RESOLUTION NO. 26112

BE IT RESOLVED that the Board of Airport Commissioners approved Change Order 06 to Guaranteed Maximum Price under Contract DA-4971 with Turner - PCL, a Joint Venture to exercise the Phase 2 option of the Midfield Satellite Concourse (MSC) contract and enables construction of the Midfield Satellite Concourse North; and appropriate funds, as referenced in the Board-adopted staff report attached hereto and made part hereof; and

BE IT FURTHER RESOLVED that the Board of Airport Commissioners found as the decision making body of the lead agency, has considered the Second Addendum to the Final Environmental Impact Report for the Midfield Satellite Concourse project that was certified by the Board on July 21, 2014, along with the Midfield Satellite Concourse Final Environmental Impact Report, prior to making a decision on the recommended Change Order as it relates to the "Midfield Satellite Concourse North Components"; and

BE IT FURTHER RESOLVED that the Board of Airport Commissioners found as the decision making body of the lead agency, has considered the Third Addendum to the Final Environmental Impact Report for the Bradley West project that was certified by the Board on September 21, 2009, along with the Final Bradley West Environmental Impact Report, prior to making a decision on the recommended Change Order as it relates to the Bradley West portions of the "Baggage Optimization Project"; and

BE IT FURTHER RESOLVED that the Board of Airport Commissioners found that the competitive bidding for the procurement of the Facilities Management Control System and the requisite supporting technical services would be undesirable, impractical or impossible; and

BE IT FURTHER RESOLVED that the Board of Airport Commissioners authorized the Chief Executive Officer to execute Change Order No. 06 upon approval as to form by the City Attorney and upon approval by the Los Angeles City Council; and

BE IT FURTHER RESOLVED that the Midfield Satellite Concourse Environmental Impact Report (EIR) was certified by the Board of Airport Commissioners on July 21, 2014 (Resolution 25478). The Second Addendum to the Final MSC EIR analyzes the second refinement to the MSC EIR and was prepared to address modifications to Phase 1 of the MSC Program, the MSC North Project. The second addendum addresses modifications to the proposed MSC North Concourse, underground tunnels, and ramp tower, construction of a gateway building, and relocation of the Los Angeles Department of Water and Power electrical substation. The modifications analyzed in the second addendum do not modify any other phases of the MSC Program. The adopted EIR, along with addenda, serve as the environmental review of the proposed project pursuant to the provisions of CEQA, Public Resources Code Section 21000 et. seq., and State and local CEQA Guidelines; and

BE IT FURTHER RESOLVED that the Bradley West Project Environmental Impact Report (EIR) was certified by the Board of Airport Commissioners on September 21, 2009 (Resolution 23891). The Third Addendum to the Final Bradley West Project EIR analyzes the third refinement to the Bradley West Project EIR. The third addendum addresses the proposed Baggage Optimization Project, including the baggage handling system north structure and north tunnel modifications, as well as the related improvements within Bradley West for the interface with the baggage tunnel system. The adopted EIR, along with addenda serve as the environmental review of the proposed project pursuant to the provisions of CEQA, Public Resources Code Section 21000 et. seq., and State and local CEQA Guidelines; and
BE IT FURTHER RESOLVED that actions taken on this item by the Board of Airport Commissioners will become final pursuant to the provisions of Los Angeles City Charter Section 373.

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I hereby certify that this Resolution No. 26112 is true and correct, as adopted by the Board of Airport Commissioners at its Regular Meeting held on Thursday, November 17, 2016.

Sandra J. Miller - Secretary
BOARD OF AIRPORT COMMISSIONERS
SUBJECT: Approve Change Order No. 06 to Contract No. DA-4971 with Turner | PCL, A Joint Venture

Exercise the Construction option to Contract No. DA-4971 with Turner | PCL, A Joint Venture, approve the Guaranteed Maximum Price Change Order No. 06 and appropriate $1,317,235,766 for the Midfield Satellite Concourse North Project at Los Angeles International Airport.

