



Los Angeles World Airports

REPORT TO THE

20

BOARD OF AIRPORT COMMISSIONERS

Kendrick K. Okuda

Kendrick K. Okuda (Dec 10, 2021 17:20 PST)

Approved by: Kendrick K. Okuda, Principal Civil Engineer/PM III

ROBERT FALCON

ROBERT FALCON (Dec 10, 2021 17:21 PST)

Reviewed by: Robert J. Falcon, Deputy Executive Director

Brian C. Ostler

Brian Ostler (Dec 10, 2021 17:22 PST)

Brian C. Ostler, City Attorney

Justin Erbacci

Justin Erbacci (Dec 10, 2021 17:24 PST)

Justin Erbacci, Chief Executive Officer

Meeting Date:

12/16/2021

CAO Review:

- Completed
- Pending
- N/A

Reviewed for	Date	Approval Status	By
Finance	12/10/2021	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> NA	JS
CEQA	12/3/2021	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	VW
Procurement	12/7/2021	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> Cond	LK
Guest Experience	12/8/2021	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	TB
Strategic Planning	12/3/2021	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> NA	KC

SUBJECT

Request to award a seven (7)-year contract to HNTB Corporation to provide professional engineering design and construction administration services for Airfield Improvement projects at Los Angeles International Airport, in the not-to-exceed amount of \$34,700,000, and appropriate capital funds in the amount of \$31,900,000.

RECOMMENDATIONS

Management RECOMMENDS that the Board of Airport Commissioners:

- ADOPT the Staff Report.
- DETERMINE that this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Article II, Section 2.f. of the Los Angeles City CEQA Guidelines.
- FURTHER DETERMINE that no further environmental documentation is required for the Runway 6L-24R Exits, Taxiway D and E Easterly Extension, Taxiway C Easterly Extension, and Taxiway D Westerly Extension between Taxiway AA and Taxiway E17 improvements, which were fully evaluated in the Final Environmental Impact Report for the LAX Airfield and Terminal Modernization Project that was certified by the Board of Airport Commissioners on October 7, 2021, in compliance with CEQA.

4. FURTHER DETERMINE that the Runway 6R-24L Rehabilitation and Runway 6L-24R Rehabilitation Projects are exempt from CEQA pursuant to Article III, Section 1.a.3 of the Los Angeles City CEQA Guidelines and Section 15301 of the State CEQA Guidelines.
5. FIND that the work can be performed more economically or feasibly by an independent contractor than by City employees.
6. APPROVE the award of a seven (7)-year professional engineering design and construction administration services contract to HNTB Corporation for Los Angeles International Airport Airfield Improvement projects for a not-to-exceed amount of \$34,700,000.
7. APPROPRIATE capital funds in the amount of \$31,900,000
8. AUTHORIZE the Chief Executive Officer to execute the contract with HNTB Corporation upon approval as to form the City Attorney and further approval by the Los Angeles City Council.

DISCUSSION

1. Purpose

The award of the HNTB Corporation (HNTB) contract enables Los Angeles World Airports (LAWA) to advance the airfield components of the Airfield and Terminal Modernization Project (ATMP) and initiate projects contained in the Los Angeles International Airport (LAX) Airfield Improvement Program (AIP). The LAX AIP contains runway rehabilitations, and may include necessary airfield maintenance and pavement repairs. The HNTB contract will provide professional engineering design and construction administration services for the ATMP airfield components and the LAX AIP projects. The HNTB contract also will enable LAWA to complete tasks that are necessary to remain competitive for Federal Aviation Administration (FAA) airfield grant funding for federal Fiscal Years 2022-2027.

2. Prior Related Actions

- **October 7, 2021 – Resolution No. 27351 (DA-5162)**
The Board of Airport Commissioners (Board) (1) approved the LAX ATMP, (2) certified the Final Environmental Impact Report (FEIR) for the LAX ATMP, (3) adopted the associated documents, (4) approved the LAX Specific Plan Compliance Review Determination set forth in the Executive Director's Report, and (5) approved the LAX ATMP as described in the FEIR.

