



*Los Angeles  
World Airports*

RESOLUTION NO. 26411

BE IT RESOLVED that the Board of Airport Commissioners approved award of a five (5)-year design-build contract to Austin Commercial, LP for comprehensive engineering, design, demolition, pre-construction and construction services for the Terminal Cores and Automated People Mover Interface Project at Los Angeles International Airport, subject to change order authority by the Chief Executive Officer, as necessary, as referenced in the Board-adopted staff report attached hereto and made part hereof; and

**LAX**

**Van Nuys**

**City of Los Angeles**

Eric Garcetti  
Mayor

**Board of Airport  
Commissioners**

Sean O. Burton  
President

Valeria C. Velasco  
Vice President

Jeffery J. Daar  
Gabriel L. Eshaghian  
Beatrice C. Hsu  
Thomas S. Sayles  
Dr. Cynthia A. Telles

Deborah Flint  
Chief Executive Officer

BE IT FURTHER RESOLVED that the Board of Airport Commissioners authorized the Chief Executive Officer to execute said contract 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 Board of Airport Commissioners authorized the Chief Executive Officer to approve and execute change orders to the contract up to the budgeted owner's contingency of \$50,480,000 provided that prior execution of any change order in excess of \$500,000, the Board of Airport Commissioners shall first have reviewed and authorized the execution thereof, and such authorization shall have become final pursuant to the Charter Section 373; and

BE IT FURTHER RESOLVED that the issuance of permits, leases, agreements, gate and space assignments, and renewals, amendments or extensions thereof, or other entitlements granting use of existing airport facilities or its operations is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Article III Class 1(18)(c) of the Los Angeles City 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. 26411 is true and correct, as adopted by the Board of Airport Commissioners at its Special Meeting held on Thursday, January 18, 2018.

Sandra J. Miller – Secretary  
BOARD OF AIRPORT COMMISSIONERS





Los Angeles World Airports

## REPORT TO THE

## BOARD OF AIRPORT COMMISSIONERS

9

Approved by: Cynthia Guidry, Deputy Executive Director

Reviewed by: Robert Gilbert, Chief Development Officer

City Attorney

Deborah Flint – Chief Executive Officer

Meeting Date:

1/18/2018

CAO Review:

☐ Completed  
☒ Pending  
☐ N/A

Reviewed for	Date	Approval Status	By
Finance	1/4/2018	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> NA	RW
CEQA	1/2/2018	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	JH
Procurement	01/05/18	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> Cond	MT
Guest Experience	01/09/18	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	AW
Strategic Planning	1/2/18	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	KV

**SUBJECT:** Award a Design-Build Contract to Austin Commercial, LP for the Terminal Cores and Automated People Mover Interface Project at Los Angeles International Airport.

Authorization to award a Two-Phase Design-Build contract to Austin Commercial, LP for an amount not to exceed \$336,531,000 for comprehensive engineering, design, demolition, preconstruction and construction services for the Terminal Cores and Automated People Mover Interface Project at Los Angeles International Airport.

### **RECOMMENDATIONS:**

Management RECOMMENDS that the Board of Airport Commissioners:

1. ADOPT the Staff Report.
2. DETERMINE that this action is exempt from the California Environmental Quality Act pursuant to Article III, Class 1(18)(c) of the Los Angeles City CEQA Guidelines.
3. FIND that the work can be performed more economically or feasibly by an independent contractor than by City employees.
4. FURTHER FIND that the proposal from Austin Commercial, LP represents the lowest ultimate cost (as defined in Charter Section 371) to the City than any other responsive proposal submitted.