RECOMMENDATIONS:

Management RECOMMENDS that the Board of Airport Commissioners:

1. ADOPT the Staff Report.

2. DETERMINE that the Board of Airport Commissioners, as the decision making body of the lead agency, has considered the Second Addendum to the Final Environmental Impact Report for the Midfield Satellite Concourse project that was certified by the Board on July 21, 2014, along with the Midfield Satellite Concourse Final Environmental Impact Report, prior to making a decision on the recommended Change Order as it relates to the "Midfield Satellite Concourse North Components" described below.

DETERMINE that the Board of Airport Commissioners, as the decision making body of the lead agency, has considered the Third Addendum to the Final Environmental Impact Report for the Bradley West project that was certified by the Board on September 21, 2009, along with the Final Bradley West Environmental Impact Report, prior to making a decision on the
recommended Change Order as it relates to the Bradley West portions of the "Baggage Optimization Project" described below.

3. FIND that the competitive bidding for the procurement of the Facilities Management Control System and the requisite supporting technical services would be undesirable, impractical or impossible.

4. APPROPRIATE capital funds in the amount of $1,317,235,766, which includes construction costs.

5. AUTHORIZE the Chief Executive Officer to execute Change Order No. 06 upon approval as to form by the City Attorney and upon approval by the Los Angeles City Council.

DISCUSSION:

1. Purpose

Staff recommends approval of Guaranteed Maximum Price (GMP) Change Order No. 06. This exercises the Phase 2 option of the Midfield Satellite Concourse contract and enables construction of the Midfield Satellite Concourse (MSC) North by Turner | PCL, a Joint Venture (TPJV).

This GMP for construction will increase the MSC Project Budget and increases the existing DA-4971 contract authorization. The Substantial Completion milestone for the MSC North and the North Baggage Handling Structure (BHS) does not change.

2. Prior Related Actions

- September 19, 2011 – Resolution No. 24565
  The Board of Airport Commissioners (Board) requested the Los Angeles City Council consider and approve an ordinance allowing for alternate delivery methods and a competitive sealed proposal selection process for selected projects.

- November 7, 2011 – Resolution No. 24625
  The Board amended Resolution No. 24565 to include the proposed MSC project at Los Angeles International Airport (LAX) in the requested Los Angeles City Council Resolution and Ordinance allowing Alternate Project Delivery methods and Competitive Sealed Proposal Sealed Proposal Selection Process to let Construction Manager at Risk (CMAR) and Design-Build Contracts.

- March 18, 2014 - Resolution No. 25367
  The Board authorized release of a Request for Proposals (RFP) to procure a CMAR to perform pre-construction and construction services for the Enabling Projects for the MSC North Project at LAX.
July 21, 2014 – Resolution No. 25480
The Board approved authorization to advertise a RFP using Competitive Sealed Proposal Selection Process to solicit a Design-Build contractor for MSC North Project at LAX, subject to changes by the Executive Director.

December 18, 2014 – Resolution No. 25595 (DA-4971)
Award of Two (2) – Phase Design-Build Contract to TPJV: For MSC North Project at LAX, for the cost of $961,270,169; and appropriation of $174,889,794.

February 18, 2016 – Resolution No. 25898 (DA-4971)
Administrative Change Order to Contract with TPJV to reallocate design funds of $27,481,340 covering the MSC North Project at LAX; and include certain administrative changes.

April 21, 2016 – Resolution No. 25947
The Board approved an additional appropriation of capital funds in the amount of $40,000,000 for Inter-Departmental Orders for City Services related to the MSC North Project at LAX.

August 18, 2016 – Resolution No. 26059 (DA-4971)
The Board approved an additional appropriation of capital funds in the amount of $59,077,469 for CGMP Early Work Package Scope Elements of the MSC North Project at LAX.

Bradley West Actions:

December 7, 2004 – Resolution No. 22500
The Los Angeles City Council approved the LAX Master Plan and related entitlements for the future development of LAX and certified the LAX Master Plan EIR. The LAX Master Plan serves as a broad policy statement regarding the conceptual strategic planning framework for future improvements at LAX and working guidelines to be consulted by LAWA as it formulates and processes site-specific projects under the LAX Master Plan program.