3. Current Action

Background

The LAX campus consists of the North Airfield and South Airfield complexes, each with two parallel east-west runways. The North Airfield is comprised of Runways 6L-24R and 6R-24L, six north-south taxiways, Taxiways D and E positioned north of the Central Terminal Area (CTA), and additional taxiways. The South Airfield consists of Runways 7L-25R and 7R-25L, the parallel east-west Taxiway C (south of the CTA), and additional taxiways.

Los Angeles World Airports intends to implement LAX Airfield Improvement projects to address applicable FAA standards and advance the modernization of the LAX campus. To achieve these outcomes, LAWA seeks to initiate the work on the airfield components of the ATMP and projects contained in the LAXAIP.

The ATMP airfield projects consist of Runway 6L-24R Exits, Taxiway D and E Easterly Extension, Taxiway C Easterly Extension, and Taxiway D Westerly Extension between Taxiway AA and Taxiway E17. The LAXAIP improvements include Runway 6L-24R rehabilitation, Runway 6R-24L rehabilitation, and other necessary airfield maintenance and pavement repairs.

ATMP Airfield Projects

Runway 6L-24R Exits

This work will improve airfield safety by decommissioning existing exit Taxiways Y and Z located in the high energy zone of the runway and constructing new exit taxiways outside of this zone. This work is intended to mitigate the safety risk associated with aircraft crossing Runway 6R-24L (See Figure 1 below).

The scope consists of two acute-angled exit taxiways that will cross within the western one-third of Runway 6R-24L for west flow operations, and two acute-angled exit taxiways that will cross within the eastern one-third of Runway 6L-24R for east flow operations. The scope also includes the reconfiguration of Taxiway BB (south of Runway 6R-24L) and the design and development of alternatives to rehabilitate/reconstruct portions of Taxiway E to facilitate the new west flow exit taxiways and connectors.



Figure 1 – Runway 6L-24R Exits

Taxiway D & E Easterly Extension

This work will support aircraft operations and access to Concourse 0. The scope includes the extensions of Taxiway D as an Airplane Design Group (ADG) V taxiway and the extension of Taxiway E as an unrestricted ADG V (restricted ADG VI) taxiway. To accommodate this extension, the easternmost portion of Vehicle Service Road (VSR) E will be relocated, and a paved area will be provided for aircraft pushbacks from Concourse 0 (as a temporary hold area for departing aircraft). Please refer to Figure 2. It is expected that there will be some level of coordination with the Concourse 0 program designs for the

interface between the terminal design and airside apron design, as required for the taxiway extension design. However, no terminal design scope is included in this airfield work.