5. FURTHER FIND that the award of contract is in compliance with Los Angeles City Ordinance No. 183585 effective May 26, 2015.
6. APPROVE the award of a contract for an amount not to exceed \$336,531,000 to Austin Commercial, LP for Design-Build Services for the Terminal Cores and Automated People Mover Interface Project at Los Angeles International Airport, subject to change order authority by the Chief Executive Officer, as necessary.
7. FURTHER APPROVE a budgeted owner's contingency in the amount of \$50,480,000. This contingency can only be utilized through change orders authorized by the Chief Executive Officer or the Board as outlined below.
8. AUTHORIZE the Chief Executive Officer to approve and execute change orders to the contract up to the budgeted owner's contingency of \$50,480,000 provided that prior execution of any change order in excess of \$500,000, the Board of Airport Commissioners shall first have reviewed and authorized the execution thereof, and such authorization shall have become final pursuant to the Charter Section 373.
9. APPROPRIATE capital funds in the amount of \$129,306,000 for Phase 1 of the project; mobilization, design, and preconstruction. LAWA will return to the Board upon the acceptance of each Guaranteed Maximum Price (GMP) work package, and request appropriation of the associated funds at that time.
10. AUTHORIZE the Chief Executive Officer to execute the contract with Austin Commercial, LP upon its approval as to form by the City Attorney and further approval by the Los Angeles City Council.

## **DISCUSSION:**

### **1. Purpose**

The purpose of the five-year contract award to Austin Commercial, LP is to obtain comprehensive engineering, design, demolition, preconstruction and construction services to carry out the Terminal Cores and Automated People Mover (APM) Interface Project at Los Angeles International Airport (LAX). This Project will support the Landside Access Modernization Program (LAMP) by designing and constructing new facilities with vertical circulation "cores" (i.e. elevators, escalators and stairs) to connect passengers from the new Automated People Mover (APM) stations and pedestrian walkways into the existing Tom Bradley International Terminal (TBIT) and Terminals 5 and 6, and upgrade the existing vertical circulation core at Terminal 7. The Project will also provide interior commercial space to offer revenue-generating opportunities and enhance the functional capacities of the terminals.

### **2. Prior Related Actions**

- April 16, 2015 - Resolution No. 25681  
The Board requested the Los Angeles City Council to consider and approve an ordinance to allow use of Alternate Project Delivery Methods and Competitive Sealed Proposal Selection Process (CSPSP) for Design-Build (DB), Design-Build-Finance-Operate and Maintain (DBFOM) and Construction Manager at Risk (CMAR) contracts for



select Capital Improvement Projects (CIP) related to the Landside Access Modernization Program (LAMP) at Los Angeles International Airport (LAX). On May 26, 2015 the City Council approved Ordinance No. 183585 authorizing the use of alternate project delivery methods as requested, Council File 14 -0987.

- July 13, 2017 – Resolution No. 26293  
The Board of Airport Commissioners (Board) authorized the release of a RFP to solicit a Design-Build contractor for the Terminal Cores and APM Interface Project at LAX using CSPSP and Alternative Delivery methods.

### **3. Current Action**

Staff requests the Board to approve a five-year contract to Austin Commercial, LP for Design-Build services for the Terminal Cores and APM Interface Project at LAX in the amount of \$336,531,000 and delegate signature authority to the Chief Executive Officer for change orders provided that change order in excess of \$500,000 receive Board approval prior to their execution.

Staff further requests the Board appropriate Capital Funds in the amount of \$129,306,000 for Phase 1 of the Project. This includes \$95,000,000 for Phase 1 of the Design-Build Contract, \$17,575,000 for LAWA Soft Costs during Phase 1, \$10,000,000 for LAWA Contingency during Phase 1, and \$6,731,000 for Interdepartmental Orders (IDO).

#### ***Background***

As part of the overall modernization program at LAX, LAWA is undertaking the LAMP program, which consists of a Consolidated Rental Car Center (ConRAC), Intermodal Transportation Facilities (ITF), parking garages, and an APM. In order to connect the Terminals in the Central Terminal Area (CTA) to the APM, necessary modifications must be made to the Terminals to accommodate the vertical circulation of passengers for a connection to the three proposed APM stations in the CTA. The new Terminal Cores will include a series of elevators, escalators, stairs and circulation space to facilitate the ingress and egress of passengers between the Terminals and the APM Stations.