December 7, 2004 – Resolution No. 22500
As part of the LAX Master Plan approval process in December 2004, the LAX Specific Plan was approved requiring that a certain approval process be followed for all projects within the LAX boundary. The LAX Specific Plan mandates that no grading permit, building permit, or use of land permit shall be issued, and no construction shall occur, for any development within the Specific Plan Area unless the Executive Director has approved the proposed development. The proponents of the Bradley West Project (BW) requested LAX Plan Compliance review and approval. Based on the description of the project, it was determined that the project would have to undergo a full Executive Director’s Review prior to any issuance of approval as manifested in the LAX Plan Compliance Report.

October 20, 2008 - Resolution No. 23651
Forwarding a proposed Ordinance to the City Council allowing the use of Alternate Project Delivery Methods and Competitive Sealed Proposals selection processes on
LAWA projects such as the Tom Bradley International Terminal Modernization Project and its components at LAX, pursuant to City Charter Section 371(b). The City Council approved the Ordinance (No. 180311) on October 24, 2008 with an effective date of November 30, 2008.

- September 21, 2009 – Resolution No. 23891
  The BW Environmental Impact Report (EIR) was certified by the Board on September 21, 2009.

3. Current Action

Background

The MSC consists of a new multi-level concourse, located approximately 1,300 feet west of the Tom Bradley International Terminal (TBIT). It is divided in two components: MSC North and *future MSC South*. It is comprised of twelve (12) wide-body gates at the MSC North and seven (7) at the *future MSC South*.

MSC North includes a partial basement, apron level, concourse level, sterile corridor level, club level, ramp control tower, aircraft aprons, new service roads, taxilanes, and underground utilities necessary to operate the building. The Project also includes a multi-level Gateway addition to TBIT that includes future airline lounge space and other ancillary facilities. This project, including taxilanes, encompasses approximately 60 acres of land and is located on the airfield west of TBIT.

The BW Project approved in 2009 removed TBIT concourses, constructed the BW concourses, expanded the TBIT Core, relocated taxiways, and completed other related improvements.

Baggage Optimization Project

Recent changes in baggage screening requirements resulted in additional space requirements that cannot be accommodated within the existing BW footprint. Development of a new BHS building (i.e., baggage "make-up" facility) located northwest of the BW Core, immediately west of the existing remote bus gates facility will accommodate the additional space needed. The transfer of baggage between the new baggage make-up facility and BW will occur via an underground baggage tunnel system integrated with the tunnel system being developed as part of the proposed MSC North Project. The proposed BHS North Structure and North Tunnel, and the related interface within BW, are collectively referred to as the "Baggage Optimization Project" (BOP). Completion of the BOP and integration with the baggage handling system proposed for the MSC North Project is best accomplished in conjunction with construction of the MSC North Project; hence, it is being proposed as a Change Order to Contract No. DA-4971.

Budget

TPJV was awarded a Design-Build contract to perform design and construction for the MSC in two phases: Phase 1 – Design and Pre-construction; and Phase 2 – Construction. Phase 1 design efforts have progressed and TPJV has submitted its proposed GMP for the project to LAWA.
The areas and components included in this GMP are shown in Figure 1 and described on the following pages:

Figure 1 – GMP Components

1) MSC North
2) Passenger Tunnel (PAX Tunnel)
3) Utilidor/BHS Tunnels
4) Gateway
5) Taxiway, Taxilane, Aprons and Utilities
6) DWP Remote Substation
7) Far East Tunnel BHS Mixing Box (BOP)
8) BW Interface (BOP)
9) North BHS Structure (included in the Bradley West Project EIR; BOP)
10) North BHS Tunnel (included in the Bradley West Project EIR; BOP)
1. MSC North:
   The MSC North is located approximately 1300 feet west of the BW Terminal. As approved in the MSC EIR, the proposed MSC North conourse would have 11 gates and would be approximately 1,300 feet long by 160 feet wide. The Second Addendum to the MSC EIR modifies the dimensions so that the new conourse would be approximately 120 feet wide and 1,830 feet long with twelve (12) wide-body gates. It would have an enlarged ‘core’ area of the building located at the approximate center of the full MSC. The conourse includes a partial basement level, an approximately 50% unenclosed apron level, conourse level, sterile corridor level, club level at the core, and a ramp control tower. The total building footprint would be approximately 257,600 square feet and the total floor area would be approximately 797,000 square feet.