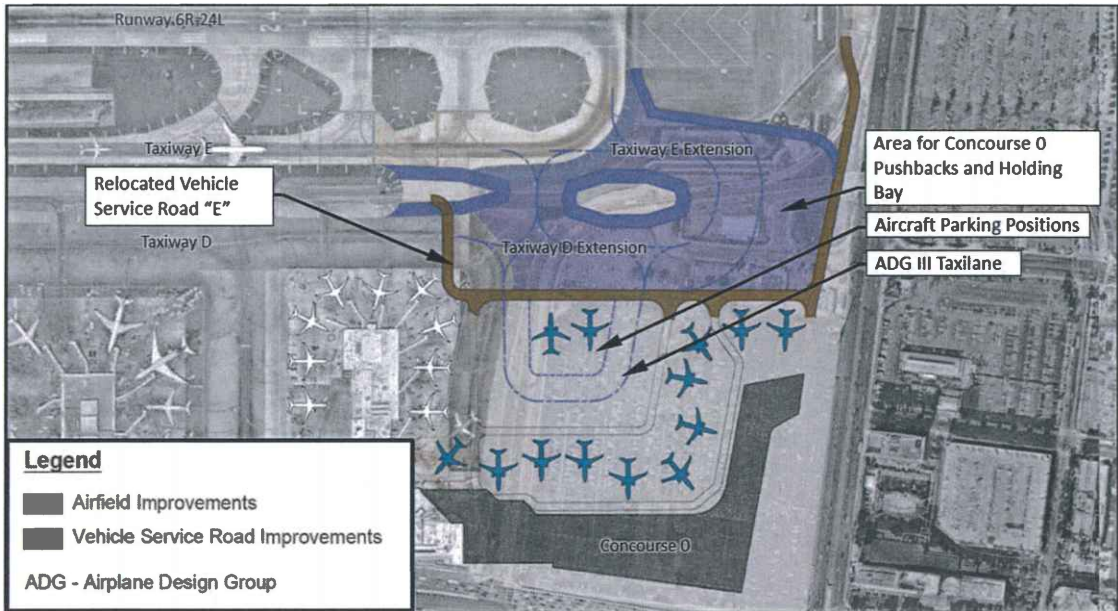


Figure 2 – Taxiways D and E Easterly Extension

Taxiway C Easterly Extension

This work will extend Taxiway C to the east. The scope includes the relocation of VSR C and the relocation and extension of Taxiway/Taxilane C (from Taxiway C3 to Taxiway B1) to provide the necessary ADG VI separation from Taxiway B and the relocated VSR C (See Figure 3). It is expected that there will be some level of coordination with the Terminal 9 program designs for the interface between the terminal design and airside apron design, as required for the taxiway extension design. No terminal design scope is included in this airfield work.

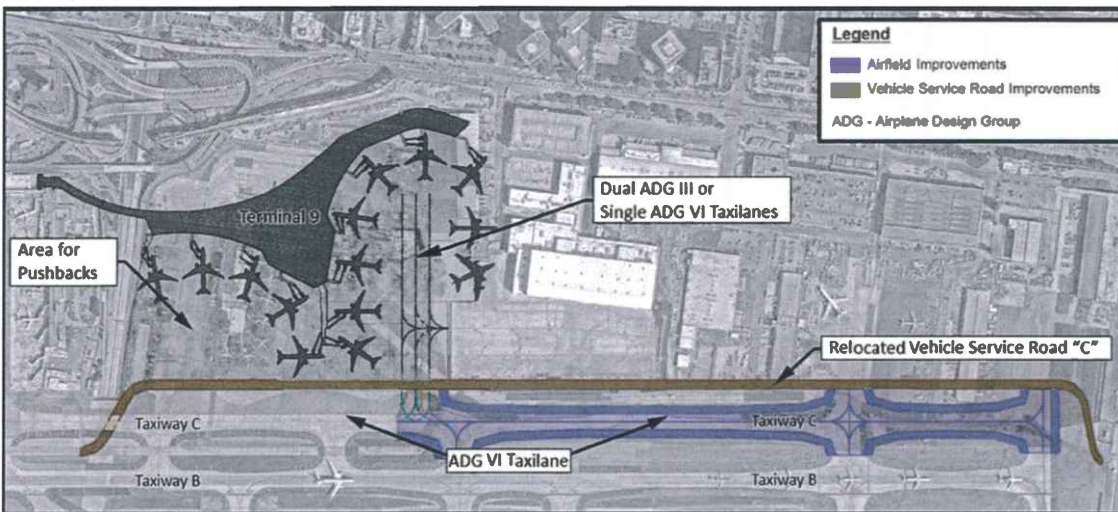


Figure 3 – Taxiway C Easterly Extension

Taxiway D Westerly Extension between Taxiway AA and Taxiway E17

This work will extend Taxiway D to the west of Taxiway AA. The scope includes the extension of the Taxiway D between Taxiways AA and E17 and anticipates the removal and decommissioning of some of the existing West Remote Gates, as well as the relocation of existing ground service equipment chargers and other related equipment (See Figure 4). To allow for an ADG VI separation from the existing Taxiway E, the existing VSR network will be reconfigured and additional lighting, intersection, and pavement improvements would be implemented to convert the apron areas to meet the taxiway requirements per FAA standards.

