infusion of federal stimulus;
- Restraint in adding ongoing costs;
- Market record returns in retirement; and
- Strength in taxes/revenue sources offset by local business weakness and lingering challenges in economic recovery.

There are no mandatory reductions, but there is also no increase to General Fund support. SFO is an Enterprise Department and must balance its budget within its own revenue projections.

Contrary to the City's positive outlook, SFO trends along a Slower Growth Recovery Forecast, which is lower than the U.S. Average Pessimistic Forecast from Airlines for America. While SFO's November 2021 forecast is an improvement over the January 2021 forecast, the takeaway is that SFO still lags in recovery compared to other national and western hub airports due to Asia/Pacific, international and business travel's slower return.

Non-airline revenues continue to be below pre-COVID-19 levels. Staff are not anticipating additional federal relief for personnel, cleaning of the checkpoints, or work orders with other City Departments. To date, the Airport has received \$296 million in FY 2020/21 and anticipates \$169 million in FY 2021/22. Airport priorities to inform its budget development process include:

- Safety and security;
- COVID Recovery to Resilience Framework;
- Support of Commission's workforce;
- Remaining cost competitive with other west coast international gateway airports from a cost per enplaned passenger perspective; and
- Remaining at budget baselines.

On February 8, 2022, Staff will request Airport Commission approval of the proposed budget for the next two fiscal years before it is submitted to the Mayor's Office. By June 1st, the Mayor will send to the Board of Supervisors a complete budget for City Departments, including the Airport Commission. The Board will hold additional public hearings before adopting a final budget for the Mayor's signature by August 1, 2022.

Commissioner Yeung asked how the current priorities compare to the previous year and about the impact on the capital program. **Mr. Kone** responded that the capital program has not changed. A significant amount of projects are still suspended. However, Terminal 1

North is moving forward in phases as traffic stabilizes or the financial wherewithal is present. Terminal 3 West remains on hold. The team is working on reviewing necessary infrastructure improvements that could potentially total in the hundreds of millions of dollars. This ensures resiliency with utility systems like water, electricity, and power. **Director Satero** addressed the first question saying that the main change between budget priorities is the focus on staffing needs. The Airport was very aggressive in cutting non-critical hires, and it has put a tremendous strain on the existing workforce. The key add to the upcoming budget cycle is to support Staff with back-fills and hires. The Airport is seeing 50,000 passenger days and anticipates the return of airlines to SFO this year, and it needs to go back to supporting that operation.

There were no further questions from the Commissioners and no public comment.

G. ITEMS INITIATED BY COMMISSIONERS (Discussion Only):

There were no items initiated by Commissioners.

H. ACTION ITEMS RELATED TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 2 was approved unanimously upon a motion by Commissioner Hewlett and a second by Commissioner Johns.

**2. Award of Contract No. 50289 for Noise Insulation Program Consulting Services
CSDA Design Group
\$3,000,000**

No. 22-0002. Resolution awarding Contract No. 50289 for Noise Insulation Program Consulting Services to CSDA Design Group in the not-to-exceed Contract amount of \$3,000,000 with a Contract duration of three years, with one 2-year option to extend services.

Judi Mosqueda, Director of Project Management presented on the item to award Contract No. 50289 to CSDA Design Group for consulting services for the Airport's Noise Insulation Program in an amount not to exceed \$3 million with a duration of three years. The Airport has used consultants to support the Noise Program since 2008, and the most recent contract with the Jones Payne Group expired at the end of 2021.

The Noise Insulation Program aims to mitigate the impact of aircraft noise through acoustical treatments in residential properties located within or adjacent to the 65 decibel noise contour of the 2019 Noise Exposure Map as approved by the FAA. Currently, the program consists of the Replacement Initiative and the Second Chance Initiative and is expected to retrofit approximately 300 homes. The scope of work for this contract includes identifying properties that may be eligible for insulation work; providing acoustical engineering, A&E design services, construction inspection; and easement acquisition; and preparing reports for FAA reimbursement.

On July 21, 2021, the Airport received two proposals in response to the Request for Qualifications and Proposals. The Airport convened a selection panel to evaluate both firms based upon their technical proposals and oral interviews. CSDA was the highest-ranking firm. CSDA is new to SFO, but Staff have verified their experience and quality of performance with other airports where they have performed services. The anticipated duration of this contract is five years with a budget of \$3 million. Staff will review and adjust staffing provided by

this contract over time based upon the dynamic needs of the Noise Program. Because some of the costs of this Program are eligible for reimbursement from the FAA, provisions of the Federal DBE program will apply. The Airport has established a small business participation goal of 19%, and CSDA Design Group has committed to achieving 62.5%.