   The new conourse will serve a variety of tenants with a mixed domestic and international fleet. It will accommodate arriving/departing passengers on airside buses or through a passenger tunnel (“PAX”). The MSC North will meet the energy and water efficiencies and conservation requirements of the Los Angeles Green Building Code to obtain LEED Silver certification.

   The MSC North will be fully designed and constructed as part of the DA-4971 contract. Design and construction of the Baggage Handling System (BHS) will be completed by others and is not a part of this contract. However, under this contract the Design/Builder will fully coordinate the design and construction of the MSC North to accommodate the BHS installation and operation.

2. Passenger Tunnel (PAX):
   A single tunnel connecting the MSC North to the BW Gateway is for passenger connection (“PAX Tunnel”) and will include moving walkways to convey guests. The tunnel will be approximately 1,000 feet long. A center divider wall will separate secure and sterile guests.

3. Utilidor/BHS Tunnels:
   The Utilidor/BHS tunnels for baggage and utilities contain BHS systems and hydronic piping. IT Rooms will be located at third points within the tunnel, requiring an increased tunnel width at these locations. The tunnel will receive BHS from BW as well as an extension of the hydronic piping stubbed out in BW. Design and construction of the BHS at the Utilidor/BHS Tunnels will be completed by others and is not a part of the DA-4971 contract. However, under this contract the Design/Builder will fully coordinate the design and construction of the Utilidor/BHS Tunnels to accommodate the BHS installation and operation.

4. Gateway:
   The Gateway is an addition to the BW terminal and provides the location point for guest connection to the MSC North building from the BW terminal. The Gateway addition is approximately 50,000 square feet. The Gateway will tie directly into the BW Core for departing guests and for arriving international guests.

5. Taxilanes, Apron and Utilities:
   Airfield Improvements: The MSC North project also includes a new Taxilane C12 and new apron areas and service roads surrounding the new conourse. Taxilane C12 will
accommodate ADG V aircraft, primarily serving the west gates of the MSC North. The west apron, with a depth of 277 feet wide plus a 24 foot outer service road is planned to serve ADG V aircraft. The east apron, with a depth of 277 feet wide plus a 24 foot outer service road, is planned to serve ADG VI aircraft.

Site Utilities: The MSC North project site extends across an area that contains various subsurface and above ground utility lines and facilities. Numerous utilities will require relocation to accommodate the new construction.

6. DWP Remote Substation:

The DWP Remote Substation will be located west of the MSC site close to the intersection of World Way West and Coast Guard Road. The station will serve as the location for the primary electrical feed, housing the DWP transformers as well as LAWA’s switchgear for the MSC.

7. Far East Tunnel BHS Mixing Box (BOP):

An additional tunnel will be provided for BHS and utilities connecting the east side of BW to TBIT, and is comprised of two (2) sections known as the Far East Tunnel and BHS Mixing Box. The Far East Tunnel will be approximately 480 feet long. The BHS Mixing Box will accommodate the transfer of baggage from a traditional BHS conveyor system to an individual carrier system (ICS) and other support functions.

8. BW Interface (BOP):

The BW Interface is an existing portion of the BW Concourse basement originally developed to accommodate a future BHS right-of-way. The area is divided into two compartments: the north section accommodates hydronic lines and services areas; and the south section is empty to accommodate the BHS. The new tunnels will connect to either side of the BW Interface to provide a clear path to the MSC North Concourse and North BHS Structure. Design/Builder will make modifications to this area to accommodate the BHS, including routing of the hydronic lines, potential structural changes, and relocation of electrical and data lines.