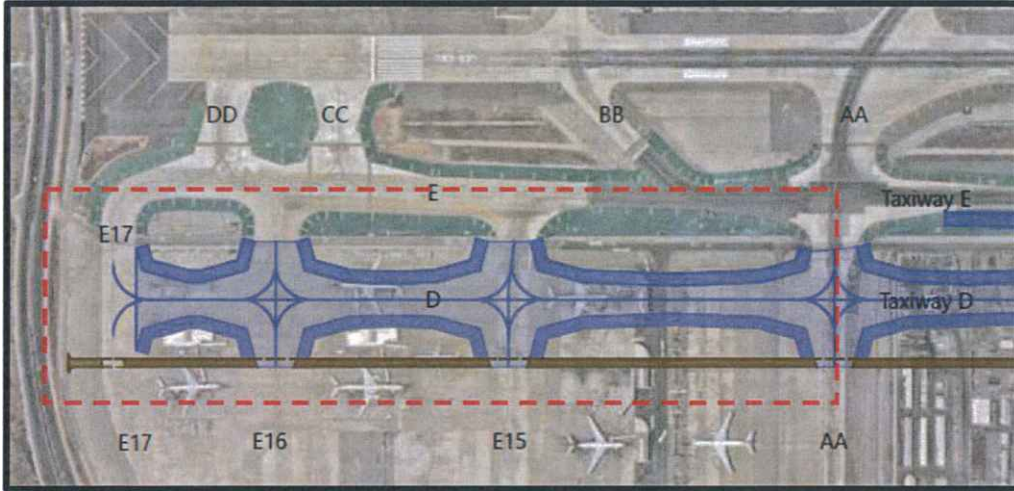


Figure 4 – Taxiway D Westerly Extension between Taxiway AA and E17

LAX AIP – Runway Rehabilitation Projects

Runway 6R-24L Rehabilitation

This work will improve and reconstruct pavement areas of the runway keel that are in substandard condition. According to the latest Airport Pavement Management System report, the estimated pavement condition index (PCI) is projected to be 54, which is below the critical PCI of 70 for runways per FAA standards. To improve the pavement condition of this critical runway, the scope of work includes the reconstruction of the Portland Cement Concrete (PCC) panels along the keel section extending 820 feet west of Taxiway V, and mill and overlay rehabilitation of the runway from that limit to Taxiway Z extending approximately 5,000 feet (See Figure 5).



Figure 5 – Runway 6R-24L Rehabilitation

Runway 6L-24R Rehabilitation

This work will address the poor pavement condition of this runway. Although the runway was reconstructed in 2015, severe surface deterioration of the PCC was identified after the reconstruction, and a temporary mill and overlay repair was implemented in 2017. Due to the short lifespan of the mill and overlay repair, this scope of work consists of a more permanent solution to rehabilitate the keel section between Taxiway AA and Taxiway V, and improve the pavement condition along this runway (See Figure 6).



Figure 6 – Runway 6L-24R Rehabilitation

Scope of Services

The proposed HNTB contract consists of engineering design and construction administration services and includes, but is not limited to:

- Evaluating Project Definition Booklets and providing recommendations on phasing and implementation strategies
- Assisting with the advancement of enabling projects, including, but not limited to, the demolition and/or relocation of impacted facilities, buildings, utilities, and other improvements within (or adjacent to) the proposed project footprints
- Performing field surveys, geotechnical investigations, and existing condition assessments
- Developing basis of design reports, airfield simulation models, and implementation studies
- Designing runway, taxiway, taxi lane, and other airfield pavement improvements, including taxiway islands and shoulders at LAX in compliance with all FAA Advisory Circulars
- Designing the layout and use of airfield lighting, signage, and pavement markings
- Coordinating designs with FAA and other agencies, as necessary
- Coordinating with tenants, airlines, and others as necessary
- Submitting for Permit Plan Check(s) and assisting LAWA in preparation of procurement documents
- Preparing Construction Safety and Phasing Plans for submission to FAA, as necessary
- Supporting FAA Safety Management System process, as necessary
- Evaluating construction phasing options and schedule impacts
- Preparing and providing a full set of plans, specifications, and detailed estimates, including construction phasing documents
- Providing engineering and administrative support during construction procurement period, construction, and project closeout