The Project will help LAWA deliver a Gold Standard Airport through the following actions:

- Provide first class facilities to enhance the guest experience;
- Utilize an innovative procurement process to promote design excellence and increase speed of delivery;
- Enhance our passenger throughput capacity at TBIT, Terminal 5, Terminal 6 and Terminal 7 to support the success of the upcoming Landside APM;

#### ***Scope of Work***

The Project includes a new single core between Terminals 5 and 6 (T5.5 Core), a new dual core in front of TBIT (TBIT Core), and improvements to the vertical circulation at Terminal 7 (T7 Vertical Circulation Improvements). This project also includes the relocation and restoration of displaced functions and systems, including restrooms, ticket counters and baggage claim.



Some of the project goals include, but are not be limited to:

- Each of the new Cores will achieve both 'LEED Silver' and CalGreen 'Tier 1' certifications, contributing to LAWA's **sustainability** plan.
- The Cores will provide enhanced reliability & redundancy in the new structural, electrical, and communications systems, enhancing LAWA's **resiliency** at LAX.
- The new Cores will improve **operational performance** by providing intuitive connections to the new APM System, thereby promoting the use of alternative modes of transportation to/from LAX and relieving traffic-congestion in the CTA.
- The new Cores will enhance the **guest experience** by delivering a consistent architectural statement throughout all Terminals in the CTA (see Exhibit 2), with cohesive plans and prominent signage & wayfinding in accordance with the LAX Design Guidelines (see Exhibit 4).

**T5.5 Core** (see Exhibit 2):

The T5.5 Core will include  $\approx 80,000 - 100,000$  ft<sup>2</sup> of new construction, and a small amount of renovation to the surrounding areas to interface with the new construction. This includes, but is not limited to;

- Vertical Circulation (Elevators, Escalators, Stairs)
- Tenant Spaces (Offices, Ticketing, Baggage Handling, etc.)
- Passenger Areas (Restrooms, Baggage Claim, Circulation Space, etc.)
- APM Interface (Structural Support, Architectural Interface, etc.)
- Other / Miscellaneous (IT Rooms, Electrical Rooms, Utility-Relocations, Canopies & Façade, Demolition of the Existing P6 Pedestrian Bridge, etc.)

The T5.5 Core may also include additional revenue-generating space (such as airline club/lounge space), and will require a series of temporary accommodations (during construction) for the existing functions & facilities that will be displaced. Airline & Tenant coordination is ongoing, and will intensify as the design advances.

**TBIT Core** (see Exhibit 3):

The TBIT Core will include  $\approx 100,000 - 130,000$  ft<sup>2</sup> of new construction and a small amount of renovation to the surrounding areas to interface with the new construction. This includes, but is not limited to;

- Vertical Circulation (Elevators, Escalators, Stairs)
- Tenant Spaces (Offices, Concessions, Baggage Handling, etc.)
- Passenger Areas (Restrooms, Check-in Kiosks, Concessions, Circulation Space, Information Desk, etc.)
- APM Interface (Structural Support, Architectural Interface, etc.)
- Other / Miscellaneous (IT Rooms, Electrical Rooms, Utility-Relocations, Main Terminal Entries, Canopies & Façade, etc.)

The TBIT Core may also include provisions for a future secure connector from the north to south terminals and/or additional revenue-generating space (such as airline offices), and will require a series of temporary accommodations (during construction) for the existing functions & facilities that will be displaced. Airline & Tenant coordination is ongoing, and will intensify as the design advances.

This project includes the removal & replacement of 1 exterior escalator, and the installation of 1 new interior escalator with an elevated pathway to connect to the existing pedestrian bridge. United Airlines recently completed a significant modernization program at Terminal 7, and these additional escalators will build upon their existing vertical circulation core to increase the terminal's capacity to further support the future APM System.