9. North BHS Structure (included in the BW Project EIR; BOP):

The North BHS will be constructed on the site north of the BW Terminal to accommodate an early bag storage system (EBS) and baggage make-up activities. The North BHS Structure will be a single story building with a full basement connected to the North Tunnel. The building will house the EBS, mechanical and support spaces, and exit stairs.

The site will require rework of the apron pavement and drainage around the building as well as a change to vehicular traffic flow. A barrier wall will be required to separate bus and tug traffic around the building. Utilities to the site will be extended from the north side of Bradley West and/or from the North Tunnel.

10. North BHS Tunnel (included in the BW Project EIR; BOP):

The North Tunnel will be approximately 340 feet long to accommodate BHS systems. Design and construction of the BHS at the North BHS Tunnel will be by others and is not a part of this contract. However, under this contract the Design/Builder will fully coordinate the
design and construction of the North BHS Tunnel to accommodate the BHS installation and operation.

The Board has approved the following project budget and appropriated funds accordingly for the MSC to date:

**GMP for the Construction of the Midfield Satellite Concourse North - Total Cost:**

Change Orders 1 - 5 were all administrative at no cost. Change Order No. 6 will increase the TPJV contract value by the following amounts:

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<tr>
<th>Original Contract</th>
<th>CO No. 06</th>
<th>GMP per CO No. 06</th>
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<tr>
<td>MSC Base Design &amp; Pre-Construction</td>
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<td>MSC North Cost of Work (Components 1-8)</td>
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<td>Allowances</td>
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<td>TOTAL DA-4971 CONSTRUCTION CONTRACT</td>
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The requested increase to the MSC North Project Budget and to the total authorized appropriation (including Change Order No. 06, as detailed above) is as follows:

<table>
<thead>
<tr>
<th>Project Hard Costs</th>
<th>Revised Budget</th>
<th>Prior Appro.</th>
<th>Current Request</th>
<th>Total Revised Appropriation</th>
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<td>1) DA-4971 Construction Contract</td>
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<td>145,502,638</td>
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<td>2) Public Art Allowance</td>
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<td>3) Construction Support Services (CALM, Police, City Services)</td>
<td>17,653,000</td>
<td>29,085,875</td>
<td>(11,432,675)**</td>
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<td>4) FAA Coordination</td>
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<td>5) Owner FF&amp;E (Furniture and IT Equipment)</td>
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<td>6) IDOs (DWP &amp; City Departments)</td>
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<td>45,000,000</td>
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<td>7) IDOs (LADBS)</td>
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<td>8) Project Management Office (PMO)</td>
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<td>9) Project Management Services</td>
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<td>$85,000,000</td>
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<td>$305,578,354</td>
<td>$1,317,235,766</td>
<td>$1,622,814,120</td>
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The Far East Tunnel, BW Interface, BHS Mixing Box and the North BHS Structure are funded as Allowances in the GMP for $133,750,000. The final cost for all these work components will be presented for Board approval once competitive bids are received and evaluated. The remaining Contract Allowances cover General Requirements, IT upgrades, Customs and Border Protection upgrades, and Lease Space upgrades and changes. The amounts of allowances were calculated based on risk assessments related to each scope or component of work. To date, approximately $20 million of Contract Allowances have been expended in Phase 1 Pre-Construction.

**The budget reductions for items 3, 6, and 8, respectively, were achieved through further analysis of required efforts for coordination, airport police support, other city department support, and building permits/fees calculation based on the better definition of 50% design.

**Action Requested**

Staff Requests that the Board exercise the construction option to Contract No. DA-4971 and approve the Guaranteed Maximum Price Change Order No. 06 in the amount of $355,337,070 with TPJV for the “Midfield Satellite North” project and appropriate funds in the total amount of $1,317,235,766.