How this action advances a specific strategic plan goal and objective

This action advances this strategic goal and objective: *Deliver Facilities & Guest Experiences that are Exceptional: Develop, maintain and operate first class facilities.* The award of this contract enables LAWA to enhance LAX airfield safety and operations for airport passengers, airlines, and industry partners. The design and construction administration services provided by the contract assist in the implementation of airfield improvements that address evolving FAA recommendations and design standards. Without the award of this contract, important runway, taxiway, and pavement rehabilitation projects will be delayed and potentially impact enhanced airport operational management.

Procurement Process

As part of LAWA’s ongoing process of increasing awareness of its upcoming projects, staff held a virtual outreach event on June 24, 2021, to present LAWA’s approach and answer questions from the industry. Approximately 40 people logged in for this event. On June 25, 2021, LAWA posted the Request for Proposals (RFP) for Design Services for LAXAIP on the Los Angeles Business Assistance Virtual Network. Los Angeles World Airports held a virtual pre-proposal conference on July 7, 2021, with approximately 85 participants. Five proposals were received by the due date of July 29, 2021, from the firms noted below:

- AECOM Technical Services, Inc.
- EXP U.S. Services Inc.
- HNTB Corporation
- Kimley-Horn and Associates, Inc.
- T.Y. Lin International

All proposers passed the Administrative Requirements review conducted by Procurement Services Division. The proposals were evaluated in accordance with the following criteria established in the RFP:

PART	CRITERIA DESCRIPTION	Criteria Score / Weight			
A	ADMINISTRATIVE REQUIREMENTS				
	Administrative Submittal	Pass/Fail			
B	TECHNICAL CRITERIA	Max Review Score	Weight	Max Weighted Points	Minimum Qualifying Weighted Score*
B1	B. Minimum Qualifications	Pass/Fail			
B2	C. Firm Experience	10	15	150	
	D. Key Personnel	10	15	150	
	E. Team Structure	10	10	100	
	F. Understanding of Project Scope	10	10	100	
	G. Inclusivity	10	10	100	
	SUB-TOTAL POINTS			600	480
	INTERVIEW	10	40	400	
	TOTAL WEIGHTED TECHNICAL POINTS			1,000	

Technical Proposal Results

Written Technical Proposals were evaluated by the Evaluation Committee, which consisted of the following LAWA staff:

- Deputy Executive Director
- Chief of Airport Planning II
- Principal Civil Engineer/PM III
- Airport Manager III
- Civil Engineer Airports

The Evaluation Committee reviewed the proposals for their response to the criteria outlined above. At the end of this review, the Evaluation Committee provided the following ranking for the five firms:

Technical Proposal Ranking	
Rank	Proposer Name
1	HNTB Corporation
2	AECOM Technical Services
3	Kimley-Horn & Associates, Inc.
4	T.Y. Lin International
5	EXP U.S. Services, Inc.

Interview Proposal Results

Following the review of the written technical proposals and discussions with the Evaluation Committee, LAWA interviewed the five proposers via WebEx. The Evaluation Committee subsequently ranked the firms as described below:

Interview Ranking	
Rank	Proposer Name
1	HNTB Corporation
2	AECOM Technical Services
3	T.Y. Lin International
4	Kimley-Horn & Associates, Inc.
5	EXP U.S. Services, Inc.

Highest Ranking Proposer

After the completion of all phases of the procurement process, staff arrived at the following rankings:

Final Ranking	
Rank	Proposer Name
1	HNTB Corporation
2	AECOM Technical Services
3	T.Y. Lin International
4	Kimley-Horn & Associates, Inc.
5	EXP U.S. Services, Inc.