### ***Exhibit 1: Terminal Core and APM Interface Improvements***

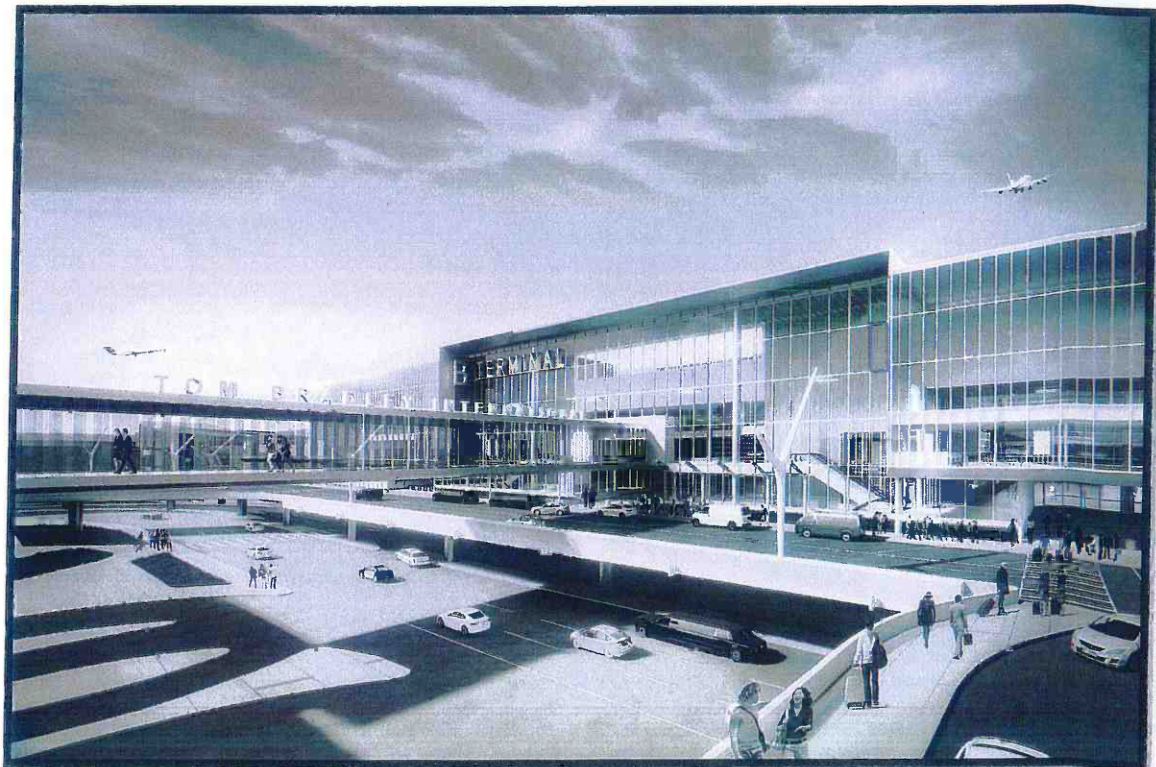




**Exhibit 2: T5.5 Core**



**Exhibit 3: TBIT Core**





#### ***Exhibit 4: LAX Design Guidelines***



The Terminal Cores and APM Interface will be delivered in two phases. Phase 1 will include;

- Mobilization: Project Management Office (PMO), Insurance & Bonds, Staff Onboarding, etc.
- Design: Basis of Design, Alternatives Analysis, Schematic Design, Building Information Modeling (BIM), Design Development, Early Permitting, etc.
- Preconstruction: Field Investigations, Exploratory Excavations, Subcontractor Outreach & Procurement, Cost Estimating, Phasing & Logistics Planning, Scheduling, Stakeholder Outreach, etc.
- Early Enabling Work: Utility Relocations, Tenant Relocations, Purchase of Long-Lead Equipment, etc.

LAWA will be using Target Value Design. This means that the budget will be fixed, and the design will be continuously reviewed, estimated, and adjusted to stay within that budget constraint. In order to maximize collaboration and transparency, this will involve co-locating the Project Team with blended staff from LAWA and the Design-Builder in a PMO. LAWA and the Design-Builder will each prepare independent estimates at each formal design-milestone, and will continuously monitor costs, risks, milestones, etc. to inform key decisions throughout Phase 1 of the Contract. The team will also provide monthly reports, weekly design workshops, and constant coordination throughout all stages of the Project.

One of LAWA's key objectives is to minimize operational impacts to the existing roadways, sidewalks, terminals and airfield. To that end, Austin Commercial, LP will also provide detailed Phasing & Logistics Plans at each formal design-milestone. These plans will be developed collaboratively with LAWA's Coordination and Logistics Management (CALM) group, and approved by LAWA's Shutdown Control Center (SCC) prior to implementation.