Find that per Los Angeles City Charter, Section 371(e) (10) the competitive bidding for the procurement of the Facilities Management Control System (FMCS) and the requisite supporting technical services would be undesirable, impractical or impossible. This is due to the requirement for the FMCS to be compatible with the existing Johnson Controls system on campus, and that system is only furnished directly from Johnson Controls.

**Fiscal Impact**

The Midfield Satellite North is an approved capital project at LAX. Costs incurred under this contract will be capitalized and when projects are put in service, those costs will be recovered through terminal rates and charges, as well as through non-aeronautical revenues.

4. **Environmental Review and Analysis**

Pursuant to Section 15164 of the State CEQA Guidelines, LAWA has prepared a Second Addendum to the Final MSC EIR certified by the Board on July 21, 2014. The Second Addendum addresses modifications to Phase 1 of the MSC Program, the MSC North Project. The modifications analyzed in the Second Addendum do not modify any other phases of the MSC Program. The certified EIR, along with Addendum 1 (which the Board previously considered on March 19, 2015), and the Second Addendum, serve as the environmental review of the MSC Project pursuant to the provisions of CEQA, Public Resources Code Section 21000 et. seq., and State and local CEQA Guidelines.
As documented in the Second Addendum, there is no evidence that major changes or revisions to the MSC EIR would be required as a result of the proposed MSC North Modifications. The proposed changes would not result in a new significant impact or substantial increase in the severity of previously identified impacts in the 2014 MSC EIR and the 2014 MSC EIR adequately addresses any additional environmental effects that may be caused by the proposed modifications. Therefore, none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a subsequent EIR have occurred. As such, the Second Addendum to the MSC EIR satisfies CEQA requirements for the proposed MSC North Modifications.

Pursuant to Section 15164 of the State CEQA Guidelines, LAWA has prepared a Third Addendum to the Final Bradley West Project EIR certified by the Board on September 21, 2009. The Third Addendum addresses the Baggage Optimization Project, as related to certain changes in Transportation Security Administration (TSA) baggage screening requirements and practices that have resulted in additional space requirements that cannot be effectively accommodated within the existing building area.

The certified EIR, along with two prior addenda and the Third Addendum, serve as the environmental review of the Bradley West Project pursuant to the provisions of CEQA, Public Resources Code Section 21000 et. seq., and State and local CEQA Guidelines. As documented in the Third Addendum, there is no evidence that major changes or revisions to the Bradley West Project EIR would be required as a result of the proposed modifications.

The certified EIR, along with two prior addenda and the Third Addendum, serve as the environmental review of the Bradley West Project pursuant to the provisions of CEQA, Public Resources Code Section 21000 et. seq., and State and local CEQA Guidelines. As documented in the Third Addendum, there is no evidence that major changes or revisions to the Bradley West Project EIR would be required as a result of the proposed modifications.

The proposed changes would not result in a new significant impact or substantial increase in the severity of previously identified impacts in the 2009 Bradley West Project EIR and the initial EIR adequately addresses any additional environmental effects that may be caused by the proposed modifications. Therefore, none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a subsequent EIR have occurred. As such, the Third Addendum to the Bradley West Project EIR satisfies CEQA requirements for the proposed Baggage Optimization Project.

5. Alternatives Considered

- Take No Action

If this proposed action is not approved, MSC construction would not be initiated and would result in the delay of completion of the MSC North and a delay in opening new gates at LAX, which would result in additional aircraft delays and inconvenience to passengers.

The MSC North contract with TPJV has an "off ramp" clause whereby LAWA may elect not to proceed with TPJV for Phase 2 construction. This option is not deemed necessary since staff has negotiated a reasonable GMP for this construction; therefore, staff recommends that LAWA proceed with the Phase 2 Construction Change Order No. 06.

**APPROPRIATIONS:**

Staff requests that funds in the amount of $1,317,235,766 be appropriated and allocated from the LAX Revenue Fund to WBS Element 1.12.19A-700 (Midfield Satellite Concourse North), which includes an allocation for the Baggage Optimization Project. Additional
appropriations and allocation of funds will be requested incrementally as part of the Design-Build process.