As a potential federally-funded project, LAWA procured this contract under federal guidelines. Under such guidelines, LAWA must enter into negotiations with the highest ranking proposer. Based on the final ranking, LAWA entered into negotiations with HNTB.

The result of those negotiations led to the not-to-exceed contract value of \$34,700,000. This number is generally consistent with LAWA's independent estimate of the design cost of the airfield improvements discussed above.

Los Angeles World Airport's Procurement Services Division established an inclusivity goal of 15 percent Disadvantaged Business Enterprise (DBE) utilization. HNTB pledged 16.5 percent DBE participation. In addition, HNTB committed to 25 percent Small Business Enterprise (SBE), 14.5 percent Local Business Enterprise (LBE), 15 percent Local-Small Business Enterprise (LSBE), and 5 percent Disabled Veteran Business Enterprise (DVBE) participation levels. HNTB is also a certified LBE.

The Evaluation Committee believed that HNTB provided the best proposal and team after reviewing their written proposal and interviewing the firms. The proposing firms were all of extremely high quality; however, HNTB was able to display unique capabilities, expertise, and experience that will provide LAWA with the best outcome on this project. HNTB displayed a good understanding of the project throughout their team, and detailed strong previous experience with similar projects to those contemplated under this contract. Based on these evaluations and the resulting negotiations, staff recommends awarding a seven-year contract to HNTB Corporation.

Upon completion of design services for each project, LAWA staff will return to the Board to release a Request for Bids (RFB), or Request for Proposals (RFP) to complete the construction of these projects.

Action Requested

Staff requests that the Board approve the award of a seven-year contract to HNTB for professional engineering design and construction administration services in the negotiated not-to-exceed amount of \$34,700,000, and appropriate capital funds in the amount of

\$31,900,000 to initiate the design and construction administration of ATMP airfield and LAX AIP Projects.

Environmental Impact

The environmental impacts of the Runway 6L-24R Exits, Taxiway D and E Easterly Extension, Taxiway C Easterly Extension, and Taxiway D Westerly Extension between Taxiway AA and Taxiway E17 were evaluated in the Final EIR for the LAX ATMP certified by the Board on October 7, 2021, in compliance with CEQA. Since that time, there have not been any changes to the ATMP or the circumstances under which the ATMP will be undertaken that would result in new or more severe significant impacts than those discussed in the LAX ATMP Final EIR. Thus, no further environmental documentation is required for these improvements.

The Runway 6R-24L Rehabilitation and Runway 6L-24R Rehabilitation are not part of the ATMP, and these activities are independent from the ATMP. Specifically, these improvements are necessary to resolve existing pavement problems on existing portions of the runways and would be necessary regardless of any ATMP-related improvements. These activities are categorically exempt from CEQA under Article III, Section 1.a.3 of the City of Los Angeles CEQA Guidelines, which specifically exempts operation, repair, maintenance, or minor alteration of existing runways, as well Section 15301 of the State CEQA Guidelines, which exempts operation, repair, maintenance, or minor alteration of existing facilities, involving negligible or no expansion of existing or former use. Further, none of the exceptions set forth in Section 15300.2 of the State CEQA Guidelines apply to these improvements.

Fiscal Impact

Los Angeles World Airports intends to utilize capital funds for this contract. Of the projects identified in this report, one, the Runway 6R-24L Rehabilitation Project, is programmed in the current Capital Improvement Plan (CIP), with a project budget of \$5,599,734, of which \$1,064,138 is set aside for soft costs.

The remaining projects are not currently programmed in LAWA's 10-year CIP. Upon completion of these project designs, the hard construction costs and soft costs to complete construction will be estimated, and individual project budgets will be developed and recommended for inclusion in the CIP.

Until that time, approval of this item assumes a net increase of \$30,835,862 to the CIP, (the appropriation amount requested minus funds already programmed via the Runway 6R-24L Project). As an at-risk action, if the projects are not capitalized or completed, the projects will be expensed against the LAX Operating Budget.