Vice President Johns asked if the contractor is local since they'll be doing work in the area. **Ms. Mosqueda** said she believes they are in the Southern California area but did not know where their staffing is located. **Vice President Johns** asked if they are doing the construction work or subbing it out. **Ms. Mosqueda** confirmed they will have staffing on site for the construction inspection, but design services and some of the reports can be prepared remotely. She imagines that it will be a mix of services provided locally and remotely. **Vice President Johns** said she hopes there would be some local involvement. **Ms. Mosqueda** responded that the involvement of their construction inspection and some of their preconstruction services would be with local inspection. As they prepare design documents, they will have to come out to each home to take measurements and understand the design work. She confirmed they have local staff on site for these services.

There were no further questions from the Commissioners and no public comment.

Item No. 3 was approved unanimously upon a motion by Commissioner Johns and a second by Commissioner Hewlett.

3. Award of the Mobile Ordering and Delivery Platform Concession Agreement

No. 22-0003. Resolution approving the award of the Mobile Ordering and Delivery Platform Concession Agreement to Grab SFO JV, LLC.

Kevin Bumen, Chief Commercial Officer presented on the item for approval to award the Mobile Ordering and Delivery Platform Concession Agreement to Grab SFO JV, LLC, a joint venture between Servy - an airport e-commerce company active in over 80 airports globally - and Palazzo Concessions – an Airport Concessions Disadvantaged Business Enterprise. Grab SFO JV, LLC will partner with food and beverage concessionaires to facilitate remote ordering via phone or computer. A delivery service will also be possible which could be especially convenient for employees who are unable to get away at lunch and could lead to incremental sales in the terminals as guests order food to be delivered to them wherever they are dwelling. The service can be expanded as well to retail stores and could eventually underpin a broader effort by SFO to expand commercial offerings electronically to passengers and others.

The Mobile Ordering and Delivery Platform lease is an opportunity to assess guests' desire to continue ordering remotely, something that became more prevalent during the pandemic, and determine if incremental sales are possible through delivery options. The lease is for a two-year period with two one-year option periods. Rent is the greater of 10% of Gross Receipts or a Minimum Annual Guarantee of \$25K. With Commission approval, Staff would like to award this Lease and look forward to implementing this new service early in 2022.

Vice President Johns asked why there was only one responder. **Mr. Bumen** said the service is unique and new in the airport space. The company has implemented the service in airports around the country. It's a new type of service so there is not a broadly competitive marketplace for it yet.

Commissioner Yeung asked what the process is for concessionaires to sign up for the platform and how the company generates revenue. **Mr. Bumen** responded that implementation could be integrated with existing point of sale systems or may necessitate a dedicated unit depending on how the concessionaire is set up. The cost is paid by the customer through a small fee for the mobile order or delivery charge. The business is not paying the fee. It is an interesting opportunity because the net sale is typically larger than for a walk-up customer. The ability to digitally generate additional sales is important. **Commissioner Yeung** asked for more information about how the platform can support vendors. **Mr. Bumen** said they will provide an update post-implementation. It is an opt-in program so that Staff can assess interest, but there seems to be broad interest.

There were no further questions from the Commissioners and no public comment.

I. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

The Consent Calendar, Item Nos. 4 through 12, was approved unanimously upon a motion by Commissioner Hewlett and a second by Commissioner Johns.

**4. Approval of Modification No. 4 to Contract No. 50073.76 for Solid Waste Management Services
South San Francisco Scavenger Co., Inc.
\$900,000**

No. 22-0004. Resolution approving Modification No. 4 to Contract No. 50073.76 for Solid Waste Management Services with South San Francisco Scavenger Co., Inc. to increase the not-to-exceed amount by \$900,000 for a new Contract amount not to exceed \$10,700,000 and with no change to the Contract duration.

Vice President Johns asked why Staff waited so long to go out for the RFP. **Director Satero** said Staff will follow up with a response. They have been looking at revising specifications and seeing if they can get more competition by making certain changes. The investment of infrastructure is a real timed thing as haulers try to meet new environmental goals. The Airport set very high standards of waste diversion. **Geoff Neumayr, Chief Development Officer** later added that Staff was trying to maximize participation.

**5. Approval of Modification No. 2 to Contract No. 50208 for Licensing, Maintenance, and Support of Autocase Software
Impact Infrastructure, Inc.
\$150,000**

No. 22-0005. Resolution approving Modification No. 2 to Contract No. 50208 for licensing, maintenance, and support of Autocase Software with Impact Infrastructure, Inc. to exercise the two-year option to extend the Contract term and increase the Contract amount by \$150,000 for a new not-to exceed Contract amount of \$270,000.

6. **Approval of Modification No. 2 to Contract No. 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project Fontenoy Engineering, Inc.**

No. 22-0006. Resolution approving Modification No. 2 to Contract No. 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project, with Fontenoy Engineering, Inc. to retroactively extend the total Contract duration to 472 consecutive calendar days with no change to the Contract amount.

Vice President Johns asked why there was only one responder. **Director Satero** said it was a modification not a reward. **Mr. Neumayr** said the reason for the time extension is that there was a modification to the antenna structure that needed to be made to coordinate with the technology.

7. **Approval of Phase D1 to Contract No. 11068.66, Design-Build Services for the Energy Management Control System Project Suffolk Construction Company, Inc.**

No. 22-0007. Resolution approving Phase D1 to Contract No. 11068.66, Design-Build Services for the Energy Management Control System Project, with Suffolk Construction Company, Inc. to revise the scope of work and retroactively extend the total Contract duration to 1,884 consecutive calendar days with no change to the Contract amount.

8. **Authorization to Accept and Record Avigation Easements as Part of the 2019 Phase of the Noise Insulation Program**

No. 22-0008. Resolution authorizing the Airport Director to acquire avigation easements as part of the 2019 Phase of the Noise Insulation Program and request the Board of Supervisors' approval to accept and record the avigation easements.

9. **Authorization to Accept and Record an Avigation Easement**

No. 22-0009. Resolution authorizing the acquisition of an avigation easement for a development project in unincorporated South San Francisco at no cost to the City and County of San Francisco and request the Board of Supervisors' approval to accept and record the avigation easement.

10. **Award of Sole Source Contract No. 50309 for Enhancements to the Cable Management System NewNet Services, LLC \$350,000**

No. 22-0010. Resolution awarding Sole Source Contract No. 50309 to NewNet Services, LLC for enhancements to the Cable Management System, which will include configuration, integration, support and maintenance services, and replacement of the Project Reporting and Operating System, in an amount not to exceed \$350,000 for a five-year term (February 1, 2022 through January 31, 2027).

11. Amendment to the Ramaytush Ohlone Land Acknowledgment

No. 22-0011. Resolution amending the Ramaytush Ohlone Land Acknowledgment.

12. Adopt Findings Under New State Urgency Legislation to Allow Continued Remote Meetings During the COVID-19 Emergency

No. 22-0012. Resolution adopting findings under new state urgency legislation to allow remote meetings during the COVID-19 emergency; continuing remote meetings for the next 30 days; and directing the Commission Secretary to agendize a similar resolution at a Commission meeting within 30 days.

There were no further questions from the Commissioners and no public comment.

J. NEW BUSINESS:

The following constituents provided public comment under New Business:

Barry Taranto, Taxi Workers Alliance, said that the PSAs in the morning have been more efficient than the evening PSAs. The last couple of weeks have not been a concern since business has dropped so drastically. The staging area has been restriped, but no one has informed the drivers of its purpose. The virtual queue app is premature at this point due to low numbers.

The following constituents provided public comment in advance of the meeting and will be included in the meeting record:

Mike Digre regarding flooding in Millbrae and SFO maintenance of Lomita Canal.

Shawn O'Leary, Diversified Metal Mfg. regarding Superior Court Injunction/Airport Package Looting.

K. CORRESPONDENCE:

There was no discussion by the Commission.

L. CLOSED SESSION:

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

M. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 9:53 A.M.

(Original signed by: Kantrice Ogletree)
Kantrice Ogletree
Airport Commission Secretary

Operating Budget Development

Preliminary FY 2022-23 and
FY 2023-24

January 18, 2022

SAN FRANCISCO INTERNATIONAL

GBN Subcommittee 3/8/2022
Packet Page 26

SFO

Context for Citywide Operating Budget Development

The City projects surplus over the next two fiscal years but risks and uncertainties remain

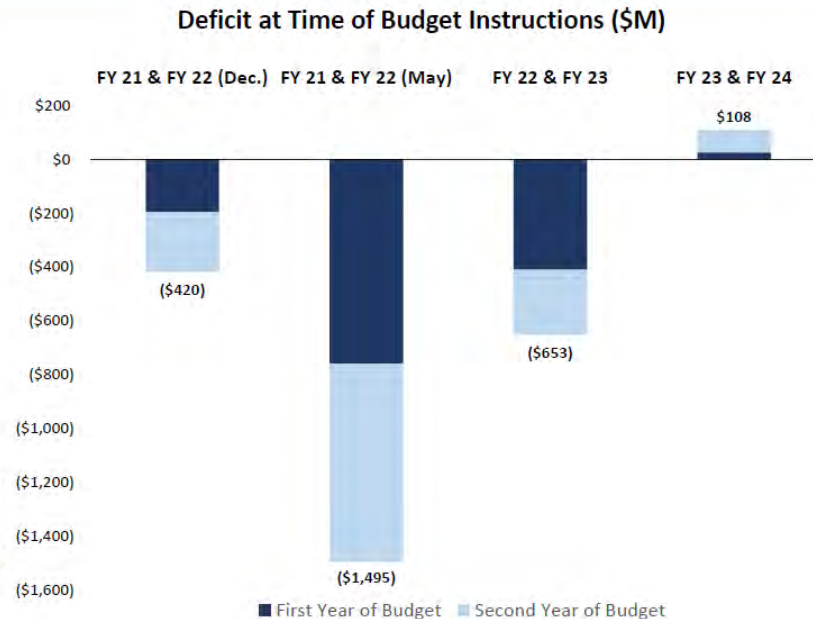
Overview: Fiscal Outlook



Financial forecast projects a \$108.1 million **surplus** over the upcoming two budget years

Key Drivers:

- Overall growth in revenue
- Significant ongoing savings in retirement due to record returns
- Constrained ongoing cost growth



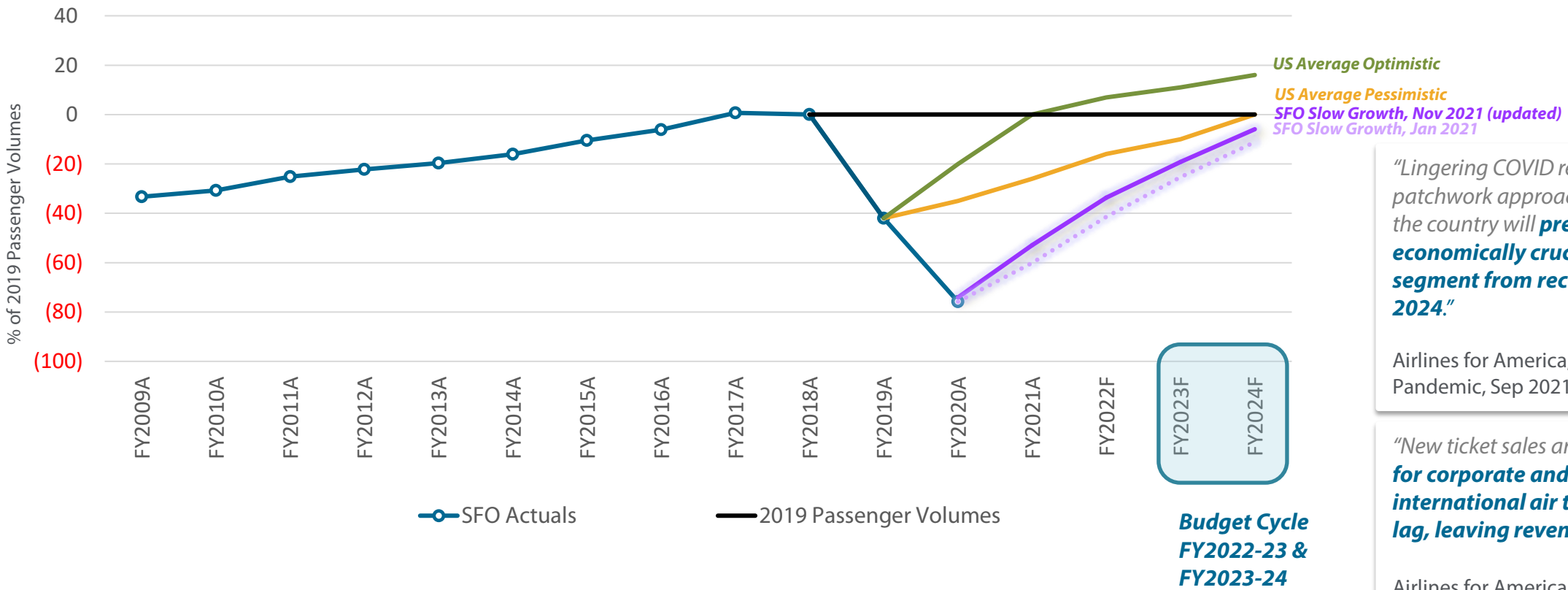
Budget Instructions to Departments

- **Non-General Fund Departments must balance within their own revenue projections**
- Restore the vibrancy of the City, including improving public safety and street conditions
- Focus on economic recovery
- Delivering on accountability and equity in City spending
- Get “back to basics” and improve core services delivery within existing budget

SFO is Experiencing Slower Passenger Growth

The Airport must balance recovery efforts while practicing spending constraint

PASSENGER SFO RECOVERY SCENARIOS & U.S. AIRLINE TRAFFIC CHANGE (%) vs 2019



*“Lingering COVID restrictions and a patchwork approach to reopening across the country will **prevent the economically crucial business travel segment from recovering until at least 2024.**”*

Airlines for America, Emerging From the Pandemic, Sep 2021

*“New ticket sales are rising **but demand for corporate and long-haul international air travel continues to lag, leaving revenues depressed.**”*

Airlines for America, Emerging From the Pandemic, Jan 2022

Sources: Airlines for America, Emerging From the Pandemic, Sep 2021

LeighFisher “Slow Growth Scenario” as of Nov 2021 - reflects a slightly faster recovery than Jan 2021 scenario, but still points to a multi-year recovery period

Implement Fiscal Practices to Sustain Through Prolonged Recovery

Parameters for Developing Budget

Revenue Outlook

- FY 2022-23 non-airline revenues are forecast to be ~30% below pre-COVID-19 levels
- No additional federal relief for Personnel, Cleaning, WorkOrders anticipated
- Must balance Revenues and Expenses
- Focus will be on FY 2022-23 with opportunity to revise FY 2023-24 in next budget cycle

Airport Priorities & Budget Development Guidelines

- Safety and Security
- COVID Recovery to Resilience Framework
- Support Commission's workforce
- Remain cost competitive with other west coast international gateway airports
- Budget Baseline from levels achieved in FY 2020-21 and Forecast for FY 2021-22
- Preserve Commission's operating reserve funds

Next Steps in Budget Approval Process

Return to Commission for Approval

| Milestone | Date |
|---|-------------------------|
| Outlook & Budget Priorities (1 st Public Hearing) | January 18, 2022 |
| Request for Commission Approval (2 nd Public Hearing) | February 8, 2022 |
| Submit Budget to Mayor's Office | February 22, 2022 |
| Mayor Submits Budget to Board of Supervisors | June 1, 2022 |
| Board Budget & Finance Committee Hearings | June 2022 |
| Board of Supervisors Consideration of Budget | July 2022 |
| Adopted Budget signed by Mayor | Early August 2022 |

Thank You



Carolyn Jayin (AIR)

From: Yahoo [REDACTED]
Sent: Saturday, January 15, 2022 1:19 PM
To: Airport Commission Secretary (AIR)
Subject: Comment for commission meeting

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I would like to request help from the airport commission with flooding in Millbrae. I live on Landing Lane which has flooded twice this rainy season. Once in late October and again on December 23. These floods have been larger and more destructive than any flood ever in the area. The cause of the flooding is due to lack of maintenance on the Lomita Canal. The Millbrae side of the drainage and the inside of the tubes were cleared before the first rain of the season. Unfortunately the SFO side was not maintained. SFO's assistant director of environmental planning, Audrey Park, stated to me that maintenance was not performed the last two years in this area due to COVID. I have reviewed the RAP (recovery action plan for the garter snake) progress reports for the last five years, and it doesn't appear that maintenance on this area was done in any of those years.

There are six 52 inch tubes that lead out from the Lomita Bowl into the canal. The canal on the exit side of the tubes is blocked with years of sediment and vegetation. The debris is built up to over half the height of the tubes. When the flow of water is decreased, it creates a backup of water that floods Landing Lane. The water is then mixed with a sewage main on the street which mixes human waste with the water. The flood also mixes with household chemicals and trash throughout the neighborhood. The human waste and harmful chemical eventually makes its way into the canal which has threatened any endangered species.

Millbrae DPW crews tried to put in an emergency pump between the first and second flood, but was threatened with arrest by SFO's biologist, Natalie Reeder. Each flood brings more waste and sediment that will cause larger and more destructive floods. These floods are putting people's lives and property at risk. Further lack of action by SFO will open it up to more liabilities. If a portion of the canal can be cleared, it would allow flooding in the wetlands instead of a residential neighborhood. The area east of the pipes has a lower elevation than Landing Lane; therefore, it would flood before the neighborhood. This seems like it would benefit the ecosystem, the endangered species, and the residents.

Failure to act will cause more damage to all of the above. I have emailed and called different personnel at SFO, unfortunately none of them seem to want to help or understand the danger of the floods. I have also contacted the San Mateo County Flood Control District (one shore) to ask for their help. They have come out and seen the problem for themselves. The Army Corps of Engineers have told me that SFO has a permit for continuous maintenance on the canal. I have also request the California Department of Fish and Wildlife (CDFW) to provide insight on the matter.

I am waiting to hear back from Environmental Scientist of the Bay Delta Region, Will Kanz. I hope the Airport Commission can help persuade the director of SFO to perform this needed maintenance. Thank you for your time. I have attached pictures to help clarify some of my points.

Thanks,
Mike Digre



This shows the SFO side, east of the tubes. Unable to see tubes due to debris and vegetation.



SFO side, facing west towards tubes



Millbrae side, Lomita Bowl



Landing lane Dec 23, 2022

From: [Wufoo](#)
To: [Airport Commission Secretary \(AIR\)](#)
Subject: Online Public Comment Form [#48]
Date: Monday, January 17, 2022 4:58:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

| | |
|------------------------------|--|
| Name | shawn oleary |
| Organization | Diversified Metal Mfg |
| Address | <input type="checkbox"/> 3727 Metro Drive Ste D Stockton, CA 95215 |
| Phone Number | (209) 857-9033 |
| Email | diversifiedmetal@aol.com |
| Meeting Date | Tuesday, January 18, 2022 |
| Calendar Item No. OR Subject | Superior Court Injunction/Airport Package Looting |

Comments

Some of the arguments Diversified will make in a brief to the Superior Court shall include, Sub Contractors not aware their legal rights are not protected, could, and will be ripped off as Diversified Metal was on un paid improvements still being enjoyed by SFO Management and Commission without benefit of payment to Diversified for those improvements. The Commission refusal to notify future advertisement for Airport Improvement before bidding, their Mechanics Lien Rights do not apply at SFO, is an indication the profound negative effects SFO would experience trying to get Sub Contractors to bid work on the property with no protection from crooked tenants, General Contractors, Management, and Commission. Diversified would advise any Sub stupid, or ignorant enough to set foot on Airport Property, would be to budget \$25,000.00 legal fee support, one year of unpaid labor and material delays, overhead cost delays, and loss of employee and business repercussions. The court would request "Any advertisement to bid Airport projects by Sub Contractors, shall come with warning Mechanics Lien Rights are waived, and bids supplied are at your own peril. A written confirmation from Subs must accompany any bid submissions, and contract signing. Any as-built designs must come with waiver of protections, and "ALL" contracts must have both Mechanics Lien Rights Boilerplate removed from Contract, so Subs will not be "Duped" they have protection, and a special signed Contract Waiver stating you understand you have no protections! Diversified would like to add, Airport Property is under Protection of Security, and Sub Contractors are vulnerable to theft by on duty Security when you are are not on premises, and quiet is to be maintained during working hours to preserve the slumber of on duty High Security Airport Personnel who need rest and relaxation time. I would tell the Superior Court, Security and Safety of the Public and Aviation is of no interest to Management and Commission, and as seen in Southern California, Federal Express Trucks and Trains are being looted, and property destroyed on moving trucks and trains. SFO Management allowed all security protections including "K" concrete barriers, fences, and security check points to be removed from FedEx Facility during 2014 Downsize, and SFO Property is now as vulnerable as property looted in Southern California. You can expect with no security barriers, and all high Security Personnel slumbering in their Security Cabannas, slippers,

and P.J's, they would be defenseless against looting of trucks and buildings at SFO operated by your favorite crooked Fraudex tenant. SFO will join London Breed, George Cascon, and local D.A's reputations for lawlessness prevails. Here comes your 15 minutes in the spotlight.