STANDARD PROVISIONS:

1. The Midfield Satellite Concourse Environmental Impact Report (EIR) was certified by the Board of Airport Commissioners on July 21, 2014 (Resolution No. 25478). The Second Addendum to the Final MSC EIR analyzes the second refinement to the MSC EIR and was prepared to address modifications to Phase 1 of the MSC Program, the MSC North Project. The second addendum addresses modifications to the proposed MSC North Concourse, underground tunnels, and ramp tower, construction of a gateway building, and relocation of the Los Angeles Department of Water and Power electrical substation. The modifications analyzed in the second addendum do not modify any other phases of the MSC Program. The adopted EIR, along with addenda, serve as the environmental review of the proposed project pursuant to the provisions of CEQA, Public Resources Code Section 21000 et. seq., and State and local CEQA Guidelines.

2. The Bradley West Project Environmental Impact Report (EIR) was certified by the Board of Airport Commissioners on September 21, 2009 (Resolution No. 23891). The Third Addendum to the Final Bradley West Project EIR analyzes the third refinement to the Bradley West Project EIR. The third addendum addresses the proposed Baggage Optimization Project, including the baggage handling system north structure and north tunnel modifications, as well as the related improvements within Bradley West for the interface with the baggage tunnel system. The adopted EIR, along with addenda serve as the environmental review of the proposed project pursuant to the provisions of CEQA, Public Resources Code Section 21000 et. seq., and State and local CEQA Guidelines.

3. This contract is subject to approval as to form by the City Attorney.

4. Actions taken on this item by the Board of Airport Commissioners will become final pursuant to the provisions of Los Angeles City Charter Section 373.

5. Turner | PCL, a Joint Venture will comply with the provisions of the Living Wage Ordinance.

6. Procurement Services Division reviewed this action (File No. 10038219) and established a mandatory 15% Small Business Enterprise goal for the Design Phase of the project and a 15% Small Business Enterprise goal for the Construction Phase of the project. Turner | PCL, a Joint Venture has committed to 15% SBE participation for the Design Phase and has achieved 19.88% to date. Turner/PCL committed to 15% SBE participation for the Construction Phase, which has not commenced.

7. Turner | PCL, a Joint Venture is required by contract to comply with the provisions of the Affirmative Action Program.

8. Turner | PCL, a Joint Venture has been assigned Business Tax Registration Certificate number 0002801775-0001-4.
9. Turner | PCL, a Joint Venture is required by contract to comply with the provisions of the
Child Support Obligations Ordinance.

10. Turner | PCL, a Joint Venture will provide insurance documents, in the terms and amounts
required, with the Los Angeles World Airports prior to issuance of Notice to Proceed 2.

11. Pursuant to Charter Section 1022, staff determined the work specified on the proposed
contract can be performed more feasibly or economically by an Independent Contractor than
by City employees.

12. Turner | PCL, a Joint Venture has submitted the Contractor Responsibility Program Pledge
of Compliance and will comply with the provisions of the Contractor Responsibility Program.

13. Turner | PCL, a Joint Venture has been determined by Public Works, Office of Contract
Compliance to be in compliance with the provisions of the Equal Benefits Ordinance.

14. Turner | PCL, a Joint Venture will be required to comply with the provisions of the First
Source Hiring Program for all non-trade Airport jobs.

15. Turner | PCL, a Joint Venture has submitted the Bidder Contributions CEC Form 55 and will
comply with its provisions.

REFERENCES:

1) Second Addendum to the MSC Final EIR
2) Third Addendum to the Final Bradley West Project EIR

1 The LAX Midfield Satellite Concourse Final EIR is on file at LAWA Environmental Programs Group (EPG)
Office at 1 World Way, Los Angeles, CA – Room 218 or can be accessed electronically at

2 The LAX Bradley West Project Final EIR is on file at LAWA Environmental Programs Group (EPG) Office at
1 World Way, Los Angeles, CA – Room 218 or can be accessed electronically at