Upon completion of the 60% Design Package, Austin Commercial, LP will submit a GMP proposal for Phase 2 of the Contract (Construction, Commissioning, etc.). The GMP Proposal will be based on detailed estimates of the design from both LAWA and the Design-Builder, and actual competitive bids for key subcontracts. Once the GMP has been negotiated and accepted, staff will return to the Board for approval of the GMP in order to appropriate the remaining funds and execute Phase 2 of the Contract. This is anticipated to occur in early 2019.

If staff is not satisfied with the performance of Austin Commercial, LP or the submitted GMP, LAWA has the option to retain them under the Design-Build contract to complete the design only, and then solicit new bids for construction. Or, LAWA could choose to begin a new procurement altogether using the design completed up to that point, and select another contractor to complete the design and construction.

### ***Project Budget***

The total budget for this project is \$456,000,000. This includes the Design-Build contract, owner contingency, and soft costs for LAWA and other City support services (inspection, survey, testing, permits, etc.). Permits & Agency Fees are included in the Design-Build Contract, except for those that will be funded through Interdepartmental Orders. The project also includes a public art allowance calculated at 1% of construction cost for terminal public areas as required by the City's Administrative Code for all public works projects.

The budget was developed from an independent cost-estimate, refined with industry-feedback during the procurement process, and compared with cost-data from similar projects at LAX and other major airports. The adjusted cost (\$/ft<sup>2</sup>) is consistent with similar projects.

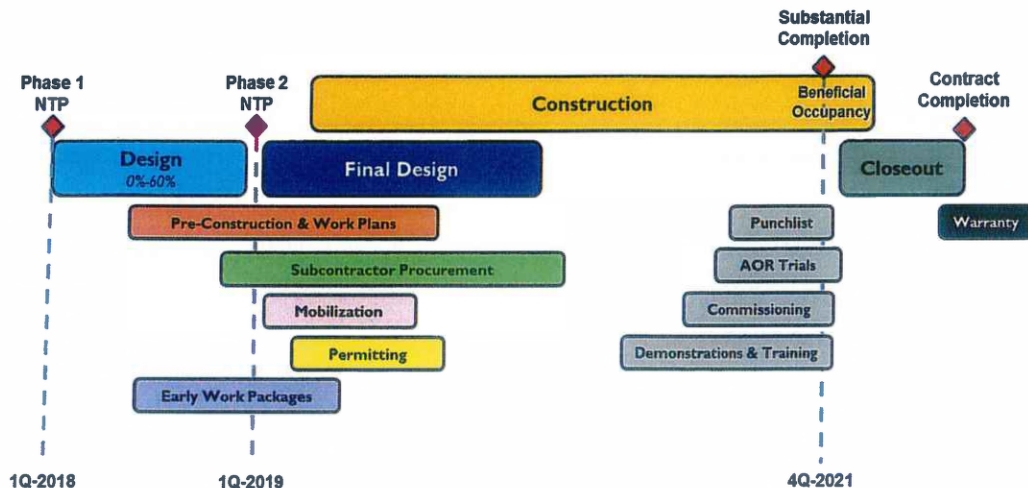
Budget	Phase 1	Phase 2	Grand Total
Design-Build Contract	\$95,000,000	\$241,531,000	\$336,531,000
Interdepartmental Orders <sup>1</sup> (2%)	\$6,731,000	\$0	\$6,731,000
LAWA Soft Costs (18.5%)	\$17,575,000	\$44,683,000	\$62,258,000
Owner Contingency <sup>2</sup> (15%)	\$10,000,000	\$40,480,000	\$50,480,000
<b>Total Program Budget</b>	<b>\$129,306,000</b>	<b>\$326,694,000</b>	<b>\$456,000,000</b>

<sup>1</sup> Note that the funding for Interdepartmental Orders is included entirely in Phase 1 for coordination of design & permitting.

<sup>2</sup> Note that the majority of contingency is being deferred to Phase 2 of the Contract. The Phase 1 Contingency is meant to support the Early Enabling Projects.

## Project Schedule

Upon BOAC Approval, LAWA will proceed with design and preconstruction activities to refine & detail the drawings, specifications, and project implementation plans. These efforts will facilitate the development of a GMP Proposal with increasing specificity, clarity, comprehensiveness and accuracy. LAWA will provide Board briefings at key design-milestones as the project advances, and will return to the Board in 1Q-2019 to present the final GMP Proposal and recommend proceeding with Phase 2 of the Contract. Below is an outline of how the design, preconstruction, construction and closeout activities overlap in order to achieve an accelerated delivery with minimal risk.



As part of this project, LAWA will be providing structural supports for the future pedestrian walkways no later than December 31, 2021. These walkways will then be installed by the APM Developer. Therefore, LAWA will achieve Substantial Completion of the Terminal Cores in 4Q-2021, and will be ready to receive the pedestrian walkways several months before that date. Liquidated Damages of \$100,000 per day have been clearly identified in this Contract to further incentivize an accelerated delivery schedule.

## Procurement Process

On October 14, 2016, staff issued a Request for Qualifications for Design-Build Firms on the Los Angeles Business Assistance Virtual Network (LABAVN). Four (4) firms responded by the closing date of January 12, 2017.

On April 11, 2017, LAWA short-listed all four (4) Proposers and invited them to participate in a collaborative process aimed at developing a more robust Final RFP for the Terminal Cores and APM Interface Project. LAWA issued Draft RFPs and hosted a series of confidential meetings with the Proposers to discuss LAWA objectives, scope and project constraints.

The four short-listed firms were:

- Austin Commercial / AC Martin
- Hensel Phelps / Corgan
- Skanska - W.E. O'Neil, a Joint Venture / Leo A Daly
- Swinerton Builders / Gensler



On August 1, 2017, LAWA issued the Final RFP using a Competitive Sealed Proposals Selection Process to procure a firm for comprehensive engineering, design, demolition, preconstruction and construction services using the Design-Build delivery method. In addition, LAWA utilized a "Proposal Agreement" to pay for the work product submitted in the Proposals valued at \$140,000 for each Complete Design Proposal and \$70,000 for each Complete Construction/Technical Proposal. The work product included Conceptual Designs, Phasing and Logistics Plans, Project Schedules, Risk Management Matrices, etc.

During the proposal preparation period, LAWA hosted a series of confidential workshops with each of the Proposer Teams:

- Two rounds of workshops to allow Proposers to present their conceptual designs and technical deliverables and receive feedback from LAWA.
- Two site tours with LAWA Operations, Facility Maintenance, Commercial Development, and the Proposer Teams.
- Two separate meetings to discuss commercial terms of the contract, current and forecasted market conditions and specific project logistics challenges.

The successful proposer is required to meet a mandatory 20% Small Business Enterprise, 7% Local Business Enterprise, 5% Local Small Business Enterprise and 3% Disabled Veterans Business Enterprise goals.

Proposers were evaluated using the following criteria:

Part	Evaluation Criteria Description	Possible Points
<b>A</b>	<b>Administrative Requirements</b>	
	Administrative Submittals	<b>Pass/Fail</b>
<b>B</b>	<b>Work Product Proposal Agreement</b>	
	Executed Agreement	<b>Pass/Fail</b>
<b>C</b>	<b>Technical Requirements</b>	
	Transmittal Letter	<b>Pass/Fail</b>
	Technical Deliverables <ul style="list-style-type: none"> <li>• Work Approach &amp; Phasing Plan</li> <li>• Project Schedule</li> <li>• Phase 1 Cost Estimate</li> <li>• Innovative Solutions</li> <li>• Quality Control Program</li> <li>• Risk Management Plan</li> <li>• Lean Construction Plan</li> <li>• Safety Plan</li> <li>• Commissioning Plan</li> <li>• Key Personnel Confirmation</li> </ul>	<b>40</b>
	Conceptual Design <ul style="list-style-type: none"> <li>• Target Value Design</li> <li>• Drawings, Specs, Design Narrative</li> <li>• Optional Program</li> <li>• Material Boards</li> <li>• Functionality</li> <li>• Build quality</li> <li>• Design impact</li> </ul>	<b>25</b>
	Innovative, Value-Added Design Elements	<b>10</b>
	Past Performance & Inclusivity <ul style="list-style-type: none"> <li>• References and Past Performance</li> <li>• SBE, LSBE, LBE and Local Hiring Plans</li> </ul>	<b>10</b>
<b>D</b>	<b>Multiplier Proposal</b>	
	Lead Designer Multiplier <ul style="list-style-type: none"> <li>• All-inclusive multiplier for the Lead Designer</li> </ul>	<b>15</b>
	<b>Grand Total (Proposal Efficiency Factor)</b>	<b>100</b>

The points assigned for the Lead Design Multiplier were determined by awarding 15 points to the firm with the lowest fully-loaded multiplier and awarding a proportional share to the other firms based on the following formula:

$$(\text{Firm 'X' Lowest Proposed Multiplier} / \text{Firm 'Y' Multiplier}) \times 15 = \text{Firm 'Y' Points}$$

The Grand Total points were converted to an "Efficiency Factor" which was used to calculate the Lowest Ultimate Cost Calculation. The Efficiency Factor was used to calculate the Lowest Ultimate Cost as follows:

$$\frac{\text{Design to Budget Value} \times (1 + \text{Contractor's Fee})}{\text{Proposer's Efficiency Factor}} = \text{Lowest Ultimate Cost}$$

Ranking	Firm Name	Efficiency Score	Proposer's Ultimate Cost*	SBE/LBE/LSBE/DVBE Pledge Percentage
1	Austin Commercial / AC Martin	90.35%	\$ 368,157,166	20 / 7 / 5 / 3
2	Swinerton Builders / Gensler	73.67%	\$ 452,060,540	20 / 7 / 5 / 3
3	Hensel Phelps / Corgan	71.02%	\$ 517,161,363	20 / 7 / 5 / 3

\* Note that these values are not bids nor cost estimates, but are simply the result of LAWA's Evaluation Criteria & Formulas.

On November 7, 2017 LAWA received proposals for the following three firms:

- Austin Commercial / AC Martin
- Hensel Phelps / Corgan
- Swinerton Builders / Gensler

Procurement Services Division (PSD) reviewed the administrative documents submitted by the three (3) firms and determined that all were in compliance with LAWA and City of Los Angeles administrative requirements.

The firms were evaluated by a five-member evaluation panel consisting of LAWA staff:

- Deputy Executive Director, Planning & Development
- Director of Maintenance II
- Director of Terminal Design
- Sr. Airport Engineer II, Terminals
- Chief of Airports Planning I, Planning & Development

The panelists interviewed the Proposers on December 12, 2017. Interviews were based on the Part B - Technical Requirements evaluation criteria. Overall scores for Part B were then determined from both the written submissions and interviews.

The Evaluation Panel invited all three Proposers to submit Fee Proposals, which were submitted by the Proposers on December 15, 2017. Staff then calculated the "Lowest Ultimate Cost" in accordance with the RFP to determine the Proposer's Ultimate Cost as listed above.



The City Council approved an ordinance to allow the use of alternative project delivery methods and competitive sealed proposal selection process (CSPSP) for delivery of projects related to the LAMP. When using the CSPSP, City Charter Section 371(b) requires that the Design-Builder be selected based on the "Lowest Ultimate Cost to the City." Proposers must be able to demonstrate to LAWA their technical and construction experience, staffing and organizational approach, schedule and cost controls, and an understanding of the unique challenges of working in an airport environment.

Based on the RFP requirements and the evaluation criteria, staff determined that Austin Commercial, LP is a responsive and responsible proposer with the Lowest Ultimate Cost.

***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.* This Project will support the Landside Access Modernization Program (LAMP) by designing and constructing new facilities with vertical circulation "cores", such as elevators, escalators and stairs to connect passengers from the new Automated People Mover (APM) stations and pedestrian walkways into the existing Terminals.

***Action Requested***

Staff requests the Board award a Design-Build contract to Austin Commercial, LP for the Terminal Cores and APM Interface Project, and appropriate funds for Phase 1 of the Project. If an agreement for Phase 2 is reached, staff will return to the Board with a request to appropriate funds for Phase 2 of the Project. If an agreement for Phase 2 Services is not reached, staff will provide the Board with other available options.

***Fiscal Impact***

The Terminal Cores and APM Interface 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 landing fees and terminal rates and charges, as well as through non-aeronautical revenues.

**4. Alternatives Considered**

- ***Take No Action***

Taking no action would negatively affect the Guest Experience by not allowing passengers to directly access the terminals from the new APM Stations. Instead, passengers would need to cross the busy CTA roadways at-grade, thereby exaggerating traffic congestion and diminishing ridership of the APM. This would also put undue risk on the schedule of the LAMP Program, which is dependent on the Terminal Cores being provided to structurally support the new elevated pedestrian walkways.

- ***Seek Proposals for Design Only***

Procuring a designer only for this project would incur undue risk to the project schedule and budget by deferring many of the challenges and risks to a future Contractor through a

Design-Bid-Build (DBB) or Construction Manager at Risk (CMAR) delivery method. These risks include the inability to provide contractor input during the design, the inability to perform comprehensive field-investigations to verify existing conditions, the inability to thoroughly coordinate with LAMP, and the inability to engage the subcontracting community during design. In addition, the added step of a separate procurement and mobilization by a future contractor would endanger the timely completion of the LAMP Program.

### **APPROPRIATIONS:**

Staff requests that funds in the not-to-exceed amount of \$70,786,000 be appropriated and allocated from the LAX Revenue fund to WBS elements 1.17.03A (TBIT Core and APM Interface), \$57,753,000 be appropriated and allocated from the LAX Revenue fund to WBS element 1.17.02A (Terminal 5.5 Core & APM Interface) and \$767,000 be appropriated and allocated from the LAX Revenue fund to WBS element 1.18.01A (T7 Additional Vertical Circulation & APM Interface) and future related WBS elements as may be required.

### **STANDARD PROVISIONS:**

1. The issuance of permits, leases, agreements, gate and space assignments, and renewals, amendments or extensions thereof, or other entitlements granting use of existing airport facilities or its operations is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Article III, Class 1(18)(c) of the Los Angeles City CEQA Guidelines.
2. This contract is 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. Austin Commercial, LP will comply with the provisions of the Service Contractor Worker Retention and Living Wage Ordinances and the Labor Code of the State of California (Prevailing Wage).
5. Procurement Services has reviewed this action (File No. 8148) and established mandatory goals of 20% Small Business Enterprise (SBE), 7% Local Business Enterprise (LBE), 5% Local Small Business Enterprise (LSBE) as a subset to LBE goal, and 3% for Disabled Veteran Business Enterprise (DVBE) for this specific project. Austin Commercial, LP has committed to 20% SBE, 7% LBE, 5% LSBE, and 3% DVBE participation.
6. Austin Commercial, LP will comply with the provisions of the Affirmative Action Program.
7. Austin Commercial, LP has been assigned Business Tax Registration Certificate number 0002056400-0001-6.
8. Austin Commercial, LP will comply with the provisions of the Child Support Obligations Ordinance.
9. Austin Commercial, LP must have insurance documents, in the terms and amounts required, on file with Los Angeles World Airports prior to issuance of a Notice to Proceed.
10. Pursuant to the provisions of Charter Section 1022, staff has determined that the work



specified in the proposed contract can be performed more feasibly or economically by an Independent Contractor than by City employees.

11. Austin Commercial, LP has submitted the Contractor Responsibility Program Questionnaire and Pledge of Compliance and will comply with the provisions of the Contractor Responsibility Program.
12. Austin Commercial, LP must be determined by Public Works – Office of Contract Compliance to be in full compliance with the provisions of the Equal Benefits Ordinance prior to execution of the contract.
13. Austin Commercial, LP will be required to comply with provisions of the First Source Hiring Program for all non-trade Airport jobs.
14. Austin Commercial, LP has submitted the Bidder Contributions CEC Form 55 and will comply with its provisions.