



Asian American
Architects and
Engineers
www.aaaenc.org

June 19, 2008

San Francisco Municipal Transportation Agency
Transportation Planning and Development Division
Contract Management Office
One South Van Ness Avenue, 3rd Floor
San Francisco, CA 94103

Attention: Mr. Mario Gallardo

Request For Information for Professional Final Design Services for the Central Subway

Ladies and Gentlemen:

On behalf of the Asian American Architects and Engineers (AAAE), an association that represents a vast number of small, local and minority architectural and engineering firms located in the San Francisco Bay Area, I am writing to express our concern regarding the structuring of the upcoming Request For Proposal for the Final Design phase of the Central Subway project.

The Asian American Architects and Engineers was founded in 1978 by San Francisco Bay Area design professionals with the goal of increasing contract opportunities for Asian Americans in the design and engineering fields. The mission of AAAE is to represent Asian American design professionals and speak with one voice on issues affecting its membership, the profession, and the community as a whole.

During the past several months, the Asian American Architects and Engineers have been actively participating in the procurement process of the PM/CM contract. These include providing input and criteria on the Request for Proposal (RFP) regarding breaking up the PM/CM contract into smaller components to facilitate the participation of the small businesses located in the City and County of San Francisco.

It has been our position that a 7-year, 88 million dollar contract for both Program Management and Construction Management is not warranted at this time. In particular, there is no need to commit a single firm, at this early stage of the design phase, to provide construction management for what could potentially be many contracts. We recognize that there is a need and benefit to having construction management capability in the project management team to provide advice on constructability issues and phasing issues, among others; however, we do not agree to having one firm provide all of the construction management services for the Central Subway project.

Several large, high-profile projects in the San Francisco Bay Area have been successful in awarding contracts for smaller components. For the recently completed expansion program of the San Francisco International Airport, the construction management was handled by different, various size firms for each of the construction contracts. The construction management services for the current construction of the

east span of the San Francisco Oakland Bay Bridge was broken into smaller components by discipline. Caltrans also broke down the entire bridge replacement project into several smaller components; various firms handled the construction management of each of these small components. Needless to say, we are extremely disappointed in the management of the San Francisco Municipal Transportation Agency for keeping the scope of services for the PM/CM RFP intact.

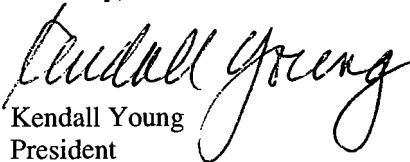
For the upcoming procurement of the Final Design phase of the Central Subway project, we request your consideration in breaking the subject project into many smaller projects, to facilitate the participation of Small Business Enterprises (SBE) located in San Francisco and Disadvantaged Business Enterprises (DBE) as prime consultants as well as subconsultants. This would not only provide contract opportunities for DBEs and San Francisco based SBEs to lead the design team for the smaller projects as prime consultants, but also would provide more subcontract opportunities to additional DBEs and San Francisco based SBEs. In addition, this would provide invaluable experience for the DBEs and San Francisco based SBEs to grow and become prosperous within the San Francisco business community. We believe that it is the responsibility of the government of the City and County of San Francisco to retain these businesses, in particular small businesses within the City boundaries and the work force in San Francisco.

It is our opinion that the four stations, in addition to other components, along the route of the Central Subway project could be and should be unbundled from the Final Design phase. The larger stations can be further divided into smaller components, such as entry portal, concourse interior, platform, etc. These four station contracts, along with other smaller components, should be awarded to DBEs and San Francisco SBEs as prime consultants. We also believe that these are best suited for our member firms, some of which designed the projects for the San Francisco International Airport expansion as prime consultants. We are prepared to review these and other smaller projects with the management of the San Francisco Municipal Transportation Agency to arrive at an equitable solution for the participation of DBEs and San Francisco based SBEs as prime consultants and subconsultants.

In summary, we respectfully request the management of the San Francisco Municipal Transportation Agency to unbundle the Final Design contract for the Central Subway project. Not only is it good for the City, but the City has a moral obligation to outreach to the San Francisco based SBEs.

If you have any questions or require additional information, please contact me at (415) 552-1118. Thank you for your time and consideration.

Sincerely,


Kendall Young
President

Cc: San Francisco Municipal Transportation Agency Board of Directors – McCray, Nolan, Beach, Black, Heinicke, Lee and Oka

San Francisco Board of Supervisors – McGoldrick, Alioto-Pier, Peskin, Chu, Mirkarimi, Daly, Elsbernd, Dufty, Ammiano, Maxwell, Sandoval