Capital funds utilized to fund these projects will be recovered through landing fees, terminal rates and charges, and non-aeronautical revenues. Los Angeles World Airports has applied for FAA Airport Capital Improvement Program (ACIP) grant funding for qualifying and eligible airfield improvements.

4. Alternatives Considered

- **Take No Action**

Failure to procure professional engineering design and construction administration services will significantly delay critical LAX airfield safety and operational enhancement projects, including the airfield components identified as part of the ATMP. Any delay will place FAA ACIP project timelines at risk, hinder LAWA's ability to address FAA airfield standards, and constrain the modernization of the LAX campus. In addition, federal funding for infrastructure improvement projects was recently announced. Taking no action may compromise LAWA's ability to pursue and compete for federal infrastructure funding.

APPROPRIATIONS

Staff requests that funds in the not-to-exceed amount of \$31,900,000 be appropriated from the LAX Revenue Fund to be allocated to WBS 1.22.12A-700 ATMP Airfield Projects - \$25,300,000; WBS 1.22.15A-700 Runway 6R-24L - \$900,000, WBS 1.22.16A-700 Runway 6L-24R - \$2,800,000, and WBS 1.22.17A-700 Airfield Maintenance & Repair Projects - \$2,900,000.

STANDARD PROVISIONS

1. This item, as a continuing administrative, maintenance and personnel-related activity, is exempt from CEQA requirements pursuant to Article II, Section 2.f. of the Los Angeles City CEQA Guidelines. The environmental impacts of the Runway 6L-24R Exits, Taxiway D and E Easterly Extension, Taxiway C Easterly Extension, and Taxiway D Westerly Extension between Taxiway AA and Taxiway E17 were evaluated in the Final EIR for the LAX ATMP certified by the Board on October 7, 2021, in compliance with CEQA, thus, no further environmental documentation is required for these improvements. The Runway 6R-24L Rehabilitation and Runway 6L-24R Rehabilitation are categorically exempt from CEQA under Article III, Section 1.a.3 of the City of Los Angeles CEQA Guidelines, which specifically exempts operation, repair, maintenance, or minor alteration of existing runways, as well Section 15301 of the State CEQA Guidelines, which exempts operation, repair, maintenance, or minor alteration of existing facilities involving negligible or no expansion of existing or former use.
2. The proposed document(s) is/are subject to approval as to form by the City Attorney.
3. 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.
4. HNTB Corporation will comply with the provisions of the Living Wage Ordinance.
5. Procurement Services has reviewed this action (File No. 9844/10046412) and established a mandatory 15% Disadvantaged Business Enterprise (DBE) goal for this project. HNTB Corporation has committed to 16.5% DBE.
6. HNTB Corporation will comply with the provisions of the Affirmative Action Program.

7. HNTB Corporation has been assigned Business Tax Registration Certificate No. 0000061910-0004-6.
8. HNTB Corporation will comply with the provisions of the Child Support Obligations Ordinance.
9. HNTB Corporation has approved insurance documents, in the terms and amounts required, on file with the Los Angeles World Airports.
10. Pursuant to Charter Section 1022, staff determined the work specified on this contract can be performed more feasibly and economically by Independent Contractors than by City employees.
11. HNTB Corporation submitted the Contractor Responsibility Program Questionnaire and Pledge of Compliance and will comply with the provisions of the Contractor Responsibility Program.
12. HNTB Corporation has been determined by Public Works, Office of Contract Compliance, to be in compliance with the provisions of the Equal Benefits Ordinance.
13. HNTB Corporation will comply with the provisions of the First Source Hiring Program for all non-trade LAX Airport jobs.
14. HNTB Corporation has submitted the Bidder Contributions CEC Form 55 will comply with the provisions.
15. HNTB Corporation has submitted the MLO Bidder Contributions CEC Form 50 and will comply with the provisions.
16. HNTB Corporation will comply with the provisions of the Iran Contracting Act of 2